



GAZETTE





8



14



23

- 3** Vice President's Message
- 4** SCRM Map
- 6** Join SCRM
- 8** Fall Quarterly Track Report
- 12** Emma Nevada
- 14** Road to Restoration
- 17** The Bride of Pinacate
- 18** Volunteer Opportunities
- 19** Fire and Emergency Services
- 20** Become an SRCM Sponsor
- 21** The Machine Shop
- 22** Full Steam Ahead
- 23** Restoration of Army Hospital Kitchen Car



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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1 SIDERY 508 in Carhouse 4

2&3 SIDERY 508's old roof board being removed and the new roof boards just painted by George Chapman



Scaffolding for repairs completed by Fred Nicas



Top
3001 has had some issues with the brake system.

Bottom
The LARy 665 restoration



Dear Member & Guest,

HANK WINN
Vice President and COO,
Southern California
Railway Museum

Once again we find ourselves in our summer time mode when we begin to prepare for the fall event season. We are ordering merchandise, arranging for tents and all the myriad things that are necessary for a successful series of events. I cannot emphasize enough how important it is that you come out and volunteer for these events, A Day Out With Thomas in particular. Without your support for that event we cannot do it. This primarily consists of the supervision of our community youth volunteers that do the vast majority of the tasks that make the event flow. We really, really need your help. This is not hard, physical labor and the best part is, beside the feeling of pride knowing that you have helped our museum bring in the funds necessary for continued success, think of the complimentary meals! That's a little touch of humor but please come help at Thomas.

The number one question that I am asked concerns the Perris Connection. I am pleased to report that our professionally prepared and reviewed plans are ready for submission and review by the Perris City Engineer, the BNSF Railway, the Riverside County Transportation Commission and Metrolink. Following plan approval we will issue a Request For Proposals and then our construction can begin. Various changes and additions have occurred over the last few years which have drawn out this process more than anyone anticipated but there is light at the end of the train tunnel!

On a restoration and maintenance note, our newly repainted Bicentennial AT&SF 5704 is awaiting delivery.

The SDERY 508 is nearing completion of its restoration with interior lighting and door edge rubber primarily being the remaining tasks. Thanks to Paul and Sharilin Peters for the majority of the work, the finishing touches are being done by Rod Fishburn, Dave Ley and Doug White.

The 3001 has had some issues with the brake system and has been tended to by Ryan Keck, Ethan Armstrong and Kjell Larsson.

The LARy 665 restoration is moving right along in Car barn 3 with George Chapman leading the work.

This is a brief summary of our restoration efforts that are not covered by other included articles in this issue of the Gazette.

I have heard a number of concerns about the Gazette content and I am working to ensure that each Divisional includes a Divisional Report going forward. This is our lifeline to you, the supporting volunteer and I am going to fulfill this obligation to you going forward. Even more good news is that our printer has made a large portion of the costs complimentary from now on.

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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



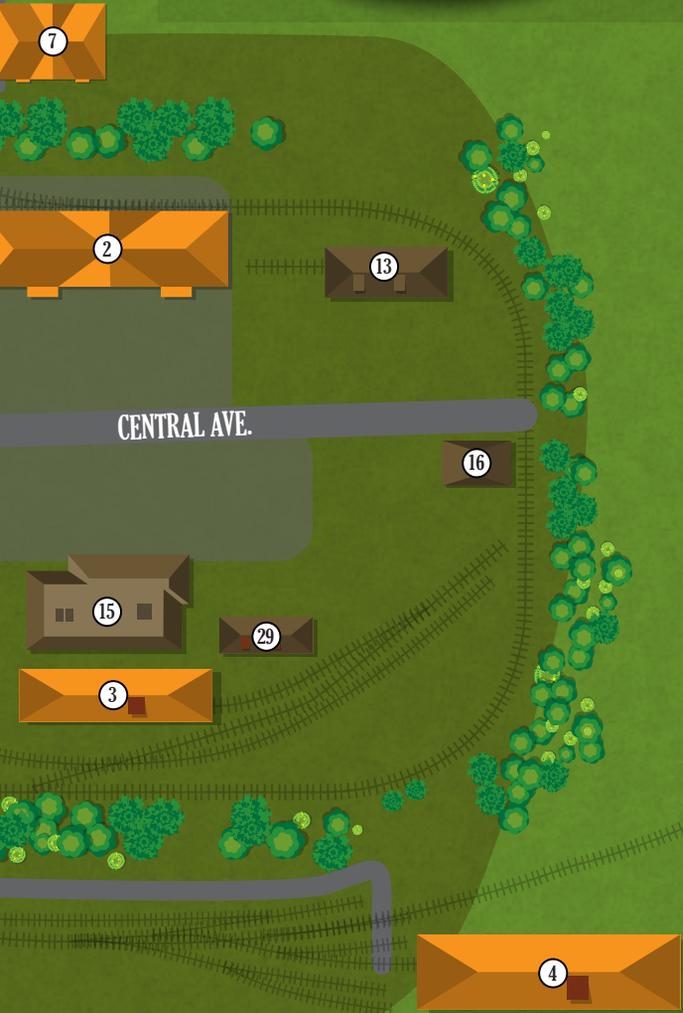
The Thomas F. Grose Archival Facility is home to the Museum's extensive archive collection, an interpretive center, and the Fred Harvey Museum - a museum dedicated to Fred Harvey and the Harvey Girls, who are credited with paving the way for civilized western travel.



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.

- 21 SOLID STATE SUBSTATION NO. 2
- 25 DISPATCHER'S OFFICE
- 29 UNION OIL COMPANY WAREHOUSE
- 22 TURNTABLE
- 26 MUSEUM OFFICE
-
- 23 SECOND STREET HOUSE
- 27 PARTY CABOOSE
-
- 24 PINACATE FARM HOUSE
- 28 TOWN HALL
-



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. 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/>.

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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)

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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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Fall Quarterly Track Report

By Ryan Gallaher, Track Foreman

Maintaining and constructing track requires a lot of hard manual labor and the end results are not easily recognizable like a beautifully restored collection piece. But this work is essential to allow our museum to have a safe operating demonstration railway for our members, volunteers, and guests. We really appreciate all of our volunteers that assisted with these difficult projects, especially as track work continues through the hot summer months. To help avoid the heat of the day we have shifted towards evening work sessions on Friday and Saturday nights. If you would like to volunteer with our crew at our next work session, please contact Ryan Gallaher at rgallaher@socalrailway.org. We also need your monetary support to purchase needed track materials and maintain our fleet of railway maintenance equipment, please support our efforts by indicating "M57" in the notes or memo of your donation. The following report will give a brief overview of the current capital projects, maintenance projects, and track equipment.



Dumping new ballast on new track panel

Capital Projects Updates

Four Tracks Out Back (FTOB) Yard

– At our February Work Session Dale Wyant, Fred Nicas, John Mobley, Andrew Weldy, Alex Lewis and Ryan Gallaher completed adjustments to track one and set the final elevation and line per survey and construction drawings. Once this work was completed initial ballast on the track was placed using the museum’s front end loader. Further construction on this project will have to wait until repairs are completed on our ballast regulator and tamper as surfacing must be completed prior to the next track being built. Waiting will allow us to easily dump additional ballast on the first track using the front-end loader or other rubber-tired equipment, instead of having to rely on our small 360-dump cart or ballast car.

Balloon Track/ Cottonwood Siding Extension

– Zeke Hastings has constructed approximately 120 feet of new skeletonized track off the new mainline switch at north track gate. We appreciate Zeke’s sole dedication to this project as our crew focuses on the FTOB Yard and critical maintenance projects. Additional resources will be allocated to this project in the future when FTOB construction is completed.

Maintenance Project Updates

Mainline Rail Replacement –

Our dedicated track gang completed replacement of two sticks of rail on the mainline at the Garnet Siding during our January Work Session. This was one of the first opportuni-



North rail has been reinstalled, Tie Plates distributed, and South Rail Temporarily Installed (End of June Work Session)



Backhoe removing old dirt and ballast

ties after our fall and winter event season to perform maintenance on the mainline. Some of the rail we have installed at Garnet is over 100 years old and breaks and defects will unfortunately become more common. For now, we will be able to keep up with the maintenance, but our stock is limited. The future goal is to replace all our older rail between both turnouts at Garnet with newer, heavier rail. We also completed replacement of 2 defective ties under the insulated joints just south of the mainline Pinacate Platform, in addition to replacing (1) worn Insulated Joint Bar. Special Thank you to volunteers, Alex Lewis, Andrew Weldy, John Mobley, Sam Battelo, Nick Battelo, Jordan Stevens, Chris Baldwin, Eric Waltzer, Ryan Gallaher, Chris Ranford, Hank Winn, Todd Mowery, and Carson King for helping complete this project.

Cottonwood Tie Renewal –

In November of 2021 after our DOWT Event, (73) defective ties were removed from the siding between the north end of the platform and Oil Junction. Work resumed on this project during our February work session. This area is not easily accessible by rubber-tired equipment since it is surrounded by adjacent tracks. Therefore, the new KTC 1200 Tie Crane was extremely helpful



Track has been gaged and fully spiked

and reduced a lot of backbreaking manual labor by easily staging ties at the empty crib locations. After the ballast and dirt had been disturbed by our backhoe, the new Geismar Tie Changer inserted the new relay ties into position. In March, the crew inserted the last remaining ties and started spiking the new ties into place starting at the very north end of the project near Oil Junction.

In May of 2022, we completed spiking the (15) remaining ties, dumped new ballast at all the tie locations, and started surfacing with our 1965 Pup Tamper. Our crew was quickly able to complete installation of the remaining ties, thus completing the installation of a total of (73) new ties between the north end of the cottonwood platform and Oil Junction. New ballast was dumped at all the tie locations utilizing our 360-degree dump cart and KTC-1200 Tie Crane. The new dump cart proved to be very effective at transporting ballast



Photos Top to Bottom:

- Volunteers Spiking in New Relay Timber Ties on the Cottonwood Siding
- Track 1 of FTOB Yard (Looking North)
- Demo of asphalt using a backhoe



between our stockpile at Oil Junction and dumping it in the required locations. Although the cart can only carry a couple of tons of rock, it saves us significant labor and time and allows us to strategically dump ballast where it is needed. We started tamping late during our Saturday work session and we were only able to complete a small section where we replaced 100% of the ties. Unfortunately, we discovered some reliability issues with our tamper and could not continue. We will return to this project in the early fall when repairs are completed on the Tamper.

Thank you to all of the volunteers assisting with this project including Danny Giles, Alex Lewis, Andrew Weldy, John Mobley, Jordan Stevens, Eric Waltzer, Ryan Gallaher, Chris Ranford, Dale Wyant, Hank Winn, Carson King and Todd Mowery. I also want to Thank Jordan Stevens for bringing out his drone and taking some photos and videos on this project.

Barn 4 Crossing Rehab Project – In June of 2021, our crew began working on removing and replacing the existing track on the Barn 7 Lead at Barn 4. The track had deteriorated to a point where immediate action was necessary to prevent possible damage to our historical equipment due to risk of a derailment. On Friday morning, a small crew began demolition work on the existing crossing by cutting the old asphalt and removing



it with a backhoe and loader. Once all the asphalt was removed, all the rail joints were unbolted and both rail rails were removed and set aside for reinstallation. After the rail was removed scrap OTM was removed and placed into a pile to be cleaned up and placed back into our stockpile. A backhoe was used to excavate the remaining dirt down approximately 6-8 inches below the base of the rail. New ballast was installed and compacted using a vibro-plate compactor to help consolidate or lock the bottom ballast together to reduce possible settlement of the new track. New 9' timber ties were sorted and placed on top of the bottom ballast and new tie plates were distributed. At the end of our June work session, the north rail was completely reinstalled, and the south rail was temporarily installed. Our crew returned two weeks later for our July work session to complete the remaining work on the project so we could operate trains over this section as

soon as possible. On Friday and Saturday our crew completed spiking in the new ties, gaging, cutting, drilling and installing new rail and jacking the new track to the proper elevation. On Sunday, a smaller crew dumped new ballast and tamped the track as well as completing several smaller tasks to open this section back up to regular train traffic. There are few items remaining to complete this project which include finishing the required spike pattern, installing new rail anchors and final tamping and dressing. An asphalt contractor will install new asphalt on the crossing prior to the Fall Event Season. Thank you to all of the volunteers assisting with this project including Danny Giles, Alex Lewis, Andrew Weldy, John Mobley, Eric Waltzer, Ryan Gallaher, Chris Ranford, Dale Wyant, Hank Winn, Carson King, Todd Mowery, Blaine Auckerman, Brice Brummett, David Byerly, Bryan McKenzie, Cameron Mills, Chris Baldwin, John Romo, and Kerry Chen.

Top Row:

- KTC 1200 Tie Crane at the Cottonwood Platform

Bottom Row:

- 360-degree Dump and Cart at the Cottonwood Platform
- Geismar PTC-2 Tie Changer at the Cottonwood Platform



Equipment Updates

In December of 2021, the museum board voted to acquire (1) KTC 1200 Tie Crane, (1) 360-degree dump cart, (1) Geismar Tie Changer and various other tools and equipment from Arizona Rail Supply for \$20,000. The equipment was delivered on flatbed trucks and off-loaded in the second week of January 2022. Tom, the owner of the company, was very generous with his pricing since the market value of this equipment is worth over \$50,000. I would also like to thank Alex Lewis for locating this equipment for sale and the many others who contributed funds towards this purchase. This equipment has and will continue to be a great asset for completing maintenance and capital projects at the museum.

The museum trackage covers a large area and without a dedicated vehicle to transport tools. We spent a lot of time loading and unloading tools at our storage areas. Therefore, we have been on the lookout for a used utility body truck to purchase. Ryan Gallaher located a 1997 GMC 2500 Utility Body Truck in Upland California, and the museum purchased the truck for \$2500. The truck was used by a general contractor in the area, but it was in decent running condition and had the body style we desired. The truck has already proved to be a great asset for the crew as it can store and move around tools easily and saves us significant time each work weekend.

One of our goals is to mechanize the crew as much as possible to reduce the required amount of manual labor. Ryan Gallaher, Fred Nicas, Carl Pickus,

Andrew Temoshek, Bryan McKenzie, Dale Wyant, Hank Winn and Todd Mowery have been working on maintaining our 1960's RMC 8-Tool Tamper and our 1984 Kershaw Ballast Regulator. Repairs are still ongoing on both pieces of equipment, but we are hoping to get them both fully functional by the end of May 2022.

Ryan Gallaher, Dale Wyant, Jeff Williams, Hank Winn and Todd Mowery have been continuing to work on maintaining our 1960's RMC 8-Tool Tamper by replacing worn hoses and upgrading the electrical system. We have narrowed down some more issues and repairs are ongoing. Our hope is to get the machine in a condition where it is reliable and fully functional. Additional work on the tamper will be completed in the late summer and early Fall of this year.

Emma Nevada

The No. 2 Engine Takes Center Stage

By Friends of the Emma Nevada

Top Photo:
Removing the smoke box door.

Bottom Photo:
Lifting off the smoke stack to gain access to the smoke box.



In May of 2022 volunteers began work on the Emma Nevada with the goal of restoring it to operational condition. The Emma Nevada was built by the Baldwin Locomotive Works in 1881 for the Nevada Central Ry, and purchased by Ward Kimball in 1938. After Mr. Kimball purchased the Emma Nevada its journey began; traveling by rail gondola from Battle Mountain, Nevada to Mr. Kimball's backyard railroad in San Gabriel. Once in San Gabriel Mr. Kimball and his friends performed a complete restoration, ca 1942. This is the first time since 1942 that the Emma Nevada has received this type of maintenance and repair, so our volunteers really have their work cut out for them with this project!

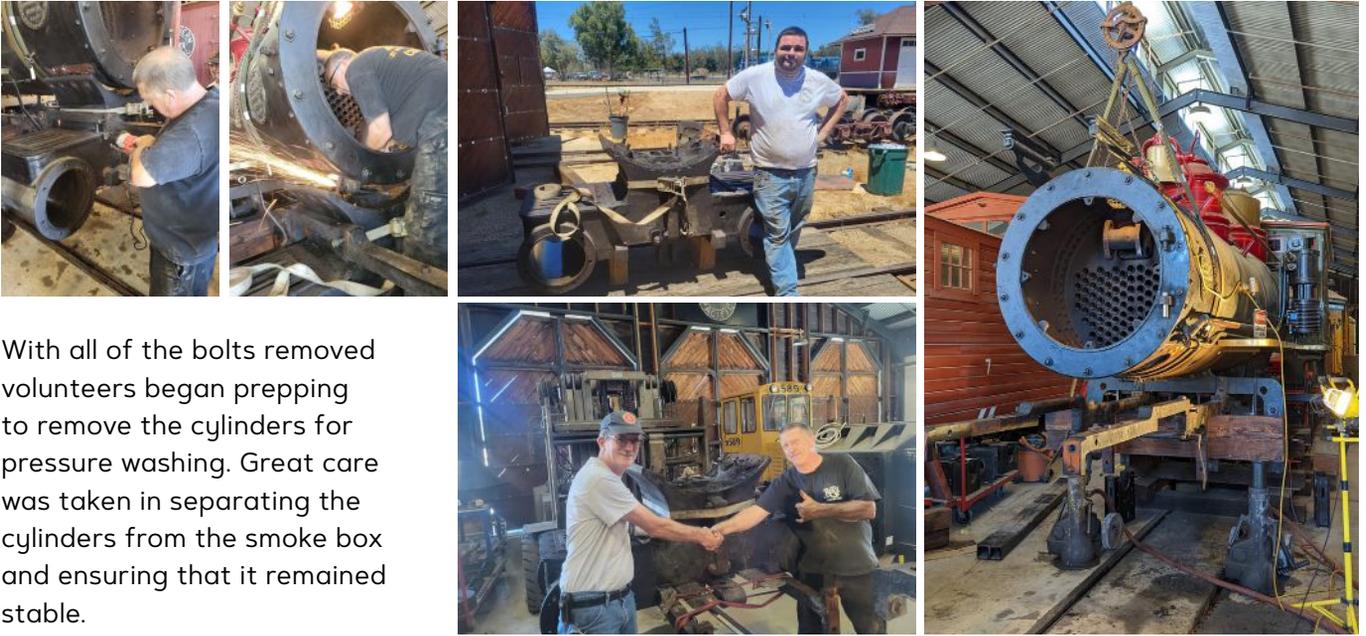
Work began under the leadership of Project Manager Mike Wissler and includes Jeff Burdick and Steve Burdick. They have removed the smoke box door, everything connected to the smoke box, the fireman's side valve chest, and the smoke stack. Crack evaluation and repair of the valve chest is now underway.

Next began the arduous process of removing all of the nuts and bolts. The bolts are so rusted in that it is necessary to torch them out! Each both can take well over an hour to remove. It wasn't until June that all of the bolts were finally removed and the crew could move on to the next step in the process.



Removing all of the bolts to separate the cylinders from the smoke box.





With all of the bolts removed volunteers began prepping to remove the cylinders for pressure washing. Great care was taken in separating the cylinders from the smoke box and ensuring that it remained stable.

Once the top was cleaned, you can't forget the bottom! On July 30th Mike Wissler, Jeff Burdick and Danny Giles were able to safely rotate the cylinders for continued cleaning (and more bolt removal!)



While all of this work is going on in Grizzly Flats Jeff and Steve Burdick, with the help of Jim Gronning (Machine Shop Foreman), have been working hard in the Machine Shop to create new parts and tools to aid in this restoration process. Such as:

1. A new hinge pin for the smoke box door.
2. A new bolt for the valve door.
3. Milling slots for hanger pins.
4. Turning new brake pins.
5. And so much more!



Work will continue on Emma Nevada and we are excited to provide you with an update in the next Gazette. In the meantime, if you are able to, please sign up for **Whistle Stop** (a member-only email blast) that gives monthly updates on all the Museum's restoration projects. **The Emma Nevada Project** was also recently featured on the Museum's Podcast **RAIL PASS** - we encourage you to check it out, you can listen on any podcast streaming service such as iHeart Radio or Spotify. Thank you to all of the volunteers and supporters of Emma Nevada - we are really excited for all of the progress made and look forward to what is to come!

Fairbanks Morse SF560 Locomotive

The Road to Restoration

By Dave Althaus, Diesel Services Foreman

The story begins in 1956 when AT&SF negotiated with Fairbanks Morse (FM) to buy six H12-44 locomotives. It would be the last purchase of FM locomotives made by AT&SF. When the order was placed, FM issued their in-house Factory Engine Order. The FM product branch was "Locomotive" and the branch order number was 12-L-1095, or as we refer to it "the builders number". The 12 indicated it would have 1200 HP, the L stood for Locomotive, and 1095 was the actual serial number (or so we suspect).

The FM document states that manufacturing began on 10/23/56. It listed the Diesel engine serial number as 968812, and all the major sub-components such as the Governor, Blower motors, Cooling Fans, etc.

The locomotive was finished being built and ready to test on their "Test Floor" 2/28/57. It finished testing 9 days later on 3/8/57. On 3/29/57 it was ready for delivery to AT&SF and was shipped under FM's Bill of Material #10888.

No information has been found regarding the specifics of how it left the manufacturing plant in Beloit Wisconsin or when it arrived at its destination. It is known that all six locomotives were shipped to Argentine Kansas, about 10 miles southwest

of Kansas City, Kansas. Argentine was home to a major AT&SF railroad yard that was a central hub for switching and repair shops.

AT&SF retired SF560 on 3/13/1974, after 17 years of use. In June of 1974, it was sold to Border Steel Mills, Inc, in El Paso TX and was delivered to Metal Processing Inc (MPI) in Vinton TX, a subsidiary of Border Steel Mills. Vinton is about 20 miles NNW of El Paso. MPI had purchased and scrapped many Fairbanks Morse locomotives from AT&SF and Southern Pacific Railroads; however, SF560 was not scrapped and instead used for switching duties at the scrap yard. It remained at the scrap yard until December of 1989.

When it arrived in Vinton, MPI repainted the locomotive and renumbered it MPI 100. After 15 years of work in the scrap yard, the locomotive was in extremely poor mechanical condition. It was obvious that it received almost no preventive maintenance during that time and the only repairs made were those required to keep it running.

Mr. Daryl Knapp, a long-term member at SCRMM who spent much of his spare time searching for rolling stock for the museum's collection, became aware of



SF560 sometime prior to the middle of 1988.

This next portion of the story is based off of a series of letters between Daryl and various individuals involved in the initial acquisition of SF560.

On 2/2/1989 Daryl sent a thank-you letter to a Mr. David Skruggs in El Paso. Daryl and David became acquainted at some point in late 1987 or early 1988, and throughout their friendship discussed abandoned railway hardware and right-of-ways in the west. Daryl died in the mid 1990's and David died in 2017 so none of this information can be verified firsthand. However, contact has been made with David's son in El Paso, who verified that his dad was a dedicated Rail-fan, Model Railroader, Live Steamer, and participated in the restoration of a significant locomotive in El Paso.

Most probably in their discussions, David mentioned knowing about the FM locomotive in the scrap yard in Vinton TX. Daryl was not familiar with that area and David probably did the investigation that led to Daryl having contact information for the owners of the locomotive. David probably knew that the locomotive was no longer being used and had been replaced by a more modern one. Based on it not being used and its

poor condition, SF560 was most likely destined to be cut up for scrap near term. Or at least that's the scenario that seems to fit the known facts.

There is no record of all of Daryl's phone calls associated with the procurement of SF50 but there are six letters that document a portion of his effort.

The first letter that we have in the file is from 10/17/1988 and is to Daryl and was written by D. L. Williams. Mr. Williams was an employee of AT&SF in Belen New Mexico but his title is not known. The content of the letter indicates that he and Daryl had phone conversations regarding having AT&SF transport SF560, on its own wheels, from Vinton TX to Perris CA. The letter lists 19 defects that an AT&SF inspector found. Many of the defects were minor in nature but some were very serious and could not be reasonably fixed there.

It quickly became obvious that SCRM would need to ship SF560 to Perris on a heavy-duty flat car. On 1/31/1989, Daryl wrote to Mr. Forest Boyd, VP of Border Steel Mills, thanking him for helping to store SF560 in the Vinton Scrap yard. The context of the letter implies that the museum had already bought the locomotive, but it isn't clearly stated.

Three days later, 2/2/1989, Daryl wrote to Chuck Boyce of MPI, also thanking him for storing SF560 until arrangements could be made to ship the locomotive on a flat car.

On that same day Daryl also wrote to Mr. David Skruggs,

thanking him for helping with the acquisition of SF560. This is clear evidence that the museum had purchased the locomotive by this time. Daryl also thanked him for their phone conversations regarding abandoned railway hardware and Right-of-Ways in the West.

The final letter on file was written by Daryl (2/1501989) to the Board of Directors of the Santa Fe Railway Society. In the letter Daryl states that SCRM had decided to buy the locomotive. In this letter he appears to have made a mistake by referring to it as SF563 rather than SF560. There is no question that the locomotive being referenced was SF560 - and no question that this is the locomotive received by SCRM. The remnants of the numerical digits "560" can still be seen today in a number areas on the locomotive. Regardless, he also referred to it as MPI 100, which again reaffirms its identity.

In Daryl's letter, he asked the Santa Fe Society's Board of Directions if they would help raise money for the purchase. He estimated the cost of the locomotive and the transportation would be between \$10,000 and \$12,000. He also asked them to publish an article describing the project and to include a picture of the locomotive in its original Zebra Stripe paint scheme.

There is no further known correspondence on the project from Feb 15th, 1989 until Feb 5th, 1990, a year later. That letter is to Daryl from Reva Lawler. Ms. Lawler was a Fairbanks Morse

employee located in San Diego. Apparently, Daryl had contacted FM asking for documents regarding the original fabrication of the locomotive. FM retrieved those files from storage and sent copies to Daryl. These files included the O.P. Diesel Engine Erection and test record, and the shipping Bill of Material.

After the purchase of the locomotive was arranged in late 1988 or early 1989, the locomotive was stored in Vinton TX at the MPI facility waiting for SCRM to have it transported to Perris CA. Then in the early fall of 1989, Phil Palmieri, an SCRM member and Employee of Southern Pacific Railroad, transferred his work location to the El Paso TX area for approximately 6 months. That provided him the opportunity to begin the process of preparing for the transportation of SF560 from Vinton TX to SCRM.

By that time, it was already understood that the locomotive had to be shipped on a flat car due to the defects cited by AT&SF. Phil arranged for a heavy-duty flat car to be delivered to the scrap yard. There was a limited supply of this style of flat-car and it could often be a slow process due to priorities. The first flat car, that was supposed to arrive in Vinton, was redirected to a different project by the railroad. When a second flat car arrived in Vinton Phil found that the frame of that flatcar bed was so bent that it would rub on the truck frame. That flat car could not be used to transport the locomotive, so Phil had it Bad-Ordered. However, by that time, J. R. Lowe

had already loaded his stake-bed truck at the museum with rigging material to tie the locomotive to the flat car and drove to Vinton. Of course, the locomotive couldn't be loaded on that Bad-Ordered flat car so J.R. unloaded the rigging equipment in Vinton and returned home.

Finally, the third flat car arrived a few weeks later, about mid-December, and this flat car was in good condition. The first step was to build a ramp which could be used for pulling the locomotive onto the flat car. Once the ramp was built, another locomotive was used to pull SF560 onto the flat car. After it was loaded, Phil and Fred Nicas, braced and cable tied the locomotive to the flat car. The flat car, with the locomotive loaded on it, was then turned over to the railroad and the journey to Perris CA began. The locomotive arrived in Perris during the first week of January 1990.

Once the locomotive arrived in Perris, the flat car was placed on the SCRM main line near an area called the Pepper Tree siding, just south of the ballast loading ramp. There, a temporary unloading ramp was constructed, and the locomotive was slowly rolled down the ramp onto the museum tracks. Shortly after it was unloaded, it was moved to Middleton Siding, the track where Diesel Service worked on and stored most of the Diesel locomotives.

Work began assessing the locomotive. A functional set of batteries was installed. The actual condition of the Diesel engine, or any of the locomotive systems, was totally unknown. After the oil

levels were checked and cooling water added, the locomotive engine was started.

The engine ran fine but did blow droplets of oil out the exhaust stack, as FM locomotives were known to do. The air compressor worked, the air brakes worked but had some issues, and the locomotive would move under its own power. The two major issues were a significant leak from the engine water pump and an overheating journal bearing.

The existing water pump was removed, and an attempt was made to rebuild it. The rebuild failed and a new pump was needed. Tom Moore, one of the Diesel Service volunteers, was also a used parts dealer and specialized in FM parts. He happened to have a spare water pump in stock and donated it to the museum. Once it was installed, the locomotive was marginally operational again.

There was also a problem with the headlight switches. The FM design used small toggle switches to turn the headlights On and Off. They continually failed. A different switching solution was designed and installed.

By then, it was obvious that SCRM's Diesel Service did not have the funding to begin a restoration of this locomotive. The parts needed for the restoration would be very costly. As such, the locomotive was drained of cooling water and put into

storage for the next 30 years.

During that time frame, from 1990 until 2019, other work and restorations on Diesel locomotives took priority over the FM restoration. In 2019, a long-term restoration of another locomotive, SP1006, was finished and that left resources available to begin another restoration project. The FM SF560 was selected for the next restoration project.

After sitting unused for 30 years, there were issues with fuel injection pumps and nozzles. Those problems were solved, and the Diesel engine was started again. Once it was apparent that there was nothing seriously wrong with the locomotive, the decision to go ahead with the restoration was made.

The goal is to have the locomotive restored to its original as-delivered condition. It will be repainted and reconfigured to resemble its configuration when it was delivered to Santa Fe in 1957.

That restoration effort is underway. We expect it will be done some time in late 2022 or early 2023 and this is what it will look like.



The Bride of Pinacate

A Haunted Railway Experience

Do you know the tale of the Bride of Pinacate? Did you know she haunts the Southern California Railway Museum and has for over 135 years? It begins where it ended in 1885, when a young, widowed bride, distraught with grief, walked the rails searching for her departed husband. Tragedy transpired again when the bride was struck down right there on the tracks, near where her home still stands today. Our engineers and conductors know her well as she walks the route, wailing in grief, in search of her long-lost love.

*"Women weep
And men turn to stone
On All Hallows' Eve
When the Widow roams*

*She waits by the tracks
Beckoning souls to follow
She rides a phantom train
To pain and sorrow*

*If you hear the whistle blowing
Close your eyes, count to ten
Her siren song is on the wind
The Bride of Pinacate comes again"*

Join us on Saturday, October 29 at the Southern California Railway Museum to uncover what secrets she left behind! "The Bride of Pinacate" is a Halloween themed theatrical event performed on a moving train. In addition, other Halloween activities will be available. Attendees are encouraged to explore the museum grounds before and after their experience, where surprises lurk in dark and unexpected places.

• Showtimes are at 6:00 pm, 7:30 pm, and 9:00pm on Saturday, October 29th, only.

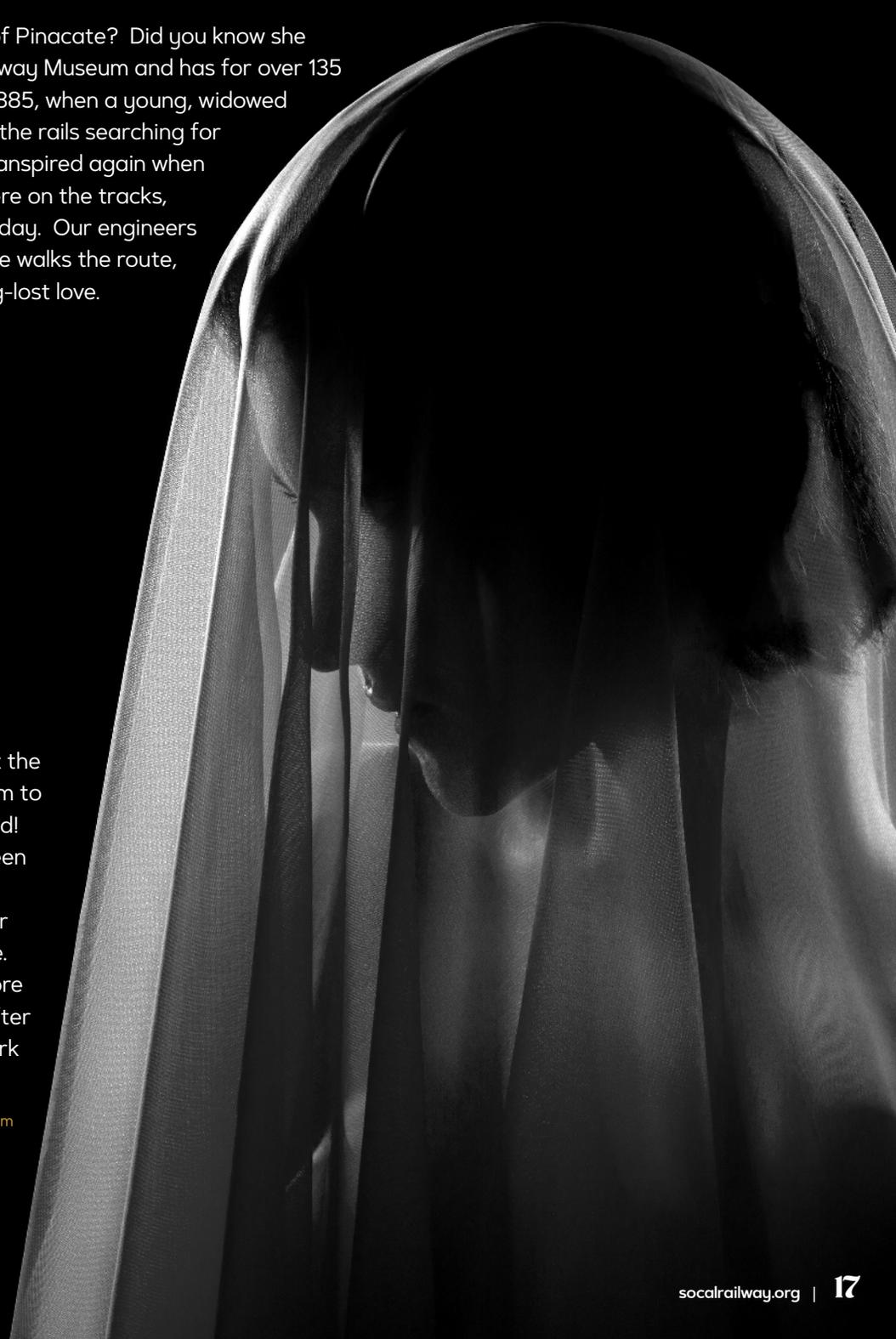
• Tickets are available online, www.socalrailway.org/scrm-events/

PRICES:

\$25 Adults - ages 12+

\$15 Youths - ages 3 to 11

FREE Children - ages 2 and under *(free with adult)*



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 buildings 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

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 is needed, greatly speeding up the time restoration. Restoration work is assisted by our extensive photographs, documents, and technical information library.

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 to participate.

EVENTS

The Museum hosts several fundraising events during the year, such as our Day Out with Thomas the Tank Engine. 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.

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 jobs, and we give qualification tests—safety is very important to us.

For more information call the Museum at (951) 943-3020, email info@socalrailway.org, or visit www.SocalRailway.org

2022-2023 Visitor Experience Volunteer Training Schedule

General Museum Orientation

(Off Season Quarterly, 3rd Saturday)

- **June 18th 2022**, 9-10am
Breakfast Orientation
Must RSVP by June 11th
- **September 10th, 2022**, 4-5pm
Volunteer Recognition BBQ
takes place directly after this orientation
Must RSVP by September 3rd
- **January 21st, 2023**, 3-4pm
Hot Coco and Pastry Orientation
Must RSVP by January 14th
- **May 20th, 2023**, 9-10am
Breakfast Orientation
Must RSVP by May 13th
- **September 16th, 2023**, 4-5pm
Volunteer Recognition BBQ
takes place directly after this orientation
Must RSVP by September 9th

Docent Introduction

(Off Season Quarterly, following GMO)

- **June 20th 2022**
- **September 19th, 2022**
- **January 23rd, 2023**
- **May 22nd, 2023**
- **September 18th, 2023**

Ongoing Docent Training

(Quarterly, first Saturdays)

- **October 1st, 2022**
History/update of the Narrow Gauge Collection
- **February 4th, 2023**
History/update of the Steam Collection
- **June 3rd, 2023**
History/update of the Archives
- **October 7th, 2023**
History/update of the Harvey Girls
- **February 4th, 2023**
History/update of the Electric Collection
- **June 3rd, 2023**
History/update of the Diesel Collection

RSVP to Sarah Harty, Division Manager of Visitor Experience, sarah@socalrailway.org or 951.805.7546

FIRE & EMERGENCY SERVICES

PROTECTING RAIL HISTORY

By Chris Baldwin, Emergency Responder II

Fire & Emergency Services Unit (FESU) response vehicles consist of Engine 427, a 1990 Ford F-Super Duty Type 5 Fire Engine. 427 carries 450 gallons of water and has aqueous firefighting foam (AFFF) capability. It was donated to the museum by Sacramento Metropolitan Fire District. Engine 141, a 1997 Ford F-SuperDuty Type 6 Fire Engine, carries 200 gallons of water and many tools. Crew Car 536, a 2004 Ford Crown Victoria, is used for general safety patrols and transporting personnel to incidents. 536 carries equipment to extinguish small fires and an AED (Automated External Defibrillator). Lastly, Utility 231, is a 1991 Ford F150 utility truck.

Each vehicle is equipped with a VHF radio for museum use and monitoring of local fire agencies, as well as a VHF-Lowband radio for longer-range communication. Every vehicle carries pressurized water and ABC fire extinguishers. Engine 141 also has some more specialized extinguishers on it.



These vehicles require regular testing and maintenance to keep them in service and ensure that the fire pumps and attachments are in working condition. One part of this involves pumping the tank water back into itself a few times (recirculating) while making sure the pump maintains



pressure and there are no leaking seals, etc. We conduct these tests at least once a month.

The FESU reports directly to the Chief Operating Officer, Mr. Hank Winn, who supervises the unit and provides guidance for interagency interaction and donations, etc.

Joining the FESU this year is Andy Spada, member 10652 who has assumed the role of Museum Fire Marshal. Andy retired from a 37 year career in the fire service, where he was most recently a fire inspector for the City of Murrieta. Andy served over ten years of his career with the California Department of Forestry (CAL FIRE), and knows many of the local first responders we interact with at events, etc. In his first month on board, he was able to get us more Personal Protective Equipment ("PPE") donated than we could have ever hoped for. All of our responders are now outfitted with full turnout gear for the type of work we do. Thanks Andy – we're grateful to have you with us!

In reviewing our 2022 Spring Event season there were only a few incidents of note; most were minor medical aid calls that did not require paramedic responses, however for the two that did our FESU was able to

provide basic care while waiting for paramedics to respond. We also had a couple of small fires along the right of way, all of which were handled internally by the FESU and did not require a local agency response.

If you have a public safety (Police/Fire) background and are interested in learning more about the FESU, please reach out to Chris Baldwin (cbaldwin@socalrailway.org). FESU is also always looking for equipment donations as well - please contact Chris as well if you have any such items to donate.

*Chris Baldwin, Emergency Responder II
- Fire & Emergency Services (cbaldwin@socalrailway.org)*

DID YOU KNOW?

The Fire & Emergency Services Unit provides "standby" fire protection for other museum departments such as Track & Signal, Maintenance, etc. when "hot work" is being performed, especially in areas with lots of brush. "Hot work" is any work involving sparks, open flame, etc. that may have the ability to start a fire. Examples are rail cutting, grinding, surfacing, welding and any number of other activities. When these activities are performed, one of our fire engines and emergency responders will stay with the work crew for as long as is needed to protect the area from any accidental fires and provide any needed first responder actions.

Become An SRCM Sponsor

History comes alive when someone can visit the places that enable them to touch the past. It is said that we learn from our past to achieve greater influence over our future. Southern California Railway Museum (SRCM) has been preserving history, and serving as a model of who we are, where we come from and how we, as a nation and region, got to where we are today.

Rail transportation has played a pivotal role in our nation's history; it has influenced commerce, culture, and the economy for over 150 years. SRCM has been preserving that legacy since the mid 1950's, bringing the joy and wonder of trains and trolleys to over a million visitors. Located in Perris, California, SRCM's campus spans 100 acres and includes the largest train and trolley collection in Southern California. Your financial support enables SRCM to give visitors and guests the ability to ride the rails of history.

ATTENDANT | \$500

- Will receive a sponsor profile on our website that consists of company brand/logo
- To be recognized in our E-Newsletter Sponsor Blast and social media
- Able to feature their logo in SRCM Museum Monthly E-Newsletters
- Invitation to SRCM Member Recognition BBQ
- Feature their logo on the Museum's event flyers, rack cards, and day-of promotions/visuals
- Offered a space to host informational booth and the Museum's events *
- Receive 1 complimentary event ticket **
- Receive 4 complimentary weekend train/trolley tickets each month
- Receive 1 complimentary family membership

BRAKEMAN | \$1000

- Entitled to a one-day rental of Holstrom Park, and train/trolley ride tickets for up to 25 people
- Will receive a sponsor profile on our website that contains a write-up and direct link to company website
- To receive an honorable mention in our E-Newsletter Sponsor Blast and social media
- Able to feature their logo in SRCM Museum Monthly E-Newsletters
- Invitation to SRCM Member Recognition BBQ and honorable mention
- Feature their logo on the Museum's event flyers, rack cards, and day-of promotions/visuals
- Offered a space to host informational booth and the Museum's events *
- Receive 5 complimentary event tickets **
- Receive 30 complimentary weekend train/trolley tickets each month
- Receive 4 complimentary family memberships

FIREMAN | \$750

- Will receive a sponsor profile on our website that consists of company brand/logo
- To be recognized in our E-Newsletter Sponsor Blast and social media
- Able to feature their logo in SRCM Museum Monthly E-Newsletters
- Invitation to SRCM Member Recognition BBQ
- Feature their logo on the Museum's event flyers, rack cards, and day-of promotions/visuals
- Offered a space to host informational booth and the Museum's events *
- Receive 2 complimentary event tickets **
- Receive 6 complimentary weekend train/trolley tickets each month
- Receive 2 complimentary family memberships

ENGINEER | \$2500

- Will receive a sponsor profile on our website that contains a write-up and direct link to company website
- To receive an honorable mention in our E-Newsletter Sponsor Blast and social media
- Able to feature their logo in SRCM Museum Monthly E-Newsletters
- Invitation to SRCM Member Recognition BBQ and honorable mention
- Feature their logo on the Museum's event flyers, rack cards, and day-of promotions/visuals
- Offered a space to host informational booth and the Museum's events *
- Receive 3 complimentary event tickets **
- Receive 10 complimentary weekend train/trolley tickets each month
- Receive 3 complimentary family memberships

CONDUCTOR | \$5000

- First Conductor Sponsor will receive their logo on our weekend train & trolley ride tickets
- For an additional \$1,000 Conductor Sponsor will become a preferred vendor and receive exclusive product promotion in store or on site.*
- Conductor Sponsor entitled to a one day rental of Holstrom Park, and train/trolley ride tickets for up to 50 people
- Conductor Sponsor will receive a sponsor profile on our website that contains a video and direct link to company website
- Conductor Sponsor will be featured with a full write-up in our E-News Letter Sport Blast and Social Media Post
- Conductor Sponsor to receive main log space on SRCM Monthly E-News letters
- Conductor Sponsor will receive invitation to SRCM's Member Recognition BBQ and be given the opportunity to address the member base for 10 minutes
- Conductor Sponsor to receive main logo space on the Museum's event flyers, rack cards, and day-of promotion/visuals
- Conductor Sponsors will be offered a space to host an informational booth at the Museum's events*
- Conduct Sponsors will receive 10 complimentary event tickets**
- Conductor Sponsors will receive 50 complimentary weekend train/trolley ride tickets each month
- Conductor Sponsor will receive 5 complimentary family memberships

Notes: all benefits are for the duration of one year from time of purchase

* - Pending Availability

** - Excludes the following events: Valentine's Day Wine Train and all contracted events (ie Day out with Thomas, Polar Express etc.)

The Machine Shop

One Tool at a Time

By James Gronning
(SCRM Machine Shop Foreman)

There have been a lot of things happening at the machine shop since August 2021. Our team has been working extremely hard to create a fully operational shop, complete with organized tooling, fixturing, and adequate lighting. Volunteers have been working diligently to maintain and repair the machines, bringing them up to peak operational standards. They have also been installing numerous "new to us" machines, such as the Lucas Horizontal Boring Mill, South Bend Lathe, small surface grinder, and another Bridgeport mill. We have been very lucky in obtaining these new machines.

Looking forward we plan on getting the larger Axelson lathe and the tool and cutter grinder into position and set up. We also want to get our inspection area prepared with the surface plate in position. This will allow us to start sharpening and organizing our tooling.

As our team works to improve the physical shop, restoration work requests have not stopped. Machine Shop volunteers are working hard machining parts for Emma Nevada, VC2, Car 144, and others. Each job provides an opportunity for growth and improvement. Some of these jobs require arbors and tool holders that the machine shop does not have, and in these instances volunteers are able to manufacture these arbors and tool holders from bar stock - allowing the successful completion of requested work. This has resulted in the machine shop now having a complete set of arbors for the #4 Cincinnati horizontal milling machine which uses the #14 Brown & Sharpe taper. Many of these arbors are obsolete and no longer available for purchase, so by manufacturing them, we now can use the vast array of tools that have been

donated to us for new and upcoming jobs.

It's going to be an exciting next couple of years for the museum's machine shop and I personally am very thankful for all the volunteers who have donated countless hours to the Southern California Railway Museum Machine Shop.



Lucas Horizontal Boring Mill



Our newly manufactured 15" arbor for the Cincinnati #4, gang milled with cutters to machine the shoes for Emma Nevada.

A special thanks to :

Marco Alcaino
Jeff Burdick
Stephen Burdick
Leonard Fenech
Rod Fishburn
Jim Gates
Danny Giles

Chris Gray
David Kelly
Joe Kren
Jonathan Lopez
Leslie Mayer
John Mobley
Todd Mowrey

Phil Palmieri
Carl Pickus
Steevan
Sicklesteel
Brian Smith
Hank Winn

Full Steam Ahead For the Overhaul of Ventura County Railway no. 2

By Dan Parks,
Steam Crew Member



The steam crew is currently conducting the 1472-Service-Day Inspection on Ventura County Railway no. 2. This is a period of intensive inspection and repair that steam locomotives undergo once every 15 years. To allow the inspection work to occur, the locomotive has been disassembled down to the boiler shell. The cab, appliances, and many pipes and sections of tubing have been removed, labeled, and put in storage. The focus at the moment is assessing what overhaul, repair, and renewal work is needed on the locomotive.

In June, the steam crew performed a hydrostatic pressure test on the boiler as well as all of the superheater elements. No large problems were discovered. 25 of the 26 superheater elements passed a hydrostatic pressure test with no issues discovered as well. The hydrostatic pressure test on the boiler revealed several minor leaks in the valves and flexible staybolt caps.

After the hydrostatic pressure test, disassembly work resumed. The boiler has nearly been stripped down completely. Only a few flexible staybolt caps remain. The next stage of work is to clean the entire boiler, mark an inspection grid on it, and take thickness measurements of the boiler shell using an ultrasonic thickness tester. The crew will also begin removing tubes and flues from the boiler in order to allow the crew to inspect the interior of the boiler.

Some of the repair and renewal work that will be required is already known. The steel water tanks on the tender have developed pinhole leaks and thin sections that will require patching or covering. The bearings that absorb wear from side-to-side play in the driving axles, called the hub liners, will require renewal.

A big thanks goes to all our crew volunteers for their help this past month: Jeff Lamb, Brian Smith, Bill Lamb, Randy, Lee, and Dan Parks, Jim and Dan Napoli, Jason Marquez, Peter Della Flora, Marco

Alcaino, John Swanson, Justin Legg, Jason Kobeilsky, Jason Klavier, John Mobley, Gary Frueholz, Todd Mowrey, Alex Lewis, Mike Lucek, Mitch Myers, and Ryan Hughes.

The inspection and overhaul work will likely cost \$200,000-\$300,000. Fortunately, we already have raised \$115,000 in on-hand funds towards this cost. But, we need your help to raise the remaining funds! If you are able to help us, please consider donating to the Second Century Overhaul Capital Campaign. We have some great thank you gifts and experiences for donors! To either learn more or to make a donation please visit socialrailway.org/sco. You can also see our donor roll online at that website. We'd like to say a huge thank you to everyone who has donated to the campaign so far! You are playing a critical role in keeping the locomotive under steam.

Visitors are welcome to come see us at work and we welcome new volunteers to the crew. The locomotive is in the southwest corner of Car Barn 4. The steam crew works on the first and third Saturdays of most months.

To check if we will be working or to become a hands-on volunteer please email secondcenturyoverhaul@socialrailway.org



Update on the Restoration of the Army Hospital Kitchen Car

By Dave Wolven

At the start of the restoration in August of 2020 volunteers Gary Knight (project manager), David Ley, and Dave Wolven removed all the original paint with needle guns. Dave Ley painted the roof with two coats of Elastomeric paint and Gary and Dave sanded the entire car with 80-grit sandpaper.



Photos Top to Bottom:

- Kitchen car exterior, before
- Kitchen car exterior, after
- Gary Knight working on exterior restoration
- Paint matching

The sides of the car were built using sheets of 1/8 steel plate, butt jointed and welded top to bottom. Once assembled all surfaces were ground flat. This left a valley at each joint. In an endeavor to make the finished product look as perfect as possible Gary Knight worked meticulously to smooth out the valleys. He accomplished this by applying plastic filler and then sanding that filler flat. This step was repeated 5 or 6 times before we were completely satisfied.



Our next step was the priming. Our 1st layer of primer was epoxy primer, for which we laid a minimum of 2 coats and then sanded flat (all 1060 Sq. ft.). During this process if imperfections were noticed we would add more filler then sand and re-prime. This proved to be a time consuming process, and on March 30th, 2021 we were about halfway complete.



Once completed we began with the second type of primer (primer filler). When this primer dried, we sanded the entire car with 320 grit paper.

After this we were ready for the final coat of gloss green paint; although this step of the restoration would not be ready until 2022.

As of April 30th 2022 Gary Knight and Dave Wolven have finished painting the exterior of the car. They were able to match the correct green paint by using the storm windows found in a storage locker that had remained closed and undisturbed for 67 years!

All of the exterior letters and numbers have been repainted using Wimbledon white.

Our goal is to finish the car by August 2022, both the exterior and interior. Only once the exterior

is complete will our volunteers move into the interior of the car.

The original proposal stated that the total cost of the restoration would be \$4,000. We received a donation of \$2,000 From The Harvey Girl Historical Society and additional \$2,000 from The Questers of Fallbrook. The project to date has cost \$3,900.





GAZETTE

2201 "A" Street, Perris
California, 92570
www.SoCalRailway.org
(951) 943-3020

UPCOMING EVENTS

OCTOBER
29TH

BRIDE OF PINACATE

DAY OUT WITH THOMAS

NOVEMBER
5-6TH
11-13TH

NOV 20TH
—THRU—
DEC 28TH

POLAR EXPRESS

DINO TRAIN & STEAM FESTIVAL

MARCH
—2023—
18-19TH

EVENT INFORMATION AND TICKETS AVAILABLE AT [HTTPS://SOCALRAILWAY.ORG/SCRM-EVENTS/](https://SOCALRAILWAY.ORG/SCRM-EVENTS/)