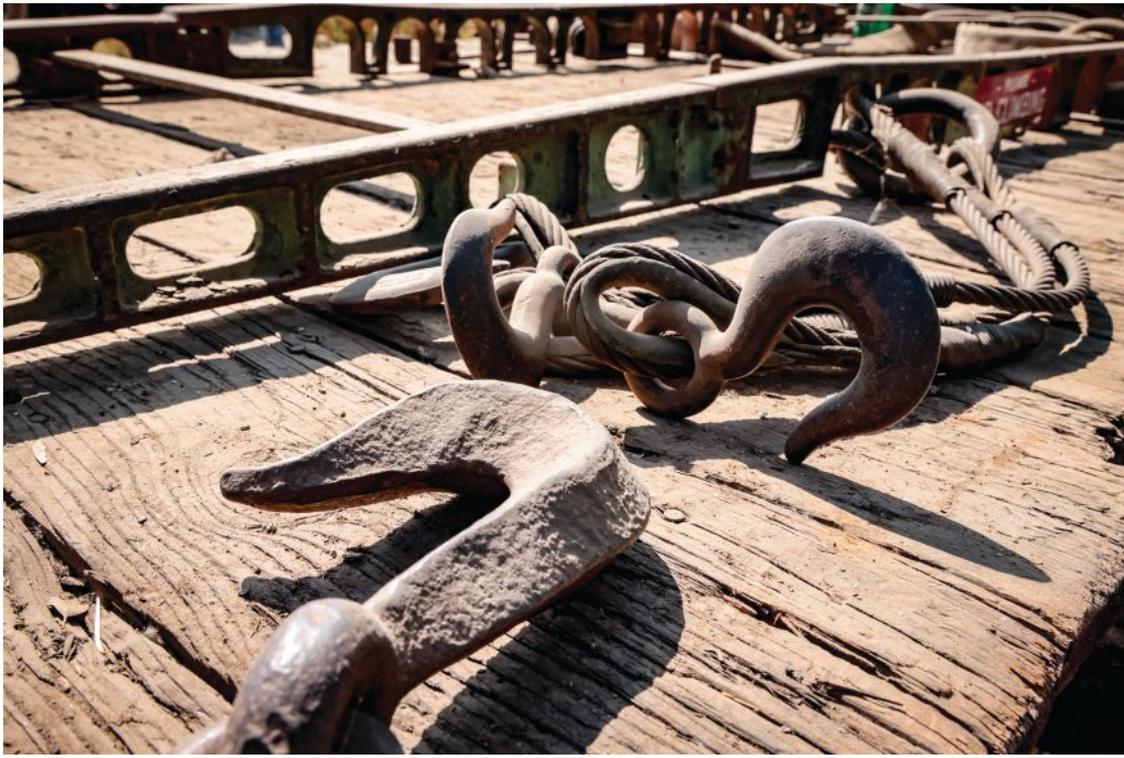




GAZETTE



FALL 2021







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GAZETTE

BARRY BUSCH
President and CEO,
Southern California Railway Museum

The Southern California Railway Museum is a non-profit organization located at 2201 "A" Street, Perris, California, 92570. It is home to vast collections of historic and vintage railway equipment and artifacts. The 100-acre campus is home to many annual events. Memberships are available as well as volunteer opportunities. For more information, visit www.SoCalRailway.org or call (951) 943-3020

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Dear Member & Guest,

Welcome to the new **Gazette!**

BARRY BUSCH
President and CEO,
Southern California
Railway Museum

Southern
California
Railway Museum
is pleased to
partner with
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Publishing to provide our members and guests information in this new and exciting format. This publication is made possible by our advertisers. Please show your support and let them know Southern California Railway Museum (SCRM) sent you. We appreciate their financial investment.

In addition to the articles you have all come to expect and enjoy, we are also providing information on upcoming events, membership, sponsorships and volunteering opportunities. We hope this first new revised edition gives you a glimpse of all that is going on at SCRM and encourages you to visit soon.

If you are new, welcome! There are numerous ways to get involved, volunteer and get the most out of your membership experience. SCRM spans 100-acres and is home to the largest train and trolley collections in the west. In addition, we are home to the Fred Harvey Museum and the Harvey Girls Historical Society. We are open every day except Thanksgiving and Christmas. Train and trolleys run each weekend and tickets can be purchased online, **www.socalrailway.org** or in our bookstore; Members ride for free.

You can also follow us on Facebook, Instagram, and YouTube. If you have questions or need assistance during your visit, please ask one of our volunteers or staff members. They will be happy to assist you.

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youtube.com/socalrailway



1 PINACATE STATION



Pinacate Station is home to the Museum Store, which offers information, ticketing, refreshments, and our gift shop. There are restrooms **R** located behind Pinacate Station.

2 CARHOUSE NO. 1



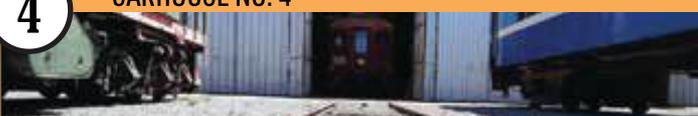
Carhouse No. 1 features narrow gauge city streetcars, such as 19th century horse cars, Los Angeles Railway "Yellow Cars", a Japanese streetcar from 1898, and a San Francisco cable car.

3 CARHOUSE NO. 2



Carhouse No. 2 and the Standard Gauge Yard feature standard gauge electric locomotives, streetcars, and part of the Pacific Electric collection.

4 CARHOUSE NO. 4



Hugh Smith Carhouse No. 4 features large passenger, freight, and electric cars, including the Museum's operating steam locomotive the Ventura County Railway No. 2, known familiarly as the VC2.

5 GRIZZLY FLATS ENGINE HOUSE NO. 6



Grizzly Flats Engine House No. 6 features narrow gauge steam locomotives, passenger and freight cars, the Ward Kimball collection, and related artifacts from the 1800's.

6 THE MIDDLETON COLLECTION



The Middleton Collection, which is housed in two Rio Grande baggage cars, includes a century of toy and scale model railroad cars and locomotives, toy automobiles and trucks, railroad artifacts, and other historic items.

7 THOMAS F. GROSE ARCHIVAL FACILITY



The Thomas F. Grose Archival Facility is home to the Museum's extensive archive collection, an interpretive center, and the Fred Harvey Museum - a museum dedicated to Fred Harvey and the Harvey Girls, who are credited with paving the way for civilized western travel.



- Museum Restoration Buildings**
- 13** RESTORATION CAR HOUSE NO. 3
 - 14** MOTOR VEHICLE SHOP
 - 15** MACHINE SHOP
 - 16** DUKE DYER WOOD SHOP

- 17** SIGNAL GARDEN
- 18** KEYSTONE DIGG
- 19** BUFFALO SPRING
- 20** ROTARY CONVE



8 PINACATE ROCK HOUSE

Pinacate Rock House is believed to be the oldest remaining building in the area. It was built as a store ca. 1882 by L.D. Reynolds, Pinacate's postmaster. The building may also have served as a stage stop, where tired horses could be exchanged for fresh ones, aiding travelers on their way to San Jacinto.

9 COTTONWOOD STATION

Cottonwood Station last served as a lumberyard office near Perris Depot. It has been used as a small town station in several movies.

10 OIL JUNCTION STATION

Oil Junction Station was used for the communication and coordination of railroad operations. The Train Order Office is from the joint Southern Pacific and Sante Fe Oil City Branch north of Bakersfield.

11 MAINTENANCE OF WAY TOOL HOUSES

Maintenance of Way Tool Houses were located along train tracks and used to store maintenance equipment. The two Maintenance of Way Tool Houses are from the Sante Fe, at Perris and Redlands. The smaller Phone Booth is from the San Jacinto's Alessandro Station.

12 HARBOR BELT LINE FERRY TERMINAL YARD OFFICE

The Harbor Belt Line Ferry Terminal Yard Office was used by the Yard Master to coordinate the moving and switching of railroad cars.

1
GER
FIELD COMPACTOR
RTER SUBSTATION NO. 1

- 21 SOLID STATE SUBSTATION NO. 2
- 22 TURNTABLE
- 23 SECOND STREET HOUSE
- 24 PINACATE FARM HOUSE

- 25 DISPATCHER'S OFFICE
- 26 MUSEUM OFFICE
- 27 PARTY CABOOSE
- 28 TOWN HALL

- 29 UNION OIL COMPANY WAREHOUSE





SAVE THE DATES!

SCRM is excited to bring you family-fun events throughout the year. Mark your calendars now and purchase your tickets early at www.SocalRailway.org

2021

November
6th, 7th, 11th, 13th & 14th
Day Out with Thomas

December
Polar Express
(Check website for availability)

2022

January
8th-Second Saturday

February
12th-Second Saturday

March

12th-Second Saturday
19th & 20th-Dino Train
22nd-Spring Swap Meet

April

9th-BBQ, Boots & Brew
23rd-Behind the Scenes
23rd-Night Photoshoot

May

7th-Antique Tuck Show
14th-Second Saturday

June

11th-Rods & Rails



Join SCRM

Southern California Railway Museum is powered by our members. Together we preserve the irreplaceable artifacts of the railroads that built Southern California and the West into what we now know them as today. Join today and you'll receive our quarterly **Gazette**, advance notice of events, member discounts and volunteer opportunities.

To JOIN online, visit <https://socalrailway.org/join/>.

REGULAR MEMBERSHIP

INDIVIDUAL MEMBER

\$40/year

Individuals 18 years or older, includes all member benefits.

FAMILY MEMBERSHIP

\$60/year

Includes individual membership benefits for two adults and children under 18 who live in the same household and visit the Museum with one of the two family adult members. (Only the primary member can vote in yearly Director elections and be eligible for Board of Director Nomination)

SUSTAINING MEMBER

\$100/year

Includes all family member benefits, plus five one-time Limited Museum passes to give to friends.

BENEFACTOR MEMBER

\$250/year

Includes all family member benefits, plus ten one-time Limited Museum passes to give to friends, a special invitation to periodic Benefactor Only events, and a 25% discount on ticketed special trains.

LIFE MEMBER

\$800/one time payment

Individuals 18 years and older. Includes Individual Member benefits for life.

SPECIAL MEMBERSHIP

ASSOCIATE MEMBER

\$30/year

Individuals 18 years and older. Same benefits as an individual member, except cannot vote in elections or operate equipment, and does not receive a discount on ticketed special trains.

CORPORATE MEMBER

\$500+/year

Includes the **Gazette** and members-only events plus ten full-year Museum passes, and 10 One-time limited Museum passes to give to clients, employees, or friends. (Voting and Director nomination not included in corporate memberships)

Member Benefits

Members receive unlimited rides on our trains and trolleys every regular operating weekend, as well as free or discounted admission to SCRM events (does exclude some 3rd party events). Members can even learn to operate rail vehicles on the Museum railway, help restore parts of our collection, or help maintain operating equipment. You will receive our quarterly Gazette, which describes events, plans, operations, preservation activities, and the colorful history of our collection. You will also receive a 10% discount at the Museum Store (excludes some books).



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The first Pacific Electric excursion of the Southern California Division of the electric Railroaders' Association is shown here on May 13, 1951. The Pacific Electric Railway was alive, if not well, and operated a still extensive network of passenger and freight lines in Southern California. Chartered railfan excursions could travel anywhere the overhead line went. The scene here is at Yorba Linda Station in Orange County. Although still operated as a freight line by PE, passenger operations on the line to Whittier and Yorba Linda had been discontinued in the late 1930s. Passenger service to Santa Ana had ended in 1950. According to Norman Johnson, a young SC-ERA member and future founding member of our museum, "the trip was a real journey to traction nostalgia." (Mark Lees photo, copied from "Quarter Century Traction Review")

Southern California Railway Museum

The Early Years

by Paul Muehlebach

What is "old?"
 How old does
 something
 have to be to
 be considered
 historic? Is
 something
 historic simply
 because it is old?

These questions come to mind as the railway museum in Perris passes its 65th anniversary. 65 years is generally a long time in anybody's book. In 65 years, young people grow old and old things become an-tiques.

In the case of a museum, whose purpose it is to preserve old things, is it proper to consider the institution itself as historic? The focus at SCRMM is normally on the collection of rail vehicles that we have under our care and the corporate entities that once owned them. We seldom think of SCRMM as having a history of its own. Sixty-five years is also a long time for institutions, and especially when you consider the circumstances under which this one came into being, it is proper to

celebrate its longevity and review the process by which it came into existence.

This article is an edited and compressed version of a series of articles published in 2018 covering the history of our museum. It focuses on the early years and the efforts to establish the museum. It is a special feature to kick off the newly reinstated and reimagined Railway Museum Gazette. Following this article in subsequent issues of the Gazette we will resume the series of articles that left off two years ago in the middle of 1967.

Pre-History

Given the purpose of the Museum, we first need to look at the state of the railway industry at the midpoint

of the last century, which gave rise to concerns that culminated in a group of people seeing a need for preservation of that industry's artifacts. The industry was in a state of transition; it was at a cross-roads, economically, technologically and competitively.

The freight-hauling railroads benefited from the economic prosperity that accrued as a result of the Second World War and the boom of the post-war years. The passenger-carrying operations that had prof-ited so handsomely from the mass movements of the war years saw a decline in business following the war as people got back to traveling by automobile and, increasingly, took to the skies in the modern age of air travel. Street railways and interurbans were struggling to retain the ridership levels they enjoyed during the war years, when gas rationing forced people out of their cars.

Vestiges of old technologies were still very much in evidence, but were quickly disappearing as newer modes were adopted. Steam locomotives could still be found on many railroads, but were quickly being replaced by newer and more cost-effective diesel locomotives. Many transit systems were convert-ing to buses and the old electric streetcars were going the way of, well, the trolley.

Around the country small groups of rail enthusiasts started to form in the 1940s, with some even trac-ing their histories to the 1930s. Most of these groups were interested only in watching, photographing and riding the trains and streetcars they loved. Some of the groups however, realizing all too well that their beloved rail vehicles were quickly disappearing, took the even bigger step of trying to preserve some ex-amples of the once common equipment.

Local Influence

The railfan community in Southern California was not unlike those in other areas of the country. There was one difference however: Ira Swett, who is credited as an

originator of the railfan press, was based here. Ira was an early fan of electric traction in general and the Pacific Electric in particular. During World War II, although a corporal in the Army, he began publishing a monthly report of traction activity around the country. The *Interurban News Letter*, which first appeared in April 1943, benefited to some extent from Ira's movements around the country with the Army.

The *Interurban News Letter*, or *Interurbans* as it was shortened in January 1946, only lasted through December 1948, at which time Ira turned his focus to publishing a series of books chronicling the histories of the various electric traction operations around the country. These publishing pursuits were aimed at keeping railfans informed of the comings and goings—mostly goings in the late 1940s and into the 1950s—of the once ubiquitous industry. They were also aimed at informing the uninitiated about the once vast network of electric trains, trolleys, streetcars and interurbans.

Ira Swett hosted a weekly open house at his home on Sunday evenings for local railfans where he screened his latest photographic slides of electric traction from near and far. Visitors were also encour-aged to share their slides and movies. Over the years these sessions increasingly became homages to de-parted operations, especially the local Pacific Electric and Los Angeles Railway. Many of the founders of our museum learned about local railway history and came to appreciate the finer points of electric traction from Ira Swett.

Organizational Development

From an organizational perspective, one of the earliest railfan groups was the Electric Railroaders' Association (ERA), formed in 1934 in New York. It was the first such organization that was devoted en-tirely to electric traction. Although headquartered in New York, at various times local "divisions" existed all over the country.

In 1936 another group, this one with a Southern California focus, was created when six Los Angeles rail fans got together to form the Railroad Boosters. Railroad Boosters sponsored numerous rail excur-sions that sampled the rich and varied nature of the local railway scene. Early excursions included trips to Pacific Electric's massive Torrance Shops, the Mount Lowe Railway and San Luis Obispo's narrow gauge Pacific Coast Railway. Even in the 1930s some of these entities were beginning to disappear. In 1949 the Railroad Boosters changed their name to Pacific Railroad Society (PRS).

In 1946 an informal group of Bay Area electric traction railfans banded together to purchase an old Oakland streetcar that they had previously chartered for an excursion. The car was to be scrapped within a week and the group quickly pooled their resources to save it. They formalized the association as the Bay Area Electric Railroad Association (BAERA). Although they conducted frequent excursions, their pri-mary focus was on preserving rapidly disappearing examples of streetcars, interurbans and mainline elec-tric railroad operations.

PRS operated frequent steam railroad and occasional electric traction excursions. BAERA operated at least one Pacific Electric excursion each year. Electric traction fans were, for the most part, tolerated as a minority within the wider railfan community.

In 1949 an independent group of traction fans organized the Interurban Electric Railroaders (IER), focusing on preservation efforts. The group operated a single excursion, on May 22, 1949, the proceeds from which were earmarked for rescuing local rail vehicles.

A specific traction focus was facilitated in 1950 through the efforts of Laurence Veysey, a local rail-fan attending Yale University.

Growing up in the Los Angeles area, Veysey had participated in numerous excursions and had developed a decided electric traction interest. At Yale he came into contact with ERA headquarters in New York and realized the benefits of establishing a local division in Southern California. The arrangements were handled by mail. The initial membership was drawn largely from area residents who were already members of ERA. A charter was granted on March 21, 1950 for the first West Coast ERA chapter.

The first meeting of the new organization was held on April 16, 1950, in conjunction with the regular Sunday night open house at the home of Ira Swett. Thirteen charter members signed on.

Even before the ink was dry on the ERA charter, the local division merged with and effectively absorbed the IER. A definite distinction was established between simply observing the traction scene and actively working to preserve remnants of it.

Early Railcar Preservation Efforts

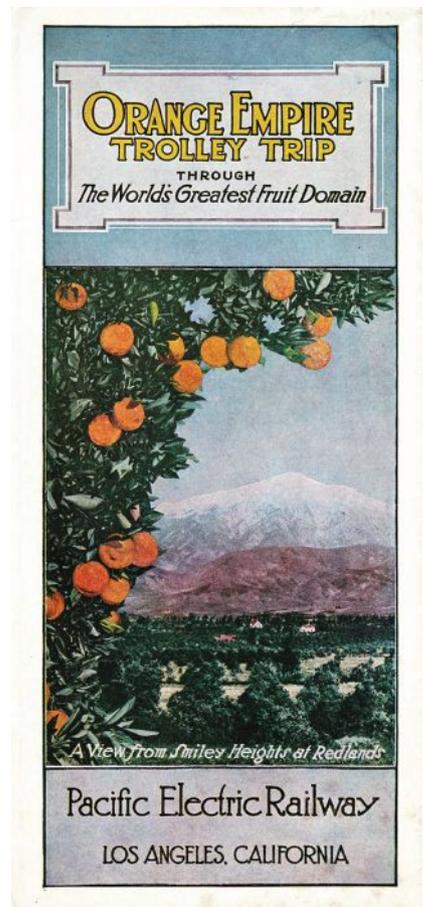
The first local streetcar to be

preserved by a railfan group was Los Angeles Railway funeral car Des-canso. Ironically, the group that saved it was the Railroad Boosters. They purchased the car in the late 1940s and moved it to the summit of Cajon Pass where it served as a static display and clubhouse.

Before being absorbed into the SC-ERA in 1950, the IER had secured an option on Pacific Electric 950-class car 999 for its scrap value. When it came time for the PE to sell the 950-class cars in late 1950, the former IER representative was contacted. When he learned that the purchase price was \$2,000—a relatively astronomical sum in 1950s dollars—he decided on his own that it was beyond the means of the SC-ERA and declined the sale.

In 1951 the Fort Collins, Colorado, streetcar system was abandoned. SC-ERA tried to purchase four-fifths of the remaining car fleet (four single-truck Birney cars) and move them to a five-acre museum site near Palm Springs, owned by member Walter Abbenseth. The local effort failed but prompted others to step forward, and all five of the streetcars were subsequently saved.

In 1952 SC-ERA formed an Equipment Committee to explore



Orange Empire Trolley Trip Brochure. The name for the new trolley preservation group was adopted well before anybody imagined that its museum site might ultimately be located in the region it described. The Pacific Electric Railway operated a number of tourist excursions in the early decades of the 20th Century. One of the most popular was the Orange Empire Trolley Trip, a personally conducted sightseeing excursion through what is now referred to as the Inland Empire. Back then there were far more orange groves than there were homes in the region. The brochure above describes the wonders that could be glimpsed along the route and the pin at right was worn by excursionists to identify them while on the tour. (Author's collection)

LARy line construction car 9351 is shown at Travel Town, circa 1956 beside LARy Type M car 2601 and a LARy wood body streetcar. Space was tight at Travel Town and the cars were packed in as closely as possible. This was a temporary storage site not intended for operation or public viewing. (Don Brown photo)



the possibility of preserving various car types of Los Angeles streetcars before they disappeared completely. In 1953 Los Angeles Transit Lines (LATL, successor to Los Angeles Railway) made available one of the last wooden F class cars, number 1160. The purchase price was \$200 plus \$7 in sales tax, a sum that was well within the group's limited resources. SC-ERA made arrangements with the City of Los Angeles to display the car at Travel Town in Griffith Park, a new and growing static display of transport equipment.

Work parties were organized and a short section of track was laid at Travel Town to accept the new acquisition, which arrived on August 7, 1953. SC-ERA had

successfully completed its first car saving effort.

Other cars followed in the next two years. LATL line car 9351 was acquired on February 25, 1955 and moved to Travel Town. On April 1 of the same year, Huntington Standard BG-type car 525 followed. On June 28, Peter Witt type experimental car 2601 joined the burgeoning collection at Griffith Park. Also acquired in 1955 were power car 9209 and flatcars 9614 and 9615.

A particularly momentous acquisition in 1955 was LATL H-4 type streetcar 1201. The city of Inglewood had convinced LATL to donate one of the cars that had previously serviced car line 5 following its abandonment in 1955. Car 1201 was the selected artifact and was placed on historic display in Centinela Park. Within days of its placement however, vandals had reduced it to an eyesore and the city fathers were quickly rethinking their priorities.

Officials from the City of Inglewood contacted SC-ERA and made arrangements to donate car 1201. It was trucked to Travel Town where repairs were soon initiated. It was the last car acquired by SC-ERA.

Other groups and individuals were also acquiring cast off rail vehicles from PE and LATL. They needed someplace to store them and the growing collection at Travel Town was ideal. Walter Abbenseth purchased PE interurban car 1001 and had it moved to Travel Town. LATL K-4 type car 1559 was purchased by PRS and moved to Travel Town, but placed in a separate compound alongside the SC-ERA equipment.

While many pleasant weekends were spent at Travel Town working on the newly formed collection of cars, some members dreamed of the day when they might once again be operated as they had during their service lives. Railway museums in the East were building protective barns for storing and displaying their collections and



Los Angeles Transit Lines #1160 is shown on August 7, 1953, as it is being unloaded at its new home of Travel Town in Griffith Park. The volunteers of SC-ERA had built the short stretch of track visible in the foreground specifically for this car. It remained in Travel Town until it was moved to Perris in early 1959. Acquisition of this car marked the first successful preservation effort of the SC-ERA. The steam locomotive at right is part of the transport collection the City of Los Angeles at Travel Town. (Andy Payne photo, copied from "Quarter Century Traction Review")

similar goals were held for the SC-ERA collection.

SC-ERA had been formed primarily as a rail fan organization. Most members were interested only in photographing and riding the cars still in operation. Only a portion of the membership held the loftier goals of building a permanent museum where the preserved equipment could be housed, displayed and operated.

Fourteen members of SC-ERA gathered on the evening of March 23, 1956 to discuss such an organization. At that meeting they chose the name Orange Empire Traction Company (OETC), adapting the name of an early Pacific Electric excursion through the Inland Empire of San Bernardino, Redlands and Riverside. The second meeting was held five weeks later. At that meeting the group adopted what they called the "project system" for managing acquisitions, restorations and everything else that would have to be done. Early issues of the group's newsletter, *The Orange Empire Traction Gazette*, were filled with progress reports on one project or another. The project system was a method of classifying the many activities

that would be carried out by the new organization. Each activity was numbered, usually based on when it was begun. The hope was that this would aid in record keeping and tracking progress.

Some of the early projects included:

PROJECT #3: First meeting, held on March 23, 1956.

PROJECT #4: Correspondence with other museums requesting information that might be useful in establishing the new organization.

PROJECT #5: Drafting the articles of incorporation.

PROJECT #6: Creation of an organization chart.

PROJECT #7: The second meeting, on April 29, 1956.

PROJECT #8: Signing the articles of incorporation.

Clearly, many of the early projects were relatively small tasks connected with getting the new organization established. Still, the project system allowed the group to point to steady progress on numerous fronts, which was no doubt useful in maintaining momentum and enthusiasm. There were some larger projects though, and Projects #1 and #2 suggest the overall mindset of the group even before they began to formalize their organization. The following is quoted from the first issue of the *Traction Gazette* in July 1956.

PROJECT #1: This project consisted of the many trips taken to possible museum sites. It has been going on continuously ever since.

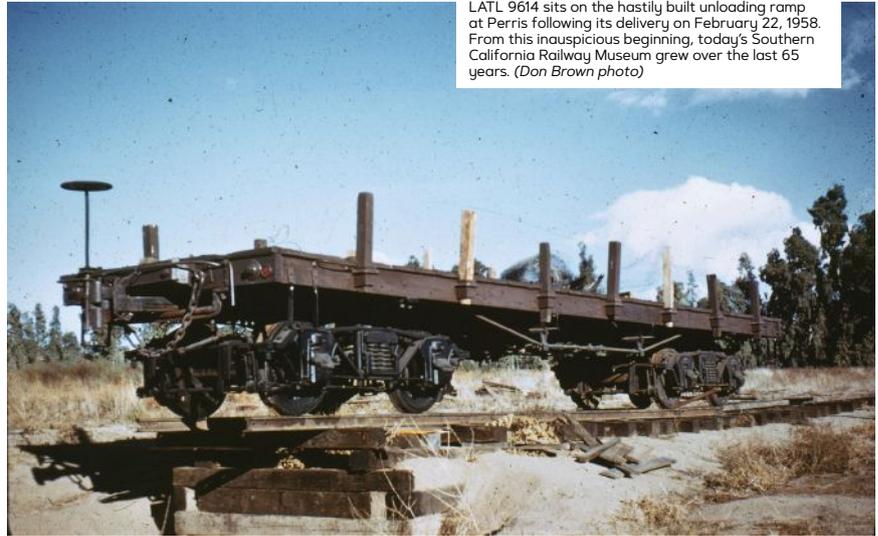
PROJECT #2: This project was a title search of property ownership at one site.

Indeed, the search for a suitable site for the museum would take another two years, and it consumed a good deal of time on the part of many members. It's clear that the group did not consider their situation at Travel Town to be a permanent solution.

On June 10, the group adopted articles of incorporation. The document was signed by three members who were at least 21 years old and thereby eligible to sign a legal document. A little over a month later, on July 20, 1956, the State of California granted a charter of incorporation as a non-profit educational organization to the Orange Empire Traction Company. The museum was officially in business.

Concurrent with efforts in Los Angeles to preserve examples of electric traction, another group was taking shape in the Inland Empire that would provide the mainline railroad focus for today's combined organization.

Local chapters of Pacific Railroad Society (PRS) were started in different areas. The first of the local chapters was chartered in January 1956 as the Mt. Rubidoux Chapter. Its members were located in the San Bernardino/Riverside area. Although they shared the purpose generally pursued by other chapters—organizing excursions and providing a regular forum for local rail fans—the Mt. Rubidoux Chapter had one much loftier goal. They sought to preserve examples of fast disappearing mainline rail vehicles in a museum. The chapter was first organized in December 1955 by rail fans who had been meeting informally for several years. Thirteen members signed on for the new organization on January 5, 1956.



LATL 9614 sits on the hastily built unloading ramp at Perris following its delivery on February 22, 1958. From this inauspicious beginning, today's Southern California Railway Museum grew over the last 65 years. (Don Brown photo)

The chapter's first year was busy. In addition to the more mundane tasks of establishing the organizational structure of the group, the chapter sponsored a railroad symposium, operated its first fan trip, started looking for a museum site and capped off the year by celebrating its first birthday with a Christmas party and banquet.

Railroad symposiums were held in both 1956 and 1957 at the famous Mission Inn in downtown Riverside. Cal Rogers served as the chairman of the event both years. He explained the purpose of the symposiums as follows: "While the Chapter's basic purpose was to acquire more members and assist in the establishment of a railroad museum, it was also intended to function as a social group providing entertainment and meetings for those interested in the history and future progress of railroading. To accomplish all these aims, some medium of public relations or publicity had to be conceived."

The first symposium, on March 18, 1956, featured an exhibit of model railroading and collections of railroadiana arranged for display in the Lea Lea Room of the Mission Inn. An entertainment program followed an evening banquet in the Galina Room. The banquet was attended by 226 members and friends. Several hundred more people had viewed the exhibits in the afternoon.

The second symposium was held on March 24, 1957. It featured even larger and more inclusive displays of models and railroadiana. The purpose was stated on a souvenir ticket to the event: "By sponsoring good fellowship between all who work, enjoy, and believe in our railroads, the Chapter hopes to foster better public relations with the railroads, sponsor publication of historical documents, develop a railroad museum in Southern California, and promote the education of the general public in regard to railroad matters." Once again, several hundred rail fans were on hand to view the exhibits and attend the banquet in the evening.

Early preservation efforts by the Chapter included refurbishment of Union Pacific steam locomotive 6051 on display in Riverside's Fairmount Park in 1957. The Chapter also backed efforts to move AT&SF Steam locomotive 3751 and the E Street depot to San Bernardino's Viaduct Park. Some 30 years later the 3751 was removed from the park and restored to full operational condition. Had it not been for the preservation efforts of such groups as the Mt. Rubidoux Chapter in the 1950s, the 3751 would not have been around years later to be restored.

Early Chapter fan trips included four chartered specials from Los Angeles to the Farmers Fair in



San Diego Electric Railway PCC 508 arrived directly from San Diego a week after the LATL flatcar was delivered. The membership sets about sprucing it up. (Don Brown photo)



In this view the flatcar has been rolled onto its temporary storage track. OETC has landed in Perris. Most of the membership at that time is present for the occasion along with some of the helpful neighbors. Shown in the view from left to right are: unknown, Mrs. Cutler, unknown, Constable Chet Cutler, Pat Underwood (white shirt, on the ground), Paul Dieges (directly above Pat on the flatcar), Bill Bauer, Don Brown (standing above the brake wheel), Merrill Blau (standing on the flatbed truck directly below Don), Herb Redlich (standing on flatcar with checkered shirt), Jeff Moreau (directly in front of Herb), Harvey Laner (directly in front of Jeff), Jim Walker (seated on flatcar) and Barney Root (off to the right), president of the Mt. Rubidoux Chapter of PRS. Special thanks to Harvey Laner for providing the names. (Jim Walker photo)

Hemet, runs on the SP Narrow Gauge in eastern California in 1957 and 1958, participation in Santa Fe employee picnic specials, and tours through local railroad shops and facilities.

The museum effort shifted into high gear in December 1957 when the Chapter leased a strip of abandoned right-of-way from the Santa Fe Railway just south of Perris, CA. The right-of-way was originally part of the main line of the California Southern Railroad, a subsidiary of the AT&SF, from Chicago to San Diego. The line was built in the late 1880s.

In the mid-1950s there was still a lot of empty land not too far from the fast-growing urban centers of Southern California. The trick was to find a place that offered a right-of-way that could be used for operation of the preserved equipment. Many recently abandoned railway company properties were investigated as potential museum sites by the OETC group.

The dream was to store equipment at Travel Town until a permanent home could be found, and an operating trolley museum could be established. The cars had only been at Travel Town a short time before a complication arose—imminent construction of the Ventura Freeway. The choice was simple: find another place, or leave the cars collected thus far at Travel Town, perhaps forever. They would be quite difficult to remove once the freeway—and a

rearranged Travel Town—were complete. The search was then on, for a permanent site for a trolley museum. It seemed that everyone had a different idea as to where the museum should be located.

Time was growing short before it would become necessary to start moving streetcars and other items from Travel Town. While Orange Empire's early members and friends were still scouting for a suitable location, the newly-organized California Southern Railroad Museum, an adjunct group of the PRS Mt. Rubidoux Chapter, had obtained the old Santa Fe/California Southern right-of-way south of Perris. A sub-lease was obtained from CSR, and the lengthy task of moving equipment to the new site began in earnest.

At the time, many OETC members considered the move temporary, until a more suitable "perma-nent" site could be found somewhere else. PRS had no cars of its own on the property; it was just vacant land with adjoining potato fields.

The relocation of equipment from Travel Town to Perris began inauspiciously on February 22, 1958, when LATL flatcar 9614 was trucked to Perris. A neighbor offered the use of himself and his skip loader to dig a crude unloading ramp. Enough track was constructed to accept two cars. The move itself went without incident, and the reception and assistance the group received from its new neighbors was noteworthy in its generosity and welcoming spirit.

One week after the LATL flatcar was moved to Perris, the second car arrived. Unlike the flatcar, which had been relocated from the Travel Town site, San Diego Electric Railway PCC No. 508 was moved directly from San Diego to Perris. The "museum" now had one narrow gauge (3' 6") car and one standard gauge car, and just enough track to hold them both.

The cars rested on a section of what is today the main line, just north of where the Middleton Museum cars are located.

For the next three months the flatcar and the PCC sat on their little piece of track out in the middle of the potato fields, watched over by the neighbors. In early June three more pieces of equipment joined the collection, although not exactly in the same location. OETC had acquired two PE maintenance cars, wire greaser 00150 and tower car 00157, the previous December and had them stored at PE's West Long Beach yard. Both cars moved on their own wheels to Perris on June 6, 1958. Since the stub end of the Santa Fe line ended just south of 11th Street at that time, that's where the two cars remained for some time.

A month later the entire collection of the Mt. Rubidoux chapter—one caboose from Kaiser Steel's Eagle Mountain Railroad, KSC 1904—was also moved to the stub track south of Perris. The nascent railway museum now had five pieces of equipment parked on two separate portions of an otherwise de-serted right-of-way.

The temporary nature of OETC's move to Perris solidified in April 1958 when eight acres of land adjoining the PRS right-of-way were purchased from neighbors John and Betty Oller for \$3,500. That first eight-acre parcel was located in the central area of today's museum—within the Loop Line, roughly east of Broadway and south of Alpine Drive.

After the Ollers' divorce, Betty Oller stayed on the remaining two acres of property, in the northwest quadrant of today's Loop Line, where the farmhouse and rock house and the present bookstore are located. Betty Oller initially prepared lunches for the museum volunteers on weekends when they were in Perris working on the cars. Not long after the initial purchase however, Betty decided to sell the remaining two acres to OETC, thereby completing the initial ten

acres of the museum. Plans for car barns and track construction quickly followed.

The formal arrangement with the PRS chapter envisioned a joint electric and steam railroad museum at the Perris site. The joint operation was primarily pushed by the Mt. Rubidoux Chapter as a strength-in-numbers approach to gaining critical mass in the shortest possible time. The combined museum was dubbed the United Railway Museum. It brought together the Mount Roubidoux Chapter, PRS; Orange Empire Traction Company; and the Railway Historical Society of San Diego. The first formal meeting of this super organization was held on June 22, 1958, in the Perris Justice Court.

In the remaining months of 1958, a flurry of activity and car arrivals took place in Perris. OETC had acquired British Columbia Electric Railway car 1225 and it was moved to Southern California on its own wheels arriving in Perris on July 5. It joined the other cars that had moved to Perris on their own wheels at the stub end of line.

In August, five passenger waiting stations—little more than covered benches—were purchased from the PE's recently abandoned Bellflower line. They were moved to Perris in November. At the end of August, a new unloading ramp was graded in the middle of the new eight-acre OETC parcel. All subsequent movements of cars via truck would be unloaded in this area.

In September, San Francisco Municipal Railway car 162 was purchased and moved to Perris. In October, members Ray Ballash and Walter Abbenseth purchased PE Blimp 314 and moved it to Perris. The line of cars on the stub track south of town was getting quite crowded.

On November 2, the first track was laid on the eight-acre parcel to receive the collection being moved from Travel Town. The yard that developed was in the area just east of the present-day Broadway,

on the bluff above the present machine shop and car house 2, although the bluff did not exist at that time. Grad-ing was done later to flatten out what was originally a gentle slope to the east and that produced the bluff that exists today. In time the new yard was dubbed East Park Yard.

On December 6, 1958, the Orange Empire Traction Company changed its name to Orange Empire Trolley Museum (OETM). The original name caused some confusion with the federal government in the group's efforts to acquire tax-exempt status. The IRS couldn't figure out why a traction company didn't plan on making any profit. The new name also better described the preservation effort that was under way.

December was a busy month. A 600-volt diesel electric generator was purchased from the Warwick Railway in Providence, RI. This was to generate the power to run the streetcars when sufficient track and overhead line were constructed. The generator arrived in Perris in May of the following year.

Also in December, the Pacific Electric donated a 475-foot spur at Vineyard on the old Venice Short Line. The 56-pound rail was moved to Perris in the last two weeks of December and first week of January 1959. This provided the basis for much of the new track in the East Park Yard and opened the way to begin the transfer of cars from Travel Town.

That momentous move got under way in February 1959. Over the course of six weeks the remaining nine cars at Travel Town were all trucked to Perris. Cars included in this move were the three SC-ERA cars (525, 1160 and 2601), the privately owned LATL work cars (9209 and 9351) and OET cars 1201 and 9615. LATL 1559, owned by PRS, and Walter Abbenseth's PE 1001 were also trucked to Perris at this time.

Upon their arrival in Perris the three cars owned by SC-ERA



The rest of the cars on the stub end of track behind PE 314 are Pacific Electric tower car 00157 (right), Pacific Electric wire greaser 00150 and Kaiser Steel caboose 1904, which represented the entirety of the Mt. Rubidoux Chapter's collection at that time.

were transferred to OETM control on a permanent loan basis. In February 1959 the SC-ERA chapter severed its ties to the national Electric Railway Association and incorporated as an independent entity. It changed its name to Electric Railway Historical Society of Southern California (ERHA-SC). This group had been the driving force in early car acquisition efforts and was the source of all the people who formed the OETC museum group in 1956. With the museum effort now well under way, the group fell back on its original function as a rail fan social and excursion organization. It still exists today.

Another transfer of ownership occurred in March 1959. The Pacific Railroad Society (PRS) had acquired LATL car 1559 and stored it at Travel Town with the OETC cars, albeit in a separate compound. With all the OETC collection about to be moved to Perris, PRS wanted to dispose of the 1559. Their primary options were to transfer it to the Mt. Rubidoux Chapter or to donate it to the City of Los Angeles to add to their collection of cars already at Travel Town. Following some confusion and missed communications between the two groups an agreement was finally reached on March 5 to transfer ownership to the Chapter. The car was moved to Perris on March 18 and deposited in East Park Yard along with the OETC cars.

The Mt. Rubidoux Chapter had, almost since its inception, been trying to acquire a steam locomotive. That was to be the centerpiece of their museum. Many near misses were suffered. In March two more opportunities briefly fluttered in the wind, but also ultimately failed. The Santa Maria Valley Railroad was approached about their number 100, which was stored serviceable. The company declined to sell the locomotive at that time, holding it as a standby replacement for their diesel units in case of emergency. The Southern Pacific was also approached about selling SP 1765, a mogul, with tender 7334. It was stored at Taylor Yard in Los Angeles. In this case a price was actually set of \$5,000, f.o.b. Colton Yard. A fund-raising campaign was started within the Chapter, but by the end of the year very little had been raised. By the following spring, the Southern Pacific gave up any hope that the Chapter would be able to raise the money and sold the locomotive to National Metals on Terminal Island. Happily, the locomotive was ultimately rescued and became the centerpiece of the Lomita Railroad Museum.

Another acquisition project in 1959 generated a fair amount of confusion between the Chapter and OETM. Both groups mounted projects to acquire articulated bridge units from the recently defunct Key System in the San Francisco Bay area. OETM

successfully acquired car 167 and moved it to Perris on its own wheels. A sub group of Chapter members organized to acquire car 182. Unfortunately, neither group knew of the other's actions, which created fundraising confusion. An end-of-year editorial in the *California Southern Express*, sought to clear the air. Among other things it was pointed out that the treasurer of the Chapter's fundraising effort was Chard Walker and the secretary of OETM was Jim Walker (no relation). Ultimately OETM's 167 was the only Key System bridge unit to come to Perris.

The year 1959 did end on a positive note. The Railway Historical Society of San Diego sponsored a rail excursion from San Diego to Perris to visit the new museum on November 15. A total of 400 rail enthusiasts rode the special train, which consisted of a baggage car, heavyweight coaches, Del Mar snack car and four diesel passenger units. The Santa Fe train arrived at the historic Perris depot at noon and the passengers were welcomed by the mayor and chamber of commerce. They were then transported by bus to the museum site where they feasted on open pit barbecued beef and toured the assorted trolleys and rail cars.

The passenger train was the first to turn on the wye south of the depot, and the first to terminate in Perris in many years. Several horseless carriage clubs also came out for the day and many historic vehicles with people in period costumes were on display. Although none of the museum equipment operated that day, this event might be called the first Rail Festival.

Two railway museums had set down roots in Perris. Much growth and development ensued over the course of just two years. As the 1960s dawned, much more growth—and actual operations—would soon follow. 🚂

The Eventful Museum

Why Special Events and Exhibits are important for Museums

by Sarah Harty, Division Manager Visitor Experience

Should events even matter to Southern California Railway Museum? At their core, museums are institutions devoted to the procurement, care, study, and display of artifacts; but today's museums have come to mean so much more. Today, museums are very much intertwined with education, experience, and community. Southern California Railway Museum (SCRM) is devoted to the restoration, preservation, and education of rail transportation in Southern California. Through achieving this mission, SCRM has cultivated a community space where the public can come together to both learn this history and also have the chance to share theirs — ultimately elevating the interpretation of our collection. Special events and exhibits expand this community space in many ways, and I'd like to highlight two here: widening the audience base and connecting communities.

Widening the Audience Base

SCRM has traditionally served a target audience of visitors who are interested in the collection and/or museums in general, and those who live in the local area. Special events and exhibits serve as an opportunity for us to share our collections and mission with a wider audience. For **BBQ, Boots & Brew**, an event we held in May 2021, we welcomed an audience very different from our typical visitor base. These visitors came for a nationally recognized BBQ competition but were subsequently introduced to the amazing history and artifacts of SCRM. Three families even became members and many others noted that they would be back for another visit!

Connecting Communities

SCRM has a wonderful campus that can bring people together, and special events and exhibits are one way to utilize this space to the fullest. In June 2021 SCRM hosted the **Never Forget, 9/11 Memorial Exhibit**. This exhibit helped provide a platform for a local organization — Honoring USA Heroes — and brought their mission of creating unique memorials of fallen military and first responder heroes for their surviving family members to a new audience.

SCRM has the honor of using its space to connect communities that otherwise would have remained isolated.

Through hosting special events and exhibits SCRM becomes a relevant and engaged part of the



community. SCRM is able to transcend being a static collection exhibition space, and become a dynamic place where its collections can be seen through the lens of a broad audience. This broad audience can provide different perspectives and understandings of the shared history that SCRM works so hard to preserve for, and share with, future generations. 🌎

Work continues installing the front and rear foot-boards. While working in the scrap yard in Texas, the foot-boards and three of the bottom access steps were bent. One of the access steps is completely missing.

Carl Pickus disassembled the old foot-boards and was able to salvage the support bars and foot guards. However, the actual tread steps were not reusable and new ones have been ordered. The support bars are installed and awaiting the new tread steps.

At some point in time, the rear left access stepwell had been bent forward about an inch. Carl removed that damaged step and proceeded to bend the faceplate back to its original position. It took some leverage to do that. He fabricated an extension bar out of heavy box metal and then used a chain-fall to apply a bending force in the faceplate. Once the tension on the chain was as high as he dared go, a torch was used to heat up the faceplate metal to allow it to slowly move to the correct position.

Once that plate was straight, Carl, Frank Kunsaitis and Doug Newberry adjusted the rest of the wheel well and the step tread to get everything aligned and installed. However, the bottom step and its support structure are still removed as Carl rebuilds them.

The engine cooling system is still in work. As noted previously, Santa Fe had removed the very complex fan and shutter actuation system that Fairbanks Morse had initially installed and replaced it with a simple piston arrangement for opening the shutters and a pneumatic valve for operating the pistons. The pneumatic valve is still functional, but the pistons are not. The air lines to the pistons were broken and the pistons were coated with hard caked oil mixed with dirt.

The following is a little background on our FM locomotive. The information was mostly found on American-Rails.com

Initially FM manufactured a H10-

SF560 Fairbanks Morse H12-44 Restoration

by Dave Althaus



44 model, which was a 1000hp locomotive. The "H" stood for Hood Model, the 10 indicated it had 1000 hp, the 44 meant that it had four axles and four traction motors. Many of the customers adjusted the fuel injection systems and made them produce 1200hp. The reliability of the engine appeared to not be affected by the increased hp so FM incorporated that same injection system and called the new Model H12-44.

The H12-44 began production in May of 1950 using a body design that was inspired by industrial designer Raymond Loewy. But in the fall of 1952 FM removed much of the Loewy design to save on production costs. There were 320 H12-44's sold in the US, 1 in Mexico, and 30 were built by a FM subsidiary called Canadian Locomotive Company, for use in Canada.

Santa Fe purchased 62 H12-44's. FM began building the model in May of 1950 and the last was built in Feb 1959. Santa Fe took deliveries throughout that period, and it appears that those deliveries were the result of 16 separate purchase orders. Santa Fe numbered their H12-44's sequentially from 503 - 564.

Our locomotive is 560, which means only four more were brought to Santa Fe after ours was delivered in 1957. However, FM made numerous modifications over the years and further modifications were made to numbers 559 - 560 which were a shortened version. The shortened version has been referred to by others as FM's "Shoebox" model. According to Joe Strapac, the first use of that nickname was on page 41 of the November 1964 issue of Trains Magazine, edited by David P. Morgan. Only Joe could have tracked that down!

Another interesting note regarding this short model H12-44 is a reference to it in the Operators Manual written specifically for the last deliveries made to Santa Fe. It refers to the model number as H12-44M. That "M" has yet to be found on any other document, so far. 🚂

Volunteer Opportunities

Volunteer members are essential to the Museum's success. They operate our trains and trolleys, do much of our collection restoration and maintenance, maintain and improve our grounds and provide memorable guest experiences.

You may have skills, knowledge, and experience that we need. Learn something new, make new friends and most of all, make a difference.

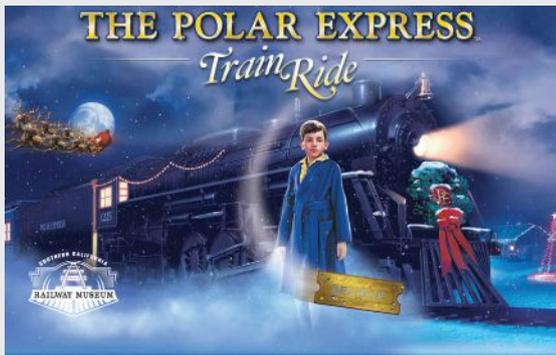
Please note: Volunteers must be Museum Members.

To learn more, contact us at (951) 943-3020, or by e-mail at info@socalrailway.org or visit www.socalrailway.org/join

RESTORATION PROJECTS

The Museum has many important restoration projects underway! Each project has been made possible by the generous support of friends and members. Your financial support is leveraged by Museum volunteers who put thousands of hours into each project. We also use contractors to assist when special skills or equipment as needed, greatly speeding up the time restoration. Restoration work is assisted by our extensive photographs, documents, and technical information preserved in our archives.

Each restoration project has many participation opportunities! Whether you can provide financial support, material donations, or hands-on help, please join us. Membership is required for hands-on assistance. You must be 18 or older to participate.



EVENTS

The Museum hosts several fundraising events during the year, such as our "Day Out with Thomas the Tank Engine" and "Polar Express." These events depend on volunteers for their success. We need greeters, ticket sellers, car hosts, gift shop staff, cleaners, and many others. You can work part of a day or all day as your schedule (and energy) permits.

Call the Museum at (951) 943-3020, e mail info@socalrailway.org, or visit www.SoCalRailway.org

OPERATIONS

Our trains and trolleys depend on trained volunteers who know how to correctly and safely operate them. Being an operator, conductor, or car attendant is a popular activity at the Museum. You're welcome to join us. We offer classroom and on-the-job training for these positions, and we give qualification tests—safety is very important to us.

Call the Museum at (951) 943-3020, e mail info@socalrailway.org, or visit www.SoCalRailway.org

Pacific Electric 530

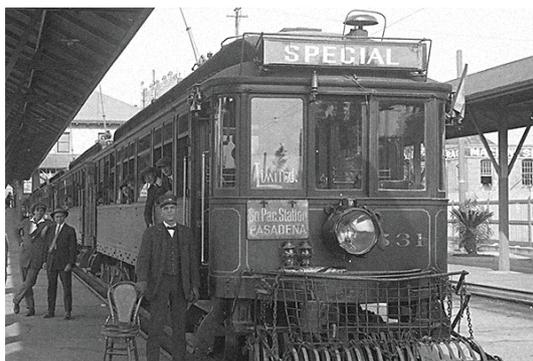
by Darrel Calvillo

In keeping up with expanding line construction and growing ridership, Pacific Electric Railway ordered twenty suburban cars from the St Louis Car Company in 1909. These cars were to become the 230 class, numbers 230-249. The 230 class were essentially copies of the 200 class, reflecting the major modifications that occurred between 1907 and 1909.

In 1911, several streetcar companies in the Los Angeles area merged to become the 'new' Pacific Electric Railway. Renumbering of the cars resulted in the 200 series cars being renumbered into the 500 series. Cars 500-529, the 1902 vintage cars became known by PE crews as "Baby Fives", with cars 530-549 called "Medium Fives". A similar class of fifty "Big Fives" came from the Los Angeles Pacific Railroad and were numbered 550-599.

Disaster struck the PE on July 13, 1913, when an inbound train of 500's from Venice Beach rear ended a three car train of 800 class cars at Vineyard Junction at about 30 miles-per-hour. The fragility of wooden bodied cars was illustrated with massive destruction, resulting in 200 injuries and 14 fatalities. What became known as the Vineyard Wreck, resulted in Pacific Electric only ordering steel-bodied cars after 1913 amidst great pressure from the community to discontinue the use of wooden cars. The 500 class cars continued their service through the 1920's and were used on suburban lines across the PE system. With the addition of the steel-bodied 600 class "Hollywood" cars 1922 and 1100 class cars in 1924, the end was in sight for the 500 and 800 class cars. The first major retirement of wooden cars occurred in 1934, with several of the 500 class cars, including 530, being dismantled at Pacific Electric's Torrance Shops.

A growing trend during the 1930's due to the Great Depression was the concept of re-purposing retired railway car bodies



No photographs of Pacific Electric 530 are known to exist after its delivery to Pacific Electric. This image of classmate 531 and a five-car train of 500 class cars at the Southern Pacific Railroad Pasadena depot acts as a representation of what the 530 class "Medium Fives" looked like in service. *Jeffrey J Moreau Collection.*



Pacific Electric 530 in its present condition at the Southern California Railway Museum. *John Smatlak Photo.*

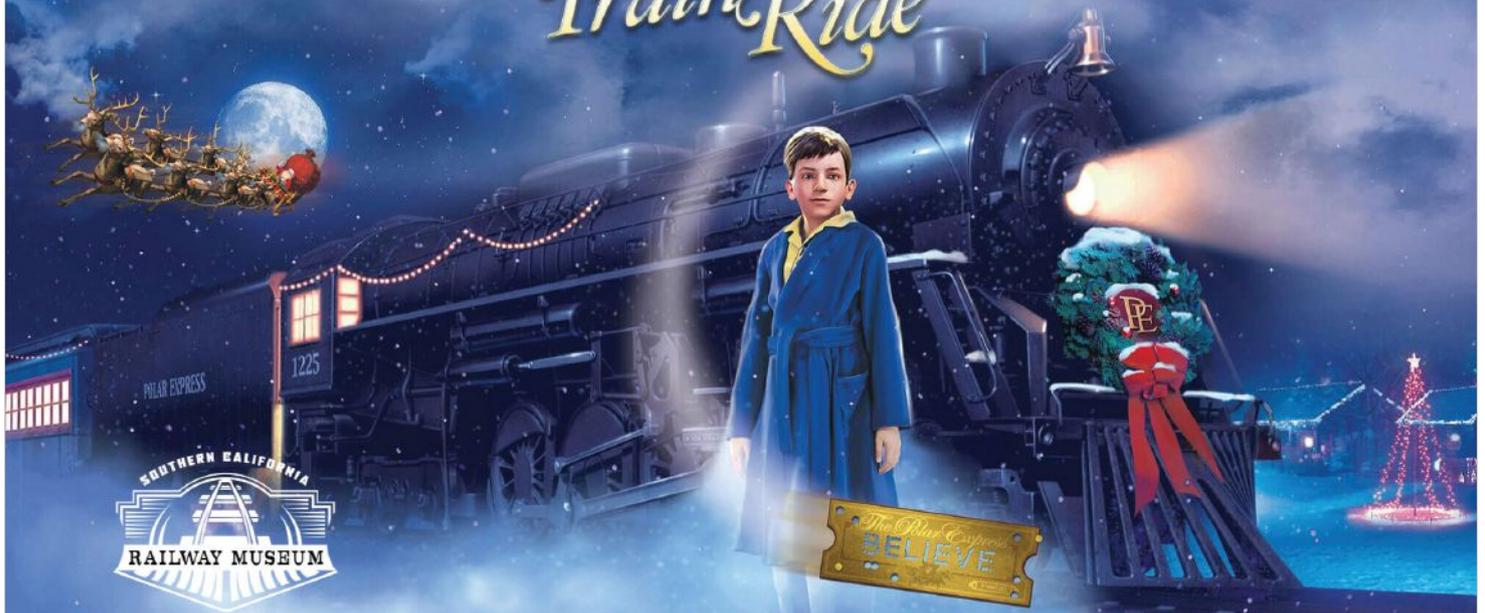
for use as storage sheds, offices, or homes. Car bodies were available for sale to the general public. Specifically, most of the Baby and Medium Fives are listed in company records as sold in 1934, including car 530. The body of 530 was purchased from the Pacific Electric by an unknown party, presumably in 1934 or 1935 and moved to Crestline, California to be used as a cabin. 530 was a residence until 2007, when new owners of the property offered the car to the Orange Empire Railway Museum. 530 was promptly rescued and relocated to the museum property. Today, 530 is in excellent condition and awaits restoration. Future work to 530 is possible by generous donations to the museum's Red Car Fund. 🚃



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GAZETTE

THE POLAR EXPRESS™ *Train Ride*



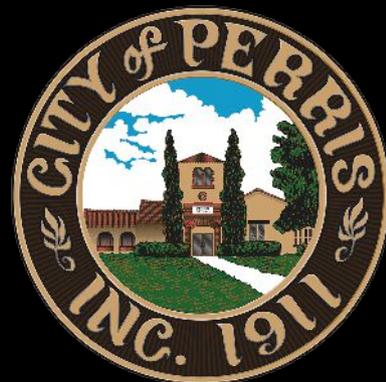
Season Begins November 24th

Visit <https://socalrailway.org/scrm-events/polar-express/> for details.



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Southern California Railway Museum recognizes our members, donors, contributors, and volunteers. Your support keeps our trains and trolleys moving! To volunteer, join or financially support SCRM, visit www.SoCalRailway.org today.



City of Perris

For over 60 years, Southern California Railway Museum has been a proud part of the City of Perris' legacy. We value our relationship and partnership. To learn more about all of opportunities Perris as to offer, visit www.cityofperris.org/