



**A publication dedicated to Pacific Southwest Railway Museum Association members
May-June 2015**



The Santa Fe Depot in San Diego turns 100 years old this year. It was represented in this postcard from the 1920's. A story outlining the history of the depot starts on Page 2.

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrmm.org

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Trains depart at 11:00 AM and
2:30 PM.

La Mesa Depot Museum & Business Office

4695 Nebo Drive,
La Mesa, California, 91941
619-465-psrm (465-7776)
Open Saturdays 1 PM to 4 PM
Other times by appointment

Meetings of the PSRMA Board
of Directors are held on the 4th
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

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Treasurer:	Dave Tomeraasen
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Facilities:	Frank Denison
Museum Services:	Jim Lundquist
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Media Liaison:	Dick Pennick
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The Santa Fe Depot turns 100 this year!

By Diana Hyatt

On March 24, 1914 the Santa Fe Railway awarded the construction contract for the new San Diego Union Station to the William Simpson Construction Company. The news of a new depot was announced via telegraph to the San Diego Union newspaper from A.G. Wells, General Manager of the Santa Fe Railway on May 23, 1914. There was little more than six months to complete the task, so as to coincide with the opening of the 1915-1916 Panama-California Exposition in San Diego. A groundbreaking ceremony was held on May 28th and construction commenced June 15th with a projected completion date of December 31, 1914.

The definition of a Union Station connotes that more than one railroad provides passenger service to it. The San Diego & Arizona Railway and its owner, John D. Spreckels provided funding, possibly up to \$100,000 towards the \$300,000 price tag for the station. By 1915, the SD&A was operating trains from San Diego into Mexico, primarily to the racetrack in Tijuana, B.C., Mexico although completion of the last trans-continental link would not occur until 1919. As a side note, by 1915 the construction of the SD&A had reached sixty rail miles east from San Diego, just completing tunnel three, work would have progressed to tunnel four and the steel girder bridge at Division. From 1915 until 1951, the Station was jointly used by the Santa Fe Railway and the San Diego & Arizona Railway (later becoming the San Diego & Arizona Eastern Railway) until the SD&A discontinued passenger service.

The connection between the Panama Canal and San Diego

With the completion of the Panama Canal in 1914, San Diego, with its beautiful, natural harbor was the first West Coast port. Even though San Diego had

lost its recognition as the western terminus of the Santa Fe Railway System (that dream lasted a mere 2 years from 1885-1887), it was widely believed that the Panama Canal was a second chance at establishing San Diego as a major port and business center for goods from Europe and the east coast.

San Diego already possessed a train depot, the 1887 California Southern Depot located at the foot of Broadway. It was a dark red wooden structure with dark green trim in the Victorian-Gothic style. But its heavy architectural design was dated and its size did not befit a soon-to-be booming city. San Diego needed a memorable gateway to the Panama-California Exposition and San Diegans intended to showcase their beautiful city. San Diegans wanted their city to stand out with its own characteristics and personality; this depot did not do that. The replacement depot would be situated northeast of the existing depot. In fact, the platform of the 1887 CS Depot is said to have been six feet away from the new depot.

Construction of the new depot was essentially completed in time for the opening of the Exposition on January 1, 1915 but it stood empty due to a dispute with the City of San Diego that began on July 28, 1914 when the Santa Fe Railway petitioned the closure of B Street from Arctic Street to Atlantic Avenue (now Kettner Blvd. and Pacific Coast Highway respectively). It was argued that the railroad would have to uncouple and couple every train that pulled into the new depot; to avoid additional switching, the depot would need to accommodate trains of at least twelve cars. The State Railway Commission finally intervened and in January, 1915 ordered B Street closed and the tracks be allowed to reach the depot; final work and track alignments were made and on March 7,

1915 the depot finally opened. Employees went on duty at 5:00 pm, turning on the electric lights in the new depot and it was open to the public at 6:30 pm to welcome a nine coach passenger train filled with Exposition attendees. There was very little fanfare, even though some 5,000 people were reportedly present. The dedication ceremony consisted of the first train ticket being sold by E.D. Johnson, the deputy city clerk and son of the contractor who built the 1887 California Southern Depot, to Oliver J. Stough, an honored San Diego citizen and 96 year old veteran of the Mexican War.



The razing of the California Southern tower.
PSRM Library Collection

The following day, March 8, 1915, the 1887 California Southern Depot was razed. This iconic photograph contains a number of points of interest; the most spectacular, in the author's opinion, is the cable attached to the wooden tower. The other end of that cable was attached to two Santa Fe 0-6-0 switchers, numbers 2158 and 2257. Not only did it utilize existing resources, the parallel tracks (to both structures) directed the tower away from the possibility of it falling into the newly constructed depot and further added to the drama of the event. As irony would have it however, the tower almost ended up falling towards the new depot.

Evolution of the 'Santa Fe Style'

The new Santa Fe Union Station was designed by the San Francisco firm of Bakewell & Brown (architects John Bakewell, Jr. and Arthur Brown, Jr.)

whose projects were typically more neoclassical. The Depot is 650 feet long by 106 feet wide and includes a baggage express building to its north which is visually united by an arched trackside arcade. In the original construction there was also a 70 foot by 100 foot courtyard at the south end of the depot which served as an open air patio and passenger waiting area as well as a trolley car loop terminal; the patio was removed in 1954. The building itself is built of wood, bricks, cement and tile on a steel frame with wide arches, Tuscan columns, baroque cornices and a heavy-masonry appearance. The roof is steel-supported wood with red tiles. Its twin towers have a zig-zag pattern of glazed tiles with Santa Fe's cross-in-circle emblem. The domed towers are the significant exterior features. The bricks around the depot were laid in a herringbone pattern, without mortar, for long wear.

The waiting room is 170 feet long and 55 feet wide with nine bays on each of its long sides and five at both ends. There are sixteen bronze and glass chandeliers with six Santa Fe crosses on top of each one and specially cast light globes. The gabled ceiling is natural redwood and its floor is fired hard-clay tile. Solid oak benches run the length of the waiting room. The depot's east side (the Kettner Blvd. side) has a second floor with unused offices and a basement under the north end. A large Diocletian window allows ample light to flood the interior and is mirrored on the opposite end of the hall.

After the Santa Fe Railway went bankrupt in 1895, Edward P. Ripley was appointed as the president of the reorganized Atchison, Topeka and Santa Fe Railway Company. Within five years, the Santa Fe had become exceedingly profitable. One of Ripley's many successful ideas was the use of advertising in order to influence the American public's opinion of the railroad and remove



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The opinions expressed in the Hot Scoop are those of the individual writer and do not necessarily reflect the opinion of the Pacific Southwest Railway Museum Association, Inc., or its officers and staff.

Pacific Southwest Railway Museum Association Mission Statement:

The Pacific Southwest Railway Museum Association, Inc., is dedicated to preserving the physical legacy and the experience of rail transportation. Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

The Museum is a member of the Association of Tourist Railroads and Railway Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to hotscoop@psrm.org.

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Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org.

the stigma of bankruptcy. From these early, aggressive marketing campaigns was spawned a larger picture of incorporating a whole new feel for train travel. The Santa Fe began to appeal to the public's longing to return to bygone days and vanished frontiers. This was capitalized upon by promoting the Southwest and Western regions of the United States through mythical, yet strong visual images. Beginning in 1898, new structures on the railroad began to reflect the California Mission Style. The original Alvarado Depot in Albuquerque, New Mexico is one of those early attempts; soon after its construction in 1902, Ripley authorized the "Santa Fe style" as the appropriate style for depots and hotels in New Mexico. The architectural style was named after the town of Santa Fe embracing its rich cultural heritage dating back to around 1050 AD. It incorporated both the pueblo style of adobe simplicity as well as the Spanish style introduced there in the early 1600's with the Palace of the Governors.

Porcelain tile

The town of Santa Fe also influenced the Santa Fe logo and the railroad debuted its famous cross within a circle trademark in 1901. The idea came from the Christian cross of the early Spanish missionaries who founded the "City of Holy Faith." The first known use of the new logo in tile emblems was in 1911 in four small depots in Texas. But, it wasn't until architects Bakewell and Brown viewed the tile work on the California State Tower and the Fine Arts buildings in Balboa Park that they were inspired to significantly increase the use of tile and design the pattern for the tile wainscoting that would be used throughout the interior of the Santa Fe Station.

Incidentally, the tile on the California Tower as well as all tile incorporated into the depot, was made locally by the California China Products Company in National City. Further, the raw materials were sourced locally: a seam of porcelain grade kaolin was discovered in 1906 along the western flank of El Cajon Mountain located in what is now Lakeside. This kaolin was chemically similar to the famous porcelains of France and China. From this kaolin, chemist and co-founder of the California China Products Company, John McKnight, was able to produce a rare, high-quality, translucent eggshell porcelain that he claimed, "rivalled the Baleek art ware."

The Santa Fe logo can be found in numerous locations throughout the Depot. There are four equally spaced Santa Fe logos on each of the large domes at the south end of the building. In the main lobby the tile wainscoting extends eight feet six inches up the walls and the

two foot square Santa Fe logo can be found on each of the twenty pilasters. The patterns on the tiles themselves suggest a Celtic or Persian influence with an interwoven Moorish strap pattern in the panels. Capping the wainscoting is a frieze of golden-yellow six-stepped pyramids or ziggurats with blue inverted pyramids suggestive of the Southwestern North American Indian designs or the fringes of a rug. In 1915, these tiles were not only aesthetically pleasing but were considered a final expression in cleanliness and sanitary conditions and carried forth the Santa Fe's reputation of patron courtesy. This prolific use of tile in the depot is unique to all other depots on the Santa Fe system.



An example of the decorative tile work on the interior of the Santa Fe Depot.
John Wright

Fred Harvey Lunch Counter

No Union Station on the Santa Fe line would be complete without food service compliments of Fred Harvey. The Santa Fe Station had its own Harvey House lunch counter within the depot. The 41 seat lunch counter opened on March 17, 1915 in the north end of the depot and was separated from the Waiting Room by five arches behind today's ticket counter. One source claims that

the lunchroom was closed in 1931 but reopened during the California-Pacific International Exposition during 1935 to 1936 then closed again. But, the Santa Fe did not add dining cars to their trains until 1938; it would make more sense that the closure of the lunch counter would follow this event. Presently, this area is off-limits to the public, but most of the original tile work has been preserved and the area is used as administrative offices for Amtrak employees.

Santa Fe Depot now

Amtrak has been using the depot and providing ticketing and baggage services there since 1971. It is also a station stop for the Coaster Commuter service and the San Diego Trolley. The Santa Fe Depot is the ninth busiest depot on the Amtrak system and the route of the Amtrak Pacific Surfliner from San Diego to San Luis Obispo is the second busiest Amtrak corridor in the United States.

The building is listed on the Historic America Building Survey, San Diego's Historical Site Board Register and, since 1972, the National Register of Historic Places. Interestingly, it was the Santa Fe that intended to demolish the building in order to capitalize upon the value of the land it sits upon. Fortunately, San Diegans had the foresight to save the heritage and we must continue to value that heritage and care for our treasures. Its architectural style has been deemed numerous monikers: Santa Fe Style, Mission Revival, Spanish Colonial Revival, Pueblo Style, Spanish Mission Colonial Revival and others. But, perhaps it is a fusion of these and a touch of something indefinable, whatever it is, it is worth preserving for the enjoyment of future generations to cherish.

Art Connoisseur and researcher for the San Diego Historical Site Board, Lorraine Sundberg had this to say about the classic Santa Fe Depot in 1972:

"The Santa Fe Depot was scholarly and artistically designed and it stands on its own as perfect in every way. It is pure, with no idiosyncrasies. Its graceful beauty leaves us with a sense of wonder. It has a restful beauty that counteracts visual pollution. It is as timeless as an Old Master." ►

Expansion Plans Underway

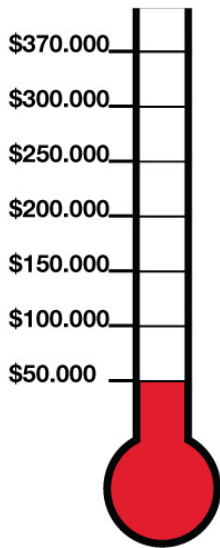
By Jim Lundquist

Plans are underway for expanding our Museum in Campo onto the 19+ acres we have purchased adjacent to the Campo Depot. The Board has been presented several concept plans which call for large exhibit halls for railroad equipment, a turntable and roundhouse, volunteer camping spaces, public campground, library/theater/exhibit, small hotel and small gift shop type of stores on a small town main street approach. The Board is reviewing those plans and will continue the dialog.

In addition, our property is currently in the Public/Semipublic S-92 zone. This zone does not currently allow museum development without a Major Use Permit from the County, which is a costly and time consuming effort. Thanks to a donation by Jim & Dawn Lundquist, a land use specialist has been brought in to find the best approach for continuing development of our museum. We have identified the correct County staff in Planning and in Supervisor Dianne Jacob's office and are now working to change the S-92 zone County-wide to allow museum development by right. As part of that effort, Jim & Dawn Lundquist, along with Paul Lundquist (Jim's brother) recently attended the Campo/Lake Morena Community Planning Group to update them on our plans. Our presentation was very well received and supported by the community planning group. The group had nothing but positive things to say about our operation and our expansion plans. They commented that we helped bring tourists to Campo, we brought families to the area and were a positive asset to the greater Campo area. The group members suggested increasing our museum's presence with railroad cars as overnight accommodations as well as expanding our train operations. We will go back to their next meeting seeking a vote of support for the redefining of the S-92 zone to allow museum development by right. As we move forward, plans for a hotel and a public camp grounds would most likely still require additional County review. Since those are expected to be "down the road", we are encouraged by what we have heard so far.

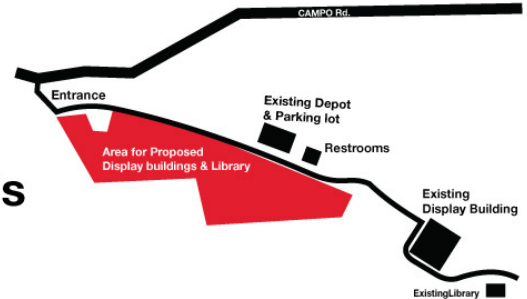
Our first goal is to retire the mortgage debt and the creation of plans to install the turntable in its final location, to allow us to turn equipment and start raising funds for a roundhouse. This is our first expansion planning effort since the early 1980's. We look forward to the challenges and opportunities as we move forward in these exciting times for our railway museum. ►

Future Railway Museum Expansion



Help us pay off the mortgage!

This 19.15 acre property will house additional exhibits and facilities for the Railway Museum. Your donation will help us retire the debt and allow us to proceed with the new exhibit halls and displays.



Steam Whistling, March-April, 2015

By Jim Baker, Steam Foreman

As reported in the last issue of the HOT SCOOP, we were waiting for a day with no wind to install the sheet metal roofing and walls on the “Coos Carport.” Finally, wind and schedules permitted us to work for most of the last week of April, and May 1, on this job. Because typical days at Campo start out with calm winds, with the wind picking up in the afternoon, I decided that starting work at 7:00 in the morning would be best.

So, on Monday afternoon, April 27, I went out to Campo and got “everything” set up. The previous day’s crew had cleared off Tracks 12 and 13 to give plenty of maneuvering room for the man lift. I got the man lift into position, and assembled the necessary tools, and parts. Things went smoothly, and all was ready for the next day.

At 7:00 Tuesday, I was joined by Harry Lineback and Rich Paulus; Chris Painter arrived later in the morning. The wind was cooperative, and we completed the first course of roofing just south of the peak, and all but two sheets of the entire north side of the peak, down to the eaves. By 5:00 we were all too tired to do any more that day.

On Wednesday, the same crew finished up the entire roof and eaves, and installed one small piece of the south end wall. At 4:00 the wind got too strong to work any more, so we called it a day. Unfortunately, we noticed that we seemed to be running out of screws. A call to the vendor confirmed that they had supplied

us with only half the required number. They agreed to ship the needed screws via overnight UPS. Because such overnight shipments arrive in Campo some time in the afternoon, I had them shipped to my home in Spring Valley.

On Thursday morning, the screws arrived at my house at 10:00 AM, meaning that with my drive out to Campo, we couldn’t start work until 11:30. That day’s crew, in addition to me and Harry, included Dick Pennick. We completed installing the west end wall, and got two 20 ft. wall panels installed on the north side. Again the wind came up around 4:00, stopping work. If we had been able to start at 7:00, we probably would have been able to complete installing all the wall panels. But, we did move the Coos Bay inside her new “home.”

On Friday, only Harry was able to join me. Because the two of us alone could not handle the 20 ft. panels, we installed two 10 ft. panels on each side. (Each course contains two 20 ft. panels and one 10 ft. panel. The entire carport consists of 40 panels; 26 twenty-footers, and 14 ten-footers). We also installed trim pieces on the west gable and corners of the west wall. Still to be installed are the last six 20 ft. panels; two on the north side, and four on the south side. Hopefully, by the time you read this, we will have been able to get them installed.

Now we can get back to doing some actual work on the Coos Bay. Our regular work days are the second Friday and Saturday of the month. We can always use more help. Come out and get dirty! Questions? jbaker@psrm.org



Jim and Harry working on the man lift on Tuesday.

Rich Paulus



The Coos inside her partially complete new home.

Jim Baker



More progress on Wednesday by Jim and Chris.

Rich Paulus



More of Wednesday's work.

Rich Paulus



Thursday Progress

Jim Baker



Completed West end.

Jim Baker

New Volunteer Entrance at Campo

By Jim Lundquist

Thanks to the donation of close to \$4,000 by Dave Tomeraasen, the volunteers entering the museum grounds from Sheridan Road now have a new automatic gate to pass through. The gate is located adjacent to the library compound on the outside of the curve, where visibility is great, which increases the safety of our volunteers when leaving. Also, the new gate is pushed back away from the road to allow access to the push pad without having the automobile in the street.

Dave came to Jim Lundquist with a suggestion for better signage and perhaps closing the old gate off of Sheridan Road because he noticed some of our visitors entering the through old gate and becoming lost (love some of those GPS systems). The idea of an automatic gate had been talked about for years but was waiting for funding. Jim told Dave about the idea and Dave offered to fund the project. Jim contacted new member Greg Heyser (Jim's Father-in-law) for ideas on automating the gate, as Greg installs gates as a professional. Armed with the game plan and funding, Dawn Lundquist started purchasing materials while Frank Denison, Glen Rogers, Dawn Lundquist, Greg Heyser, Rick Northcoat, Paul Lundquist and Jim Lundquist all volunteered and went to work trenching new power lines, drilling holes, installing posts, welding hinges, installing chain link fence and installing the gate openers. The work was completed on Saturday, April 25th.

The old swing gate on Sheridan Road will stay in service. The only requirement is that it remains locked at all times. Anyone using the gate MUST close and lock the gate behind them. All volunteers who regularly work at Campo should contact their department director for the combination code to the new gate.

Our thanks to Dave Tomeraasen for funding the new gate operator and to Greg Heyser for donating his expertise in installing the gate opener. Well done. ►



The new entrance gate from the inside.

Frank Denison

2015 Museum Annual Dinner

By Jim Lundquist

A good time was had by all at the Museum's Annual Dinner held on April 16th at the Bali Hai restaurant. President Diana Hyatt was the Master of Ceremonies for the event. She had a quick review of the year-end financial status and introduced Manuel Hernandez from the Baja California Railroad (BJRR). Señor Hernandez updated the members on the current efforts to establish a transloading facility in Garcia (about 7 miles east of Tijuana), the upgrading of the tracks from Tijuana to Garcia and plans for a potential rail line to serve the port near Ensenada. The BJRR presented a plaque to the railway museum for our efforts in keeping the railway alive. In addition to a fine meal, Diana Hyatt, Jim Baker and Heather Wright honored volunteers with Hours of Service Awards for our hardworking members. Then, department directors introduced volunteers who were recognized for their outstanding service to the Museum this past year. Diana Hyatt presented Rosalba Duran with the Administrative Volunteer of the Year. Frank Denison presented Glen Rogers with the Facilities Volunteer of the Year. Ron Hyatt recognized Robbie Smith for the Equipment Department. Jim Lundquist recognized Bruce Semelsberger with the Museum Services Volunteer of the Year while remembering the Library opened this year to the public. Mike Edwards had an award for Rob Stebbins as the Operations Department Volunteer of the year. Saving the best for last, Robbie Smith and Diana Hyatt recognized Martin Caestecker with the Railfan of the Year. Throughout the night, various raffles took place, with the top prize a railroad-themed quilt by Janet Paulus going to Rosalba Duran.

Due to an oversight, we discovered that we did not report on the award winners from the 2014 Annual Dinner in the Hot Scoop. Department Awards were presented to Administration: Dave DiGiorgio, Equipment: Earl Soladay, Facilities: John Shannon, Museum Services: Bob Underhill and Operations: James Caestecker. The 2014 Railfan of the Year was Glen Rogers.

It is always nice to get together with our members and recognize the volunteers for their hard work in making our Museum better each year. We look forward to seeing every member at next year's dinner. ►



Manuel Hernandez of the Baja California Railroad spoke at the annual dinner.
Frank Denison



Rosalba Duran was honored as Administrative Volunteer of the Year.
Frank Denison



Frank Denison presented Glen Rogers with the Facilities Volunteer of the Year Award.
Jim Lundquist



The Museum Services Volunteer of the Year award went to Librarian Bruce Semelsberger.
Frank Denison



The 2015 Railfan of the Year award was presented to Martin Caestecker by Robbie Smith and Diana Hyatt
Frank Denison

Spring 2015 Brakeman Class

By Jim Baker

The latest class for our entry level crew position, brakeman, was held on two Saturdays, April 18, and May 2. This time, the term brakeman may be a bit outdated, since half the students this time were ladies. However, we will continue to use the traditional title of brakeman. If the ladies don't like that title, they should keep volunteering and move up to the gender-neutral job titles of conductor and engineer!

We started out with the class maximum of 8 people signed up. At the last minute, two dropped out due to health and work-related issues. Six attended the first session, but two of them dropped out, leaving the Final Four: Ira Birch, Peter Lucas, Dawn Lundquist, and Donald Meyer.

After this two-day introduction to the job, they will soon be starting their on-the-job part of their training under the direct supervision of qualified brakemen on our Golden State trains. They will need to do a minimum of six days of training, and get at least three "qualified to operate" recommendations from their trainers. This usually takes significantly more than six days. If you see them out at Campo, be sure to welcome them to our crew of volunteers.



Left to right: Ira Birch, Dawn Lundquist, Peter Lucas, Donald Meyer, trainer Jim Baker, and engineer Rob Stebbins in the cab. Explaining the Standing Locomotive Air Test

Frank Denison

Maintenance of Way May Dates Announced

By James Caestecker

May 28 – May 29, 2015

MARK THESE DATES ON YOUR CALENDARS! Museum Services Director Jim Lundquist has scheduled for CalFire Labor Crews to assist the museum in installing new railroad ties on six miles of our main line track between Campo, CA and the International Border at Division, over which PSRM currently operates its weekly demonstration train, the Golden State. Track Foreman James Caestecker is scheduled to be overseeing this work being completed by the CalFire crews and PSRM Volunteers on the railroad between May 28 and May 29.

WE NEED YOUR HELP in completing the monumental task of changing railroad ties during the MOW days. The following help is needed:

- Speeder Operators and Speeder Crewmen/women are needed to run our two Gang Cars from Campo to the work site to ferry Cal Fire Crews, PSRM Volunteers, and Track Maintenance Tools.
- PSRM Volunteers are needed to supplement our crews, to learn and assist with changing ties, gauge rods, joint bars, and track bolts, and to learn and assist in the process of inspecting the track. (Volunteers must be in good physical health – walking over irregular terrain is required)

Speeder Crews and other volunteers must have the proper clothing and safety equipment to include long pants, work gloves, lace-up work shoes 6" inches or more high and cover the ankle and have 1/2" heels, safety glasses, hard hat, and safety vest. Limited quantities of Safety Vests, Safety Glasses, and Hard Hats are available at Campo if you don't have one already. Please also bring your own lunch to eat at the jobsite (Water provided, but we suggest you bring some of your own too).

If you can volunteer a day or two, contact the MOW Department at MOWForeman@gmail.com or contact James Caestecker directly by Cell Phone at (949) 573-2778.

If you cannot volunteer on these MOW May Blitz dates, but are interested in helping out on future MOW Projects, please contact either the Roadmaster above, or send an email to James Caestecker at MOWForeman@gmail.com to be placed on our contact list. We have

over 300 ties to change this year and we need YOU to help us achieve that goal!!

A Special Thanks go out to all of the volunteers who have come out to help these CalFire/PSRM efforts in the past months. ►

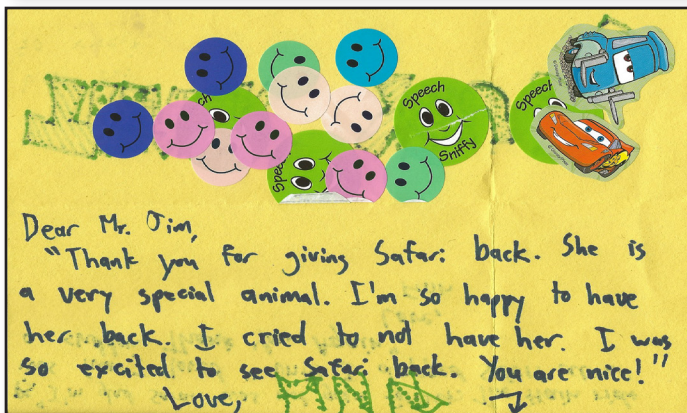
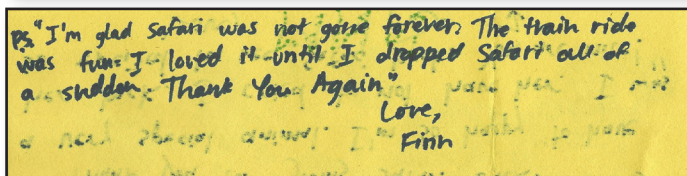
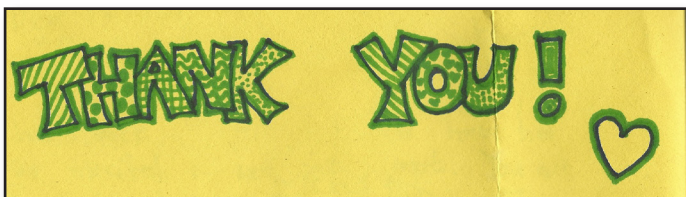
Lost Giraffe Found Near Campo!

By Jim Baker

On March 7, 2015, I was the conductor on the 11 AM. run of our Golden State to Division and return. On the return portion of the trip, as we were a short distance east of MP 64, I noticed a young man crying uncontrollably. When I asked his dad what the problem was, the dad told me that the young man, Finn, had lost his toy giraffe, Safari, off the train a ways back. By this time, the speeder had already passed the area where Safari was lost, so I didn't ask the speeder crew to look for it. But, I told the dad that I would ask them to look for it on the second trip, and I would mail Safari to them if they were successful. And, the speeder crew, Spencer Piontkowski and Alanna Hyatt did successfully find Safari on the second trip to Division. I mailed the toy back to the family, and later I received a note from Finn, the young man, along with \$30 cash!

Photos of Finn's note accompany this story; the money was added to our donation box.

Thanks, Finn! ►



The Pacific Southwest Railway Museum Announces

The North Pole Limited 2015

The elves are working hard to get ready for our North Pole Limited trains for 2015. As a member of the Pacific Southwest Railway Museum, you are invited to a special early registration! Please visit our North Pole website: <http://www.psrsm.org/npl> for your reservations. You will need your member number (near your address on the *Hot Scoop*) to purchase member tickets. Sales to the public will become live on June 1, 2015 and are expected to sell out fast. For your choice of night, make your reservation early! If you cannot find your member number contact tickets@psrm.org.

The North Pole Limited will run Fridays and Saturdays, Nov 27-28, Dec 4-5, 11-12, and 18-19. There will be two trains, at 5 PM and 7 PM, on both days. (Trains have been added from last year.) ►

Museum Schedule

The museum schedule for the remainder is as follows: Open Saturday and Sunday through November 22, 2015. One Golden State train will run Saturdays at 5 PM, June 28-October 4. ***There will be no Sunday trains from June 28 through October 4th.*** The museum will be open.

Pumpkin trains commence October 10 and run through October 31. (Pumpkin Train tickets are currently on sale.)

The Valley Flyer will run from November 1 through November 22 as we prepare for North Pole Limited.

More information and ticket sales are available on the PSRM website at www.psrsm.org.

Parting Shot



BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation. Please print clearly; use capital or lower case letters and make sure the information is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

Payment Options

Visa/MasterCard

Card Number _____

Expiration Date _____ CVC _____

Recurring charge for _____ months

Signature _____

Or

Mail this form along with your check or money order to:

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

PSRM is a 501(C)3 California Non-Profit Corporation

PRINT YOUR NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____