

HOT SCOOP

A black and white line drawing of a hand wearing a glove, holding a long-handled scoop and dumping a pile of coal into a bowl. The bowl is already partially filled with coal. The entire illustration is framed by a decorative border with ornate corner pieces.

A publication dedicated to Pacific Southwest Railway Museum Association members
July-August 2017





**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.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
See website for complete train
schedule.

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

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Alex Fiori
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Vacant
Fundraising:	Anne Bolzoni
Hot Scoop Editor:	John Wright
Photographers:	Frank Denison, Alanna Hyatt
Certification & Training:	Mike Edwards

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open..



Cover Photo:

SP 3873 stopped in the cut at MP 63.0. There
is a constant flow of water through the cut
from an underground spring. See the Operations
Report on Page 7 for ongoing track work.

Ian Hyatt

From the Back Platform

By Diana Hyatt, President

Two more months have come and gone and there is always progress occurring around the museum. The Equipment Department continues their hard work on the cosmetic restoration of the Chesapeake & Ohio wooden caboose number 90751 and our 38 ton locomotive, Arco #6920 while Facilities has been hard at work building retaining walls and laying concrete at the site. Operations has been keeping our trains running and the Steam guys, under the Equipment Department, have been plugging away on the Coos Bay saddle tank 0-6-0 steam locomotive. Without so many helping hands, this organization which can be compared metaphorically to a human body that only works in harmony when it is in balance and all organs and systems are working properly.

One of our valuable volunteers, Heather Wright, has recently resigned as our Gift Shop manager and our Workcamper Liaison and I would like to take this opportunity to thank her for her nearly three years of volunteer work as the Gift Shop manager in particular. Heather has also served as our Reservations & Ticketing Manager and our Membership Coordinator in the past and is no stranger to giving her time and effort to the museum.

Heather made significant inroads in introducing new products to the gift shop, particularly products that include our museum logo and the San Diego Shortline logo. Heather's skills and enthusiasm will be sorely missed around Campo but we wish her the best in her future endeavors and look forward to her assistance in the future.

Since we are on the subject of volunteers, I would like to send out my plea for assistance with our two biggest events of the year: Pumpkin Trains and North Pole Trains. Pumpkin Trains will operate for four weekends prior to Halloween beginning October 7th through October 29th and North Pole trains will operate for the four weekends prior to Christmas: December 1st through December 23rd. Decorating and setup for Pumpkin Trains will begin September 9th and continue until it is complete. Tear down for Pumpkin Trains and set up for Christmas Trains will occur from November 4th through November 26th. We are always looking for help during the events as well; if you have any interest, I recommend you contact me or just show up at Campo on any weekend during those time periods and I will most assuredly find something for you to do! dhyatt@psrm.org►

Steam Whistling

By Jim Baker, Steam Foreman

March to June 2017 Accomplishments

First, in the March-April Hot Scoop, I reported that I had 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. At their March meeting the board agreed that it was a good report, but since they were in the process of hiring a professional fund-raiser (see p

4 in the May-June Hot Scoop), any fund-raising for this project will have to be prioritized. In the meantime, we should continue with our take-apart evaluation of the condition of the engine to document what repairs will be needed.

We completed the task of moving all steam engine parts that were stored in the Steam boxcar and on the DODX



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 Heritage Rail Alliance 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.

flat car to our storage container (with the exception of the saddle tank for the Coos Bay and its supports - we left them on the flat car). In the moving process, we inventoried all those parts, and noted their locations. The inventory lists each part, what engine it came from (if known) and its location. The inventory is about 250 lines long, but each line may include several items, e.g. springs, 6, from Coos Bay 11. After all this moving of cars and “stuff,” we ended up putting the Steam box car and the DODX flat on Track 11, with the Coos Bay, so all three are close to each other. The doors on the container were also adjusted and lubricated.

After getting the parts removed from the box car, we vacuumed out the east half, removing about 30 years worth of accumulated dirt. Now we can start organizing all the tools and supplies that are in the west end.

On the Coos, we removed and cleaned about 32 more flexible stay bolt caps, and removed and stored the reach rod from the Johnson bar.

I mentioned in the March-April Hot Scoop that we were 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. The testing company is planning on coming out in July. Because of the highly radioactive source they use, they will be doing this work during the week, and the area near the Coos will need to have access restricted. In preparation for this work, we have given the areas to be tested a thorough cleaning.

The pins that support the brake hangers for the #3 brake beam (sorry to get so technical, but these are approximate 2” diameter pins that support part of the brake rigging on each side of the frame) have been giving us no end of trouble to remove. These support the brake

shoes for the #3 drivers. We finally got the right side one removed, but are still working on the left one. We’ve heated, cooled, and lubricated to no avail. We got the right one out by drilling and tapping a hole in it, and inserting a bolt, after putting the bolt through a steel plate. We then drove wedges between the plate and the pin’s housing, and the pin finally came out, after leaving the tension on it for several weeks. We are using the same process on the left one, but without success yet. Maybe in another couple of weeks.

Tapping the hole in the pin for the left #3 brake hanger required moving the engine a couple of feet, because the side rod between the #3 and #4 drivers was in the way. Since there were a number of cars and a wheel truck on our track, there was no easy way to move it with another engine. Here’s how we did it. We hooked a chain hoist between the front coupler and the bumping post at the end of the track. After putting a lot of tension on the front with the chain hoist, we used car moving poles to move the engine a few inches at a time. After each short move, tension was taken up again with the chain hoist. Took a while, but got the job done.

Lastly, when we cleaned out the box car, we found a couple of gallons of gloss black paint that appeared to still be usable. (This stuff usually costs in the area of \$100/gallon) Since the Coos looked pretty nasty with its rusty boiler, we decided to use the paint to cover the rust, and help prevent further rusting. We washed off the loose dust one day, and painted it the next.

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

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 ►

Facilities Report

by Jim Lundquist

It’s been a whirlwind effort on the museum grounds these past two months.

Brian Elmore has completed the Library expansion project with a new interior door, steel plates and electrical lights. Left to do by the volunteers is interior painting. The remaining task, currently unfunded, is to foam the exterior of the entire library to reduce heat, prevent rust, waterproof and make the library

one exterior color. The library group is soliciting about \$30,000+ to complete this work.

Frank Denison, Dawn Lundquist and Jim Lundquist have painted the interior wall in the Shop Building adjacent to track 12. This required a complete sanding of the wall (14 feet high – thank you man lift), painting a

prime coat and finishing with an enamel coating. For the final touch, a large photo of the early 1940's SD&A shop crew standing on steam locomotive #1 in the San Diego shops was installed. It looks great.

Frank Denison and Jim Lundquist cut down the two very tall eucalyptus trees which were pushing up the shop building foundation as well as rubbing on the roof (again – thank you man lift). With assistance and thanks to Brian Elmore, Dawn Lundquist and Glen Rogers, all the branches were chipped up and hauled off as mulch for our various plants. The main trunks were dropped off at our neighbor, who asked to use them as firewood.

Greg Heyser has constructed a new handrail for the new ramp into the Display Building. He was assisted by Jim Lundquist, and Jim and Dawn Lundquist have applied a coat of primer and two coats of brown paint on the new handrail.

Brian Elmore, Annette Elmore, Dawn Lundquist and Jim Lundquist have been working almost every day of the week for 3 weeks to complete the grading, drainage, retaining wall and concrete work required at the location of the future Party Caboose, adjacent to the Campo Depot. Near the end of the project, the temperatures were above 100 in Campo, testing the resolve of these members. The job is funded by a County grant with a deadline of the end of June to complete.

Glen Rogers, Jim Lundquist and Dawn Lundquist drilled and installed new fencing posts to relocate our main gate at the top of our private driveway. Actual installation will come in the future.

Glen Rogers, Jim Lundquist and Brian Elmore drilled and installed one new fencing post adjacent to the Sheridan Road property where someone drove through the old fence. The old fence and posts were completely

removed, along with the weeds in anticipation of installing a new fence in this location, as well as a new large gate.

An old horse watering trough was relocated near the Campo Depot for a future exhibit on the Buffalo Soldiers. This also required trimming up a tree nearby.

Brian Elmore made contact with an asphalt company working on Highway 94. They have been delivering base material off that job, which Jim, Glen and Brian have been spreading and rolling. Chips from that job will also be laid and rolled tight for a better surface for the driveways and parking lots.

The trees at the Campo Depot have been trimmed up by Jim Lundquist.

Glen Rodgers and James Caesteker worked with the CDF crew to cut down weeds at Rose junction and the Highway 94 crossing

HELP WANTED: As you can see, there are a great many jobs ongoing at our Museum, with a large variety of skills needed to complete them. Now that Jim Lundquist has retired, he expects to be up at Campo regularly during the week. Up coming projects: Install fencing and gate at front entrance; install fence along Sheridan Rd.; paint library; tree trimming and weed removal; chipping along track one; yard clean up; tires cut up for disposal; used ties put in dumpsters; dig trenches to run electrical and water lines. If you can assist in any of these jobs, your volunteer efforts would be greatly appreciated. Please call or email Jim with your availability to see what job can use your assistance on which day and time. Jim can be reached at 619-417-7059 or Jim@psrm.org. Jim is out of town until mid-August, so please see if you can give a day or two to assist in these projects when he returns from vacation. ►

Library Update For June, 2017

By Bruce Semelsberger, Archivist

The New Addition

Construction of the new addition is essentially complete except for painting of the work space, which is on hold pending the application of the exterior foam. The doors of the new bays now have steel sills and the seams between the containers have welded strips covering the joints. The stairway and door into the office have a nice metal railing. All of the lighting and electrical outlets are installed and tested. We plan on installing

sections of hinged table space along the inside wall so they can be folded away for meetings and set up as needed for repair of documents, especially some of the very long maps. Some of the new bays will also have tables and electrical outlets are installed above table height. We need to construct racks to hold the many boxes of maps and the framed artwork; hopefully we can utilize much of the lumber from the old racks. Maps will be stored along one side of a new bay over file cabinets

holding the photograph collections. We also need about \$20,000 worth of 24" deep industrial shelving for re-locating the small artifacts to the new bays.

Aside from the summer heat—it was 106 degrees last Wednesday outside but comfortable in the office—the major delay is now finding the \$33,000.00 in funds to do the overall insulating foam. This provides a stable environment for the collection and the volunteers. The coating will cover both the older and new areas with a silicone shell and is guaranteed for 15 years. We are currently exploring all possible sources for funding and welcome any suggestions and especially donations!

Ongoing Work

Work continues as always to do research and catalog the collections. We are currently assisting with a book project on SD&A equipment, trying to identify a possible former railroad depot in the south bay, creating an index to SD&A files located at the San Diego History

Center and recently provided an account of an 1896 train wreck on the Southern California Railway (ATSF) near Del Mar. If anyone has concrete history on the naming of ATSF locations ELVIRA and FARR please let us know so we can pass it along to the Santa Fe guys in San Bernardino. Bob and Dale are well past the halfway point on organizing the books despite the constant influx of "new" donations. I have about 16 boxes to go and we will have a complete index to the SD&A map collection which includes the earlier component railroads. The major roadblock in completing this job is the fragile condition of many maps and the frequent need to stop and do repairs with document tape to prevent further tearing. When the index is done, we still need to re-box and label everything before the collection can be installed in its new home. I expect this will take a few more weeks at least. Eventually we will want to do the same for the SD&A construction plans. ►

Operations Department Report

By Glen Rogers, Roadmaster

MOW MP 64.73 to MP 64.9 Overview

This report covers section of curved track from the private dirt crossing and derail sight, East to and including some tangent track, approximately 600 ft.

Feb 19th: (Derail) 5 gauge rods were installed and track re-gauged permitting SD&A 7285 to be re-railed and move east to Campo, the track was taken out of service. Feb 26th: MOW crew installed additional gauge rods and replaced 9 damaged ties, permitting the track to be reopened at 5 mph speed restriction. March 17th: MOW installed an additional 8 gauge rods and replaced 8 more ties. March 18th: MOW installed another 5 gauge rods and replaced 6 more ties. MOW placed 4 more gauge rods, adjusting tension and locations on others, totaling 17 rods and 23 ties. Temporary speed restriction of 5 mph lifted. With CDF crews working between April 18th through May 18th, a total of 172 ties have been replaced. Clearing off sand and rocks from the private dirt crossing, inspecting and replacing ties as needed will bring us to Class II standards for this area of track.

Additional Work:

1. Re-establishing drainage; dig out sand/DG East to West between tie ends and hillside.
2. Installing drainage Pipe; 10" to 12" X 25' drain pipe at the dirt crossing draining to the east parallel to tracks.

3. Improvement of the grade crossing: Install rubber mats or timbers and replace crossing signs.

Priority MOW Work MP 63: MP 62.8 to MP63.15

MP 63: Chicken Ranch Cut had standing and running water on both sides of the track with mud on the ties. In several areas this wet and dry cycle has caused severe tie deterioration, caused by an artesian spring and overall lack of drainage. Six gauge rods were placed over a year ago and three this year to stabilize the two wettest areas. A temporary speed restriction of five mph is in effect.

Required action:

1. Drainage: Improve drainage by excavating the rock and sand/decomposed granite off ties to facilitate drying out and drainage.
2. Pipe: Install drain pipe under the south side of the fire road west of MP 63. A 10" or 12" x 30' pipe will handle drainage east to west into the creek.
3. Ties: Inspect and replace ties in the two wettest areas with 7" x 9" x 8'6" ties, with 5" x 7" x 8' for the remaining areas.
4. Grade Crossing: Improve grade crossing by placing timbers or rubber mats to permit heavy equipment and vehicles to cross without damaging track.

Notes:

It is estimated it will take six to eight CDF crew work days to clear for drainage between end of ties and hill-side on both sides of track. Another five to seven CDF work days for tie replacement.

Additional Work:

1. Work area MP 65.1 to MP 65.6: (between Yard Limits and west Highway 94 crossing.) CDF working May 6th: 23 ties and May 9th: 18 ties were changed, Some additional tie replacement is needed in this area. Highway 94 east to passing and house track switches have been partially cleared of sand. After inspection a 5 mph slow order is in effect until further work can be accomplished.
2. Tie replacement: Curve east of MP 63 at MP 63.05 to MP 63.15 approximately 377 ft. requires tie changing and re-gauging. Some of this work can be accomplished at the same time CDF crews are working in MP 63 cut area.
3. Tie replacement: Completing work on the Chicken Ranch Curve, MP 63.46 to MP 63.6.

4. Tie replacement: Division Curve, MP 60.2 to MP 60.5, remove sand/DG from gauge and tie ends. Reestablish drainage, inspect and replace ties as needed. Three gauge rods were installed almost two years ago.
5. MP 60.64 to MP 60.7: Sand removal from track gauge and reestablish proper drainage is required. Some tie replacement needed MP 60.3 to MP 60.7.

Note:

Other areas, particularly curves need some attention, but the above requires action as soon as possible. To accomplish the above it will probably take well over a year. Scheduling will depend on participation of PSRM/MOW volunteers, CDF crew availability and our equipment status; backhoe, gang cars, compressor etc. We will need additional material, ties, spikes, some new hand tools etc. but at this time there are enough of these teams to continue work on #1 and #2 as well as the depot Party Caboose project with it's snap track.

New Members May & June 2017

Alex Fiori, Membership Coordinator

May

- Stephen Sanders
- Debbie Rosenbrook & Family
- Jeff Mezzochi & Family
- Norma Luz & Family
- Julie Reynolds & Family
- Tracie Rennell & Family
- Jamie East & Family
- Janet Black-Ynaga
- Richard Westover
- Heidi Holt & Family
- William Muller
- Andy McPhee

- Brian Butson & Family
- David Fiset
- William Hinson & Family
- Carmen & Paul Paruginog & Family
- Ken Schwartz
- Joo Kim & Family
- Kurt Hanft & Family
- Wanda Magness & Family

New Life Members

- Kenneth M. Kramer
- Dianne G. Wadley
- Alan Gobel

June

- Dana Apalkis & Family
- Dave Smith
- Sondra Wilson & Family
- Eilleen Neale
- Anne Bolzoni

Thank you all for joining the Pacific Southwest Railway Museum!

Nomination by Members - PSRM Bylaws § 4.4

Nominations Open For 2018 Board Positions

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, Vice-President, Secretary, or Treasurer), 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, provided the person so nominated is associated with the corresponding division of the corporation, as described in § 4.12 of the Bylaws, and evidences in writing a willingness to serve if elected.

In accordance with the Bylaws, for all members in good standing, we will be electing one Board member to complete the 2018-2020 term ending December 31, 2020. The positions open for election will be:

Vice-President

In the absence or disability of the President, the Vice President shall perform all the duties of the President and, when so acting, shall have all the powers of, and be subject to all the restrictions upon, the President as from time to time may be prescribed by the Board. (§5.7)

Treasurer

Books of Account. The Treasurer shall keep and maintain, or cause to the corporation's properties and business transactions, including accounts of its assets, liabilities, receipts, disbursements, gains, losses, capital, retained earnings, and other matters customarily included in financial statements. The books of account shall be open to inspection

by any director at all reasonable times.

Deposit and Disbursement of Money and Valuables. The Treasurer shall deposit, or cause to be deposited, all money and other valuables in the name and to the credit of the corporation with such depositories as the Board may designate, shall disburse the corporation's funds as the Board account of all transactions as Treasurer and of the financial condition of the corporation, and shall have such other powers and perform such other duties as the Board may prescribe. If required by the Board, the Treasurer shall give the corporation a bond in the amount and with the surety or sureties specified by the Board for faithful performance of the duties of his/her office and for restoration to the corporation of all its books, papers, vouchers, money, and other property of every kind in his/her possession or under his/her control on his/her death, resignation, retirement, or removal from office.

At the request or with the approval of the Board, the Treasurer shall commission an annual independent review of the corporation's books of account and financial performance, to be conducted by a certified public accountant. Such review may, but need not, be a full audit. (§5.7)

Responsibility for the maintenance, activities, safety, and operations of the corporation shall be delegated to "divisions." These divisions are (1) Museum Services, (2) Operations, (3) Facilities, and (4) Equipment. Each division, in cooperation with the Board, shall be managed by a director specifically elected to the position of Division Director with respect to such division, as set forth

in Section 4.2, and shall establish procedures, policies, rules and regulations necessary for the safe and efficient operation of the division, and all property and equipment under its jurisdiction. The particular duties of the Division Directors as well as the jurisdiction and functions of each division from time to time shall be described in a resolution or resolutions of the Board adopted for that purpose.)

Director of Facilities

Director of Operations

Each nominee may submit a maximum 200 word statement with respect to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in to the Secretary of the Museum not later than 5:00PM on Friday, August 18, 2017. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

If there is only one petitioner to qualify and agree to serve in the vacated office, and there are no objections to the petitioner from the standing officers and directors, that sole petitioner may assume the office without conducting a written ballot, until the expiration of the term of the replaced director. ►

**PACIFIC SOUTHWEST RAILWAY MUSEUM
PETITION FOR BOARD POSITION**

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, in order to stand for election to the position of _____. I agree to serve the Museum in this capacity until the next election for this position. You may also submit a Statement of Candidacy of 250 words or less that will be included with the ballot materials.

Signed this _____ Day of _____, 2017.

Signature: _____.

The following members in good standing support this candidate for the above position. At least 10 signatures are required below.

NAME:

SIGNATURE:

**ALL NOMINATION FORMS MUST BE SUBMITTED NO LATER THAN 5:00 p.m.
FRIDAY, August 18, 2017 to:**

PSRM
Attn: Secretary
4695 Nebo Drive
La Mesa, CA 91941

NLPOA SAN DIEGO METRO CHAPTER PRESENTS

Christmas Train 20th Anniversary

GOLF TOURNAMENT

OCTOBER 2, 2017

LOMAS SANTA FE COUNTRY CLUB

1505 LOMAS SANTA FE DRIVE | SOLANA BEACH, CA 92075

7:30 A.M. "WAKE-UP" BREAKFAST

9:00 A.M. SHOTGUN START

\$150 PER PERSON
or

\$500 FOURSOME

Includes: green fees, light breakfast, group cart,
entertainment, gift bag, prizes and
Appreciation Luncheon Ceremony



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NATIONAL LATINO PEACE OFFICERS ASSOCIATION
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All Aboard for these... **Holiday Sponsorship Opportunities**

offered by the Pacific Southwest Railway Museum



The **Pumpkin Express** one hour vintage train ride begins at the historic Campo Depot and travels to the Great Pumpkin Patch. Children and their parents stroll through our themed Display Building (with a haunted train), a pumpkin patch, and a creepy cast of ghosts and ghouls.

Dates: Saturdays & Sundays, October 7-29, 2017

Audience: The annually *sold-out* **PUMPKIN EXPRESS** ride is a favorite for children and adults of all ages **approx. 2,500 ghoulish visitors/24 spooky excursions.**

TITLE SPONSOR \$1,500

PUMPKIN PATCH SPONSOR \$1,000

TREAT SPONSOR (1,000 BAGS) \$1,000

HAUNTED TRAIN 1 SPONSOR \$500

HAUNTED TRAIN 2 SPONSOR \$500



All aboard the Santa Train **North Pole Limited**, a Christmas vintage train ride through our rustic backcountry, departing from the Campo Depot. The adventure features Santa and his elves, cookies and hot cocoa, plus a reading of a favorite holiday story.

Dates: Fridays & Saturdays, December 1-23, 2017

Audience: The annually *sold-out* **North Pole Limited** ride (produced with Mountain Empire High School) is a favorite for children and adults of all ages **approx. 4,800 seasonal visitors/16 excursions.**

TITLE SPONSOR \$5,000

FIRST CLASS CAR SPONSOR \$2,500

COACH CLASS CAR \$2,500

SONGBOOK SPONSOR (500 copies) \$1,500

COOKIE SPONSOR (1,000 bags) \$1,000

COCOA SPONSOR (2,000 Cups) \$1,000

Customized marketing and promotional opportunities available.

For additional information contact

Anne Bolzoni • 760-450-4498 • ambolzoni@psrm.org

A California nonprofit corporation-Federal Tax ID # 95-2374478

Celebration 100!

By the early 1900s, wealthy industrialist and entrepreneur John D. Spreckels had acquired numerous enterprises in San Diego. His vision to open a direct rail transportation link from San Diego to the eastern part of the United States gained momentum, and he became the driving force behind the construction of the 148-mile San Diego & Arizona Railway. Construction was begun in 1907. The route, dipping into Mexico for 44 miles, connected San Diego to El Centro in the Imperial Valley. From there, it joined with Southern Pacific's southern transcontinental rail network. Due to the steep, rocky, and extremely rugged terrain, the line became dubbed the "Impossible Railroad" right from the start. It took twelve years and much adversity to complete. Parts of the line are still in operation and support the San Diego trolley system, multiple freight operators, and the Pacific Southwest Railway Museum's passenger excursions and other activities.

The first SD&A Railway through-train from El Centro to reach San Diego had none other than John D. Spreckels at the throttle. It arrived on December 1, 1919. PSRM is planning on marking this momentous accomplishment by having a centennial celebration in 2019. We will be forming a Celebration100! planning committee and begin meeting some time after this summer. We hope to put together a fantastic set of programs that may include train rides, displays, lectures, slide shows, panel discussions, entertainment, and other activities to commemorate the significant event.

Please let us know if you are interested in participating in the planning process for this grand event by contacting Anne Bolzoni, PSRM Administrator-Fund Development, at ambolzoni@psrm.org or 760-450-4498 and letting her know of your interest and contact information. You will be contacted after the summer about when and where our first meeting will be.

In the meantime, let's all look forward to Celebration100!