



SOUTHERN CALIFORNIA RAILWAY MUSEUM

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WELCOME TO SCRM OPERATIONS (updated 3.21.2023)

GARY A. STARRE, Operations Deputy Division Manager
gastarre@gmail.

Hello to New Volunteers.

I am contacting you because you have expressed an interest in operations at Southern California Railway Museum, which was formerly known as Orange Empire Railway Museum. We would love to have you come on board. We have a training program in place that will interest you if you would like to become active in the SCRM Operating Department.

REQUIREMENTS FOR OPERATORS:

To operate, we require a valid current driver's license, and be a paid up full member in good standing at the Museum. The job can be physically demanding at times, so you should be in good health. However, we have many operators of advanced age and various conditions, so everyone is able to participate at their own comfort level. You need to be a regular member. If you are an "associate", you need to upgrade to "regular". You also need to be at least 18 years old; however younger members may also participate in some activities with parents/legal guardians who are also active as volunteers.

Operators are required comply SCRM's Drug & Alcohol Policy. Also, please do not smoke on or near the trains or trolleys.

Attire: Streetcar operators and Train Conductors should wear the "penguin" outfit, consisting at a minimum of a white dress shirt (short or long sleeve), dark long slacks and dark shoes. Optimally, you can add a vest, coat and hat. Think of the conductors at Disneyland or Polar Express. For Brakeman, Fireman and Engineer, we use "railroad dress" which is a blue denim Museum workshirt, blue jeans or overalls, and railroad cap. Shoes should be solid (no sneakers), preferably composite or steel toes. We also recommend bringing work gloves. Wear clothes that you can expect to get dirty.

COMMITMENT TO SUPPORTING THE MUSEUM

We request that each qualified member shall make themselves available for no less than one day's worth of work during each major event, as these are our major sources of revenue. Qualified individuals may be excused when participation is made impractical because of obligations arising from employment,

family commitments, health, or other conditions approved by the Chief Operating Officer or the Division Manager of Operations.

The level of participation in Museum Operations Division, as well as assisting in other Divisions, is a factor in determining who receives preference in being assigned the most desired operating assignments.

At SCRM, you can choose to become proficient in trains, electric trolley, LRV's, or all of them at once. The "local" electric trolleys operate on our Loop Line, known as the Second District. The Pacific Electric interurbans, Light Rail Vehicles (LRV's) and our steam and diesel trains operate on the Main Line and leads down to Barns 4 and 7, which is collectively known as the First District. Generally, the Second District Loop Line is easier to initially learn since it does not have electric signals and everyone operates in the same direction. You can start out on the Second District and graduate the First District, or you can take on the challenge of learning the First District to run trains if that is your passion. Many people learn both, which allows them the greatest versatility.

CLASS SCHEDULE:

To become a Trolley Operator (i.e. streetcar motorman, streetcar conductor, train conductor, brakeman, engineer), you start by taking three classes. All classes start at 9:30 a.m.

Before you attend a particular class session, please contact the instructor at the email address given above. **PLEASE CONFIRM YOUR CLASS ATTENDANCE WITH THE INSTRUCTOR AT LEAST ONE WEEK IN ADVANCE, SINCE THE DATES ARE SUBJECT TO CHANGE.** If no one confirms for a particular date, there will not be a class, so it is risky to show up without confirmation. For confirmation, see contact info above and at the end of this letter. Some classes are conducted via Zoom or Google Meets.

1. Intro to Railway Operations and Museum History is a class and get together. You will learn the interesting history of our collection and the history of the museum, now over 50 years old. Every engineer/conductor/motorman/ is also a museum docent for the guests, so it is important to know how to answer their questions. This class does not have a test at the end, and you will not have to memorize every car's history, but you will learn what this place is all about. You learn about our collection and our preservation effort.

We ask that all prospective Operators take this course to learn about the Museum's basic rules and policies, and to assist you in becoming a Museum Docent. Remember, that we are not a railroad, but a Museum, and being able to teach, explain and answer questions for the general public is paramount to our mission.

INTRODUCTION TO RAILWAY OPERATIONS AND MUSEUM HISTORY CLASS (Gary Starre gastarre@gmail.com, Sarah Harty sarah@socalrailway.org) **Class dates scheduled in 2023 are:**
January 21st, 2023 - 3pm-4pm - Hot Coco and Pastry Orientation - Must RSVP by January 14th
May 20th, 2023 - 9am-10am - Breakfast Orientation - Must RSVP by May 13th
September 16th, 2023 - 4-5pm - Volunteer Recognition BBQ directly after orientation - RSVP by September 9th
This class is about 60 minutes followed by a walking tour of the Museum.

2. Becoming a Trolley, Interurban and LRV Operator

Motorman Class (usually taught by Gary Starre or John Cunningham): The motorman class is oriented toward the electric cars, since that is the area where most people begin their hands-on training, but there is also some material pertaining to general railroading. We also cover basic rules training oriented toward the Loop Operation. This class teaches the "why and how they go and stop", and learning how to operate safely. Classes usually start at 9:45 am. and conclude around 3:30 p.m. There are a couple hours of classroom discussion, with most of time spent out in the field with hands-on the equipment. There is an open book test at end of class.

This class is for those interested in becoming an operator on our historic collection of Los Angeles Railway and Pacific Electric trolleys and their larger cousins, the interurbans. Even if your primary interest is to learn to operate the LRV's, you need to take this class to learn about our electric railway operations, even if you do not necessarily go forward to become qualified on the older trolleys and interurbans.

Once you take this class, you can train on the trolleys, interurbans and LRV's, by being "piloted" by an instructor or other qualified person.

You must RSVP, and must read the Motorman's Manual and bring a copy with you. If you do not RSVP, there may not be a class.

MOTORMAN CLASS SCHEDULE: (John Cunningham johnc03.jc@gmail.com, Gary Starre gastarre@gmail.com) Motorman and/or LRV training in **2023**, starting at 2nd Saturday of each month April through October 9:30 a.m.:

**April 8, May 13, June 10, July 8,
August 12, September 9, October 14**

LRV TRAINING

To train on the Light Rail Vehicles (LRV), such as the San Diego U2's and LA Metro P865, you need to take the Motorman Training, Rules Class and have some experience on District 1 (Mainline). Training will be as needed, taught by Chris Baldwin <cbaldwin@oerm.org>

3. Rules Class

Automobiles have the California Vehicle Code, trains and streetcars have "GCOR" - the "General Code of Operating Rules." The 8th Edition is now the current one. While the GCOR is officially promulgated by the Federal Railway Administration (FRA) and used by "real" railroads, we use a customized version for our small demonstration railway. At the Museum, we use the BNSF version, tailored and modified by our "timetable". The current version is Timetable 8.

We break it down into 3 "districts": District 1 is the main line and trackage to Barns 4 and 7. District 2 is the Loop Line. District 3 is the 3 foot Grizzly Flats area, which is not really an operating division.

The simplest district is District 2. Traffic is almost always in 1 direction, so it is the easier district on which to learn, as it does not have electric signals and everybody runs in the same direction. Please

review the GCOR 8th Ed, Timetable 8 and the “Rules-TT Training Class” Powerpoint which is included in your package. There is a closed book test at the end of this class.

District 1 is the main line and the tracks leading down to Barn 4, and which has traffic in both directions, along with electric signals as well as many switches, aka turnouts. Steam and Diesel Trains, and Pacific Electric interurbans, operate on District 1.

GCOR (RULES) CLASS SCHEDULE: (Instructors Ryan Gallaher rgallaher@socalrailway.org, Carson King cking@socalrailway.org). Classes in 2023 are:

February 18th, 2023, April 15th, 2023, July 15th, 2023, October 14th. Classes start at 9:30 a.m. Meet by 2nd Street house. Class itself will be in the meeting room above the machine shop. Additional classes can be scheduled as needed. Please RSVP to the instructors to make sure a class is going forward.

CONDUCTOR/BRAKEMAN CLASS SCHEDULE: (Instructors Ryan Gallaher rgallaher@socalrailway.org, Carson King cking@socalrailway.org) This is a 2-day course that includes night operation and training. Plan to spend the whole weekend. Classes in 2023: _____
Check with instructors, Dates TBD

LOCOMOTIVE ENGINEER CLASS SCHEDULE: This is for those who are already qualified as a brakeman. (Instructors Ryan Gallaher rgallaher@socalrailway.org, Carson King cking@socalrailway.org)

Classes in 2023: _____

Check with instructors, Dates TBD

The Ventura County No. 2 steam engine functions as its own division within the Operations Division. Those who operate the engine also maintain it. Contact Bill Lamb (BillMN4@aol.com) to become active with the steam engine.

OPPORTUNITY – AND REQUEST – TO BECOME ACTIVE IN MAINTAINING THE COLLECTION AS WELL AS OPERATING.

While operating at SCRM is a lot of fun, we can never forget that these are heavy, old and very powerful machines which can be dangerous and even lethal, if not operated with a great deal of respect and care. Even more so than when learning to operate a new machine on a regular job, we always need to remember that these machines are old, antiquated, fragile museum pieces that are irreplaceable. When they break, “they” don’t fix them, “we” fix them.

Being involved in Operations does not exclude you from participating elsewhere as well. In fact, we welcome it. Be an operator one week, and be involved on other days in collections restoration, diesel service, steam crew, grounds maintenance, physical plant development, signals, visitor experience, track, overhead wires, event planning, grant development, library archives, or you name it, at other times. Some of us enjoy being active in more than one area, while others like to specialize in just one.

Reading Materials:

SCRM has developed operating manuals for most of our regularly used equipment. At a minimum, you will become familiar with GCOR and Timetable 8. Review also the Rules-TT Training Class Powerpoint, to become familiar with manuals for the various positions, such as Motorman, Conductor, Brakeman and Engineer. It is best to read through them before you take the class. Unless you have a lot of railroad experience, most of it will not make much sense on the first reading. However, when you attend the classes, you will realize how it all comes together, and reading the material in advance makes the classes move more quickly.

You can access our manuals by going to the Operations Website which is www.scrm-members.org. The username is “ops” and the password is “redcar”. Go the section marked “downloads” to access our pdf manuals. I have included some of the basic manuals with this letter.

Once you take the basic classes and pass the required tests, you will get a qualifications card. While it will take some time and training to actually be signed off to operate one of the cars or locomotives, you are now an operator.

Training and Dress Code:

You can immediately start coming out to the museum as your availability permits on our operating days, which is nearly every Saturday and Sunday. If you are working on trolleys, interurbans, or helping out as a car attendant or assistant conductor, wear black trousers, a white shirt, and durable black shoes. We generally call that the “penguin uniform.” Cap, vest, tie, ticket punch and railroad style watch are optional, but once you get into it, you will probably want to look the part. You will find yourself volunteered right into that day’s operating crew, and start learning by experience.

Members of diesel and steam crews dress appropriate to their calling, usually jeans and work shirt, or bib overalls.

When you are brand new, you will usually be doing streetcar conductor and train car attendant duties, as you learn about working around trains and trolleys. We would like you commit to 1 or 2 regular days a month. When at the Museum, check in with the yardmaster on duty about placing yourself on the regular schedule.

The qualifications card is your ticket to begin training on individual pieces of equipment, indicating that you are ready to be piloted by experienced members, trained by instructors, and as you become proficient, to be signed off by an instructor/qualifier to operate that category of cars and equipment on your own. For trolleys, most operators will begin on the streamlined PCC streetcars (3001 and 3100), since they are the easiest to operate, with automotive style accelerator and brake foot pedals, and allow you to get the feeling of handling a 45 foot vehicle and working with passengers who are confident that you know what you are doing. From there, most members progress to the 1920s era Los Angeles “H Class” streetcar (LARY 1201) and the Pacific Electric Hollywood Class (PE 717), then the somewhat more challenging Huntington Standard streetcar (LARY 665 and 525), and the more complex interurban Pacific Electric cars, such as the Blimps (418 and 498) and the Birney (PE 332 aka Tucson 10).

The LRV (Light Rail Vehicles) – the San Diego U2 and the LA Metro P865 are a class unto themselves. Chris Baldwin is in charge of the LRV fleet.

For those of you on track to becoming District 1 qualified, you will likely start out assisting the train conductor, then train brakeman, and eventually railroad engineer, and yardmaster. You are also invited to work your way up through helping maintain them in Diesel Maintenance or Steam Engine.

Advancing to Conductor and Brakeman requires taking a 2 day Class (usually taught by Carson King and/or Ryan Gallaher) and passing the test. Advancing to Engineer requires brakeman qualification and at least 80 hours experience, then obtaining medical, hearing and vision clearance, taking a written test, on-site training and test, and annual checkrides.

Note: even when you are at the lower levels, being a diesel fireman requires only District 1 Rules qualification status, and you can ride in the diesel engine cab to be the eyes and ears for the engineer on the “blind” side of the train.)

Ryan Gallaher), the Operations Division Manager, and Carson King, the Operations Superintendent are the primary instructors for District 1 trains. Gary Starre (Operations Asst. Division Manager) and John Cunningham (Instructor and Qualifier) are the primary instructors for the electric trolleys. Chris Baldwin (LRV Maintenance Lead) is the primary instructor for the LRV’s.

So, if you always wanted to be an engineer, conductor, motorman, or just wanted to say “I’ve been working on the railroad”, WELCOME ABOARD.

Primary Instruction:

Gary Starre (Motorman Class, Rules Class and Electric Car Instructor and Qualifier) and Operations Asst. Division Manager, 818 489 2700

Email address: gastarre@gmail.com

Ryan Gallaher (rgallaher@socalrailway.org)

John Cunningham, instructor. Email address: johnc03.jc@gmail.com

Carson King, instructor, Email address: cking@socalrailway.org

Christopher Baldwin (LRV Maintenance and Instruction) kf6ajm@aol.com

Jason Shoemaker (Engineer Class) Jason.bnsfconductor@gmail.com