

HOT ***SCOOP***

**A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2017**





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
Golden State 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 3rd
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President: Diana Hyatt
Vice-President: Martin Caestecker
Treasurer: Dave Tomeraasen
Secretary: Robert Smith
Equipment: Ron Hyatt
Facilities: Frank Denison
Museum Services: Jim Lundquist
Operations: Mike Edwards

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Historian: Bruce Semelsberger
Special Events: Diana Hyatt
Membership: Alex Fiori
Steam Foreman: Jim Baker
Gift Shop Mgr: Heather Wright
Media Liaison: Vacant
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Photographers: Frank Denison,
Alanna Hyatt
Certification & Training:
Mike Edwards

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COVER PHOTO: Tim Wamsley driving a spike during recent track work.
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The Hot Scoop® is a publication of the Pacific Southwest Railway Museum, Inc.

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.

The Hot Scoop is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your name, membership number and e-mail address. Note that if you opt for the e-mail version, you will no longer receive the printed copy.

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

From the Back Platform

By Diana Hyatt, President

Early January saw the packing away of all things Christmas. The Mechanical Department which doubles as the Special Events staff, was able to pack up everything inside the North Pole trailer at the North Pole site and transport all of the paraphernalia and the North Pole trailer back to Campo where everything was put away and buttoned up; hopefully safe from the elements and the multi-legged critters. All the decorations inside and outside the Depot were taken down and packed away as well as the coaches from the North Pole train. Thank you to the Hyatts, Robbie and Charles Smith, Roark Stump, Earl Soladay and Martin Caestecker.

Thanks to the end of our drought (at least for this year) January and February were more eventful than we would have liked. Multiple storms hammered the back country with some storms dumping over five inches of rain. All this rain, coupled with last June's Border Fire that left the mountains burned bare, particularly between Dog Patch and Division, produced the perfect formula for mud slides. On a positive note however, the fire also exposed channels further up the mountains, made by the railroad over 60 years ago designed to divert mud and silt away from the tracks. Had we known about these channels before they broke through, we wouldn't have had quite so much of a mess to dig out after every storm.

The unusually wet weather also produces a situation whereby the older ties on the ROW become oversaturated with water and as they dry, leave larger holes where spikes once held tight. We witnessed this two years ago in January when the back country received several storms and the ties sat in water followed by dry, hot weather resulting in the weight of the locomotive spreading the gauge enough to derail. Yours truly was unfortunately at the throttle this February while pushing a coach and baggage car westbound; the cars got through, but the leading axle of each truck of the locomotive derailed. Fortunately, every member of our crack re-railing crew was on hand that day: Ron Hyatt, Robbie Smith and Mike Edwards. With the help of the train crew, Martin Caestecker and Charles Smith, we were able to get the locomotive re-railed and the train back in the yard before sundown the same day.

Subsequent mow work days followed this mid-February event. Ron Hyatt recommended we operate the GP-9 over the ROW and check its affect on the gauge as it travels along. Glen Rogers, Ron and I spent a long day walking the ROW and marking areas needing adjustment. The following day Glen, Roark, Ron McQuilliams, Ian Hyatt and I took the motorcar out to remove gauge rods where they were no longer needed and install seven more in areas where they were needed. Amazingly, when kneeling down in the ballast to remove a gauge rod, I came upon a date nail. Date nails were not always a rare find as those of us around the ROW in the eighties can attest. Although, it is also possible I'm not walking around in the gauge and staring at my feet very often. This date nail was securely and firmly seated in a tie that gave no evidence of needing replacement which made its discovery all the more shocking as its date was 1943. Wow!

Consequently, we still need lots of help with track work. If you've been looking for a productive way to get in shape, I highly recommend getting involved! After a few days of working with us you will have gained muscle tone, lost fat and improved self-esteem; positive results guaranteed! Mow Foreman, Glen Rogers glenrogers@cox.net or grogers@psrm.org and his assistant, James Caestecker jamescaestecker@gmail.com organize work parties that are sometimes on a weekday and sometimes on a weekend. Please contact them if you are interested in joining us and assisting in the ongoing maintenance of our six miles of railroad.

In my last report I mentioned that we were moving forward in hiring an Administrator of Development. I am happy to report that with the help of Don Evans, our Strategic Planning consultant and our Vice President, Martin Caestecker, we have held interviews and narrowed down the field to one candidate. We are in the process of setting up office space in the Southern Pacific caboose at the La Mesa Depot location. The first order of business for our fund raiser will be to write a Case Statement for our organization. Look forward to the next installment of this publication officially announcing this valuable addition to our team.

Bunny Trains and the Annual Dinner are almost upon us. As usual, I welcome help with either event, especially the former. Spencer Piontkowski has set up online sales for tickets to our Annual Dinner which can be found through our website. DTS has agreed to waive the per ticket fee on this event, so your online price is our break even cost of

\$45 per person. This year we will be celebrating the 100th anniversary of the Campo Depot and I hope we will be joined by our new Administrator of Development. We can also look forward to the annual awards ceremony, Year in Review and Chinese auction. Please take the time to join us, all members are welcome. ►

From the Back Shop

By Ron Hyatt, Mechanical Director

The Commandant was recently brought to the upper yard for some needed attention. Martin Caestecker, Alanna Hyatt and Aaron Hyatt secured many of the window plugs that had fallen out and Ron Hyatt affected repair to the handbrake on the observation platform end with some torch work and new pins.

Roark Stump cleaned out the Harriman coach, SP 2693 and organized and inventoried all the items, then used the 'found' space to store the coach seats out of SD&A 250. While SP 2693 was in the Shop, Ron and Martin inspected the journals and added oil.



Martin Caestecker performs the time honored task frequently seen on engine service tracks across the country in days gone by.

Ron Hyatt

During the past few weekends, GE 70 ton SP 5119 was serviced and used for switching and an impromptu Engineer for an Hour stint (EFAH).

UP 576 was brought into the Shop in order to measure and design a waste tank, using available space under the car, in order to utilize the onboard rest room. This will be particularly beneficial during our seasonal North Pole trains in which this car is sold as a First Class coach.

Earl Soladay continues to remove the blown rams on our largest forklift, the LiftKing, in addition to starting and exercising the other rubber-tired heavy equipment around the property. Earl also replaced the fuel pump on the Clark forklift. The severe weather elements and



Martin and Aaron take measurements from the undercarriage of UP 576 for future waste tank.

Ron Hyatt

native rodents have been taking a toll on the support equipment.

Charles Smith and John Shannon spent several weekends affecting minor repairs to the North Pole trailer and its surrounding site. The North Pole station sign has been replaced with the Nowhere station sign for the off season. Charles and John also packed up all the affiliated furniture and accoutrements used at the North Pole and placed them in safe storage.

Steve Clark has been working on educating himself on the various sizes of nuts, bolts and thread sizes and has taken on the monumental task of organizing our Nut & Bolt room. Being able to find the right size nut/bolt has been a time-consuming if not impossible task in the past; usually ending up with a trip to Home Depot and a delay in work by a full weekend. As progress continues in the organization, many volunteers are appreciating the efforts Steve has made to date.

Ron and Martin switched out ATSF 1380 "San Miguel" better known as the Amtrak 1500 dormitory car and ATSF 1509 for some movie work that will render several movie trailers necessary to obtain funding for a possible future production. Track 1 was cleared off and the 1500 and 1509 were spotted next to the Display Building. A 32 volt battery charger was connected to 1509 to keep the batteries topped off for the night of filming.

When the filming was completed, Ron decided to test the electrical system on 1500 and was able to train-line the 32 volt electrical system and power up the lights in the 1500 from the batteries on the 1509 (since the 1509 has the Santa Fe, hi-amp, battery storage due to modernization in the 1930's and the addition of air conditioning). Martin was then tasked with replacing all the burned out 32 volt light bulbs in the 1500. The 1500 was returned to its usual location at the west end of track 10 coupled to the D.O.D. Guard Car G-10 which happens to have a 110 volt to 32 volt power inverter built into the car. Thanks to the inverter, power is now train-lined from the G-10 to the 1500 which is used by some of our regular volunteers.

With the recent, high winds and heavy rains, a large leak developed above the bunk room and caused dry-wall damage to not only the bunk room but the kitchen ceiling. Ron and Martin spent two days sealing the edge of the flashing and the roofing with roofing sealant preventing further water from getting under the roofing and into the building.



Martin on the man lift accessing the roof of the Car Shop.
Ron Hyatt

Mike Obetz continues to maintain our motorcar fleet. The horns have been replaced on both MT-14's UP 2533 and UP 2644 as well as brake adjustments and oil changes.

Robert Smith and Martin performed work on the track mobile and installed the windshield washer tank that needed replacing. As usual, with Campo luck, the new one needed modifications in order to fit into the space allotted and that space was difficult to access.



Maintenance on the track mobile.

Ron Hyatt

Fortunately, Martin is slender and is usually the first choice for squeezing into small spaces. Martin, Robbie and John serviced the air compressor on the track mobile by replacing check valves and strainers, rebuilt the parking brake and removed the master cylinder and re-installed it after its rebuild.

Jim Baker and the steam volunteers continue their work on Coos Bay #11. Look for Jim's update in a separate article. ►

Museum Services Report

By Jim Lundquist, Museum Services Director

More achievements in the Museum services department these past two months. First, from the library group, Bruce Semelsberger reports a few of the highlights of 2016. As one of our primary tasks, we are to aid researchers as much as possible. We fielded many requests during the year for blueprints, historical information and mostly photographs. There are currently two new Arcadia books in the works and a couple of research papers for which we will earn some much needed funding thanks to sales of images from our large collection. Speaking of which, we received over 26,000 new images this past year, most of them documenting western branch line railroads

during the 1990s. Our collections were also enhanced with a large number of artifacts, paintings and authors' notes and images from previously published works.

We continue to work on two of the main areas of our collections- books and images.

Bob Underhill and Dale Wagner are involved in putting all of the thousands of books into the data system, including updating thousands of old partial entries and rearranging everything on the shelves. Duplicates are put aside for later sales in the museum gift shop and potentially online. Richard Finch and myself have been sorting through the backlog of photos, scanning thumbnails into the computer and filing everything in archival envelopes. As we have at least 60,000 images, this activity will definitely last well into the future. Another project completed in 2016 was the transfer of images and small artifacts records from a laptop with the older version of our Past Perfect software and integrated into the main computer network with the current software version.

Now that this is complete, we can run a double check of the inventory as all of that material is moved from the shop exhibits lab into the new library wing. This will be the first step to be made in the expansion and will free up the old space for a much-needed air brake shop. Of course, while this goes on we still must carry out the routine jobs; filing papers and exchanged newsletters, maintaining the data system, repairing documents, sending out "thank you" letters and keeping track of the finances. Planning for the expansion of the facility has also required a lot of the "away from the library" time. We want to make the best use of the new space, free up staff work space and create a nice environment for visitors while minimizing the moving of materials as much as possible. Advance planning has also helped to save money. For instance, we can install the lighting exactly where it will be needed. It may be possible to remove, relocate and reuse some of the lighting fixtures in the current areas as we over estimated needs in some areas initially. The materials for the lighting and electrical installation for the expansion have arrived and Brian Elmore is now installing them. Once this is complete and the leak issues have been resolved, the only remaining items are the creation of a doorway and stairs into the office and the final foam treatment.

Another new project has arisen from the desire to recreate an original SD&A ticket for our use on the reborn SD&A we operate. After a considerable time spent looking through various resources, we finally attempted a look through the bound invoices of the SD&A in our archive. We have a virtually complete collection of all of the bills paid by the SD&A from its inception up to the 1960s and some surprising things are included therein (a future Hot Scoop article). I began the search hoping to find a proof of tickets sent to a printer- no luck there. Beginning in 1920 though, I came across redeemed tickets attached to payouts for unused trips. After paging through the first two months of 1920 I had samples of about a dozen types of tickets used for various kinds of rides including interurbans, school commutations, Mexican internal trains and others (another future Hot Scoop article) not including interline tickets generated by other railroads. As these were stamped, dated and had staple holes, a considerable amount of Photoshop time will be required to generate clean copies, but in the end we should have an interesting display and a nice addition for the archive.

I'd like to remind everyone that Spring is also tax time, so if any of you find yourselves in need of a good charitable donation write-off, please remember us as we are still woefully short of funds to complete the essential installation of reflective foam that makes our storage bays usable during the hot Campo summers. Lastly, a special thanks goes to those who assisted us in 2016 and before! This includes our museum Board who have given us great support and Dave Tomeraason who helps me keep track of our finances.

In the Display Building, two news signs have been completed. One sign talks about the "Basics of Signal Science" and gives the reader the basic information on railroad signals and their importance to railroading. The other sign builds upon the scale model of the Santa Fe Depot in downtown San Diego and gives the history of the station with text and photos. In the same location, a large wall map with photos and locations of all the remaining historic railroad stations is under construction and could be up by the time to read this article. We continue to move exhibits around and are looking forward to help from Lew Wolfgang and Martin Caestecker to shorten the videos on the Signal Science exhibit to allow the signal to complete its cycle between 30-60 seconds. Roarke Stump has been our Docent inside the Display Building and has been cleaning the exhibits inside as well as welcoming our visitors. We remain hopeful that the flatcar and C&O caboose are relocated and we can exhibit another passenger car from our collection.

In the Campo Depot, we have installed additional exhibits in the display case. We are also looking into other videos to play downstairs in the waiting room. There has been some talk of reestablishing the theatre back inside the box car, which will involve lots of facilities work.

Jim Lundquist completed a "Behind the Scenes" tour for our members. These are fun times recalling the early years of our museum followed by comprehensive review of our facility and equipment. Thanks to Bruce Semelsberger and Jim Baker to showing our members the library and Coos Bay #11 work ongoing.

In La Mesa, the depot is being staffed by Duane Dubke, Sid Saltzstein and John Powers on Saturday afternoon from 1 to 4 PM. I would certainly like to keep it staffed more hours if additional volunteers stepped forward. Are you interested?

Tim Miller took our road show to the "Great Train Show" at the Del Mar fairgrounds this past month. He was able to introduce many people to our museum and invite them out to visit us. Thanks Tim. If you can assist in these types of events, please contact Jim Lundquist at Jim@psrm.org

Member's Day has been scheduled for Saturday, June 3rd at PSRM Campo. Save that date. We are putting together plans for a special trip on the #1509 for our members only, plus food and drinks and perhaps music and a chance to see and/or operate a special locomotive from our collection. These events will be free to all dues paying members (we will welcome a donation to offset the costs of food and soft drinks). More details will be forthcoming to all members in the next Hot Scoop. ►

Learn To Be A Brakeman

Since the 1800's, thousands of men and women have participated in the age old tradition of railroading. Today, at the Pacific Southwest Railway Museum, we preserve the art of vintage railroading with our collection of historic railroad cars and locomotives. A dedicated team of volunteers labors each weekend to operate our excursion trains for the public. You, too, can become a member of the San Diego and Arizona Railway's operating train crews and help preserve America's railroad history. Come out to the Museum at Campo, CA for our annual hands-on Brakeman Class. (The term, Brakeman, is gender-neutral at PSRM)

This two day, hands on class is your introduction to railroading at the Pacific Southwest Railway Museum. Our knowledgeable instructor, Jim Baker, has been teaching the Museum's brakemen the skills they need to begin the formal brakeman training process for over fifteen years. Class participants will meet at Campo on two Saturdays to learn railroading's basic skills including coupling and uncoupling railroad cars, operating and testing of air brakes and air hoses, getting on and de-training from moving locomotives and railroad cars, and proper securing of railroad equipment.

In addition to the hands on Brakeman Class, an additional sixteen hours of railroad rules classes/written tests are required to hold the title of brakeman for the Museum's railroad arm, the San Diego and Arizona Railway. These classes are General Code of Operating Rules

(GCOR - the operating rule book used by most North American railroads) an 8-hour class; Air Brake Rules, a 4-hour class; and Safety, also a 4-hour class. Each of those classes will be offered on 3 different dates in the May to August time frame; choose the one that best fits your schedule. See below. Students are encouraged to take these classes prior to the hands-on class. Classes are held in Spring Valley. Participants in the Brakeman Class may begin the training process after the conclusion of the hands-on class. This process takes a minimum of six working days. Class participants must be over the age of sixteen to enroll. However, brakemen must be eighteen years old and have taken the required rules classes to become a qualified to help operate our trains without the direct supervision of a brakeman trainer.

Completing the training process and becoming qualified to work without supervision is a time consuming process and can be physically demanding at times. Brakeman trainees should expect to volunteer as a train crew member at least once a month to hone their skills and remain familiar with their job. All of these things should be taken into consideration before enrolling in the Brakeman Class.

The Pacific Southwest Railway Museum encourages you to try your hand at becoming a brakeman on the San Diego and Arizona Railway. The next two day hands-on Brakeman Class will be held July 8 and 22. Attendance

at both days of the class is mandatory to begin training. For your safety, those enrolling in the Brakeman Class must hold a current museum membership. For class details and signup information, e-mail brakeman-class@psrm.org. Class size is limited, so please sign up soon as possible.

Rules classes/tests will be held at Trinity Church, 3902 Kenwood Dr., Spring Valley, 91977. Class dates are scheduled as follows:

GCOR: May 20, June 17 and July 26. This is an 8-hour class, starting at 9:00 AM

Safety: May 18, June 19, and July 24. This is a 4-hour class starting at 6:00 PM

Air Brake: May 26; July 20, and Aug. 21. This is a 4-hour class starting at 6:00 PM

These classes are required by the FRA, and all, both new and previously qualified, crew members must take these classes and pass the written exam for each class every year. All will need to take one session of each of the three classes. ►

Steam Whistling

By Jim Baker, Steam Foreman

In the last year, including January and February of this year, we have accomplished the following:

After removing the last of the springs and spring rigging, we have essentially completed cleaning the main frame, and used dye penetrant to check for cracks in areas that were accessible. Other than a crack in an angle bracket joining the right frame to the rear pilot beam, no more cracks were detected, giving us a total of three cracks found in the entire frame. All three of these were in existing welds.

We found one more weld in the frame, giving us a total of 8 welds. All the cleaned sections of the frame, except for the welds and crack were painted with Hammerite® gloss black paint.

We are now at a point where we can get a testing company to come out and check the welds for quality via ultrasound or radiography. Our consultant, Stathi Pappas has suggested that some existing boiler patches and a couple of areas suspected of having “grooving” be radiographed. I’ll be working on getting those tests done in the next month or two.

We have now completed the task of getting the seal welds on the tubes on the rear tube sheet ground off and the tube stubs removed. There were a total of 26 superheater flues and 160 - 2” tubes. The sheet was then cleaned up, and tested with dye penetrant. A number of small cracks radiating from tube holes were found. It has not yet been determined if these are a significant factor that could require the entire sheet being replaced. If not significant, only the top portion will need to be replaced, due to an existing crack.

A lot of accumulated junk has been removed, along with flaking paint, in the cab. Some plywood sheets have been laid between the rails under the engine to allow easy access to the underside of the engine via a mechanic’s “creeper.”

We purchased a used 40-foot cargo container to use for storing parts that have been removed from the Coos Bay, and the other steam engines we own. We constructed a heavy-duty set of shelves in the container. The engine parts had filled our ex-UP boxcar to overflowing, and these part are being moved to the container so we can better organize the tools that are also stored there.

In addition to the above noted work on the Coos Bay, we pulled our 10-wheeler, ex-SP 2353, outside and gave her a well-needed bath. We also exercised her air pump, brakes, and power reverse.

The volunteers doing all this work were Rich Paulus, Bob Nickles, Jim Baker, Harry Lineback, Dick Pennick, Dwight Koller, Mike Lucek, and new volunteers, Travus Clark, Richard Westover and Tim Wamsley . Many thanks to all of these

Finally, I prepared a 29-page report to the museum’s board of directors that details the work we have done, and what work is needed to restore the Coos Bay to operation. In addition, it included a report from our restoration

consultant, Stathi Pappas, and his estimate of \$300,000 to \$400,000 in expenses to complete the project. Costs will vary, depending on how much work we can do ourselves and how much needs to be contracted out. We simply do not have the in-house skills to do the entire job. I expect this report to be an item for board action at their March meeting.

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 ►

New Members January & February 2017

Submitted By Alex Fiori, Membership

January

Nalani Webster & Family
Jessica Perez
Jack Grayston
Lisa Abbot & Family
Irene Bass
Jeanne Kearley
John Kearley
Sarjana Singh & Family
Kristina Reiwig & Family
Karen & Peter Celona & Family

February

Michael Sawaya
Zach Henderson
Joe Henderson & Family
Phil Kezar & Family
John French
Victoria Canto & Family
Dean Vanwinkle
Carol Vanwinkle
Ian Obetz

New Life Members

Ronald Atkinson
Dr. Sidney Saltzstein

Thank you all for joining the Pacific Southwest Railway Museum!

membership@psrm.org

Track Work

By Jim Baker, Steam Foreman

Due to weather-related track problems, locomotive 7285 went on the ground on Sunday, Feb. 19. On Sunday, Feb. 26, a MOW crew consisting of Track Foremen Glen Rogers and James Caestecker, and volunteers Martin Caestecker, Jim Peterson, Jim Lundquist, Jim Baker, Tim Wamsley, and Roark Stump worked on repairs. We worked all day in weather with intermittent light rain and a high temperature of 50 degrees. We replaced 9 ties and re-spiked several others after adjusting the gauge with gauge rods. More work will be needed to get this section of track into prime condition. ►



James Caestecker and Glen Rogers digging out a space for a new tie.
Jim Baker



Jim Peterson, Glen Rogers, and Jim Lundquist doing initial tamping of new ties.
Jim Baker



HAPPY BIRTHDAY

Campo Depot 1917 & PSRM 1961 Dinner & Annual Membership Meeting

When: Thursday, April 13, 2017
6:00 P.M. to 9:30 P.M.

Where: Tom Ham's Lighthouse
2150 Harbor Island Drive
San Diego, CA 92101

Cost: \$45 per person
Tickets can be purchased online at:
www.psrn.org

RSVP: By Sunday, April 9, 2017 to Diana Hyatt, dhyatt@psrm.org or 619-247-3275 if you have not made an online reservation or mailed your check by Friday, April 7, 2017.

6:00 P.M.	Social hour
7:00 P.M.	Buffet Dinner
8:00 P.M.	2016 Year in Review, award presentations, and Chinese raffle!

Come join with us in the celebration!



Campo Bunny Trains

*** Easter Bunny Hops to Campo in April 2017 ***

The Bunny Trains will run on the following dates. Go to www.psrn.org/bunny-train/ for more information.

Departure times: 10:00 A.M., 12:15 P.M. and 2:30 P.M.

- Saturday, April 8
- Sunday, April 9
- Saturday, April 15

We've been told that the Easter Bunny will pass out Easter Eggs on board the trains. He will also have an Easter Craft Project for the kids in the Museum's Display Building after the train ride.

Your fare includes a one-hour train ride, admission to the Museum, and the craft project.

Families with young children will not want to miss this special treat!