



GAZETTE



socalrailway.org

Fall 2023

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HANK WINN
VICE PRESIDENT/COO/GM AREMA, IAROO
SOUTHERN CALIFORNIA RAILWAY MUSEUM

ONCE AGAIN, THE FALL EVENT SEASON IS RAPIDLY APPROACHING.

Once again, the Fall event season is rapidly approaching. If you haven't yet signed up for A Day Out with Thomas, please contact Sarah Harty (sarah@socalrailway.org) to do so. Several of our key regular volunteers have conflicts this year and cannot attend. We really need your help this year, more than during the last several event years. This year we are once again hosting The Polar Express. This is an event that is operated and staffed by Rail Events, not the museum, with the exception of the train crew, the sales tent and related activities. Please consider helping with this as well as it is a key part of our funding.

Our Maintenance Division is excited to report that the AT&SF 560 Baldwin locomotive is ready for painting. We are ready to execute a contract. This excellent effort by all involved has resulted in another outstanding restoration by our Diesel Services crew. Next up will be work on SP 1474, involving jacking up the locomotive to do air brake work and necessary small repairs and maintenance.

Finally, I am excited to announce that, as many of you have already heard, the City of Perris will be the recipient

of a state budget allocation to complete the Perris Connection. Following completion of the project between 7th Street and the Perris Transit Center, the effort will continue south toward the Museum. This includes the repair and rehabilitation of the Museum's existing mainline track south of 7th Street to Pinacate/Alpine Drive, where the project will then follow the current north leg of the wye going east to Car barn 4, north to Car barn 7, and then new track will be constructed going northwest across our property, connecting to the existing mainline at Oil Junction.

No further details are available at this time and construction will not begin before sometime next year. This will be an exciting time in the history of the Museum. I will let everyone know more information as it becomes available. This effort has been made possible by the efforts of Museum staff and our marketing group working with State Senator Richard Roth, State Assembly person Dr. Corey Jackson and Perris Mayor and SCRM President Michael Vargas.



PO BOX 548
PERRIS, CA 92572
RHWINN@SOCALRAILWAY.COM
CELL (951) 226-6660
FAX (951) 943-2676

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.

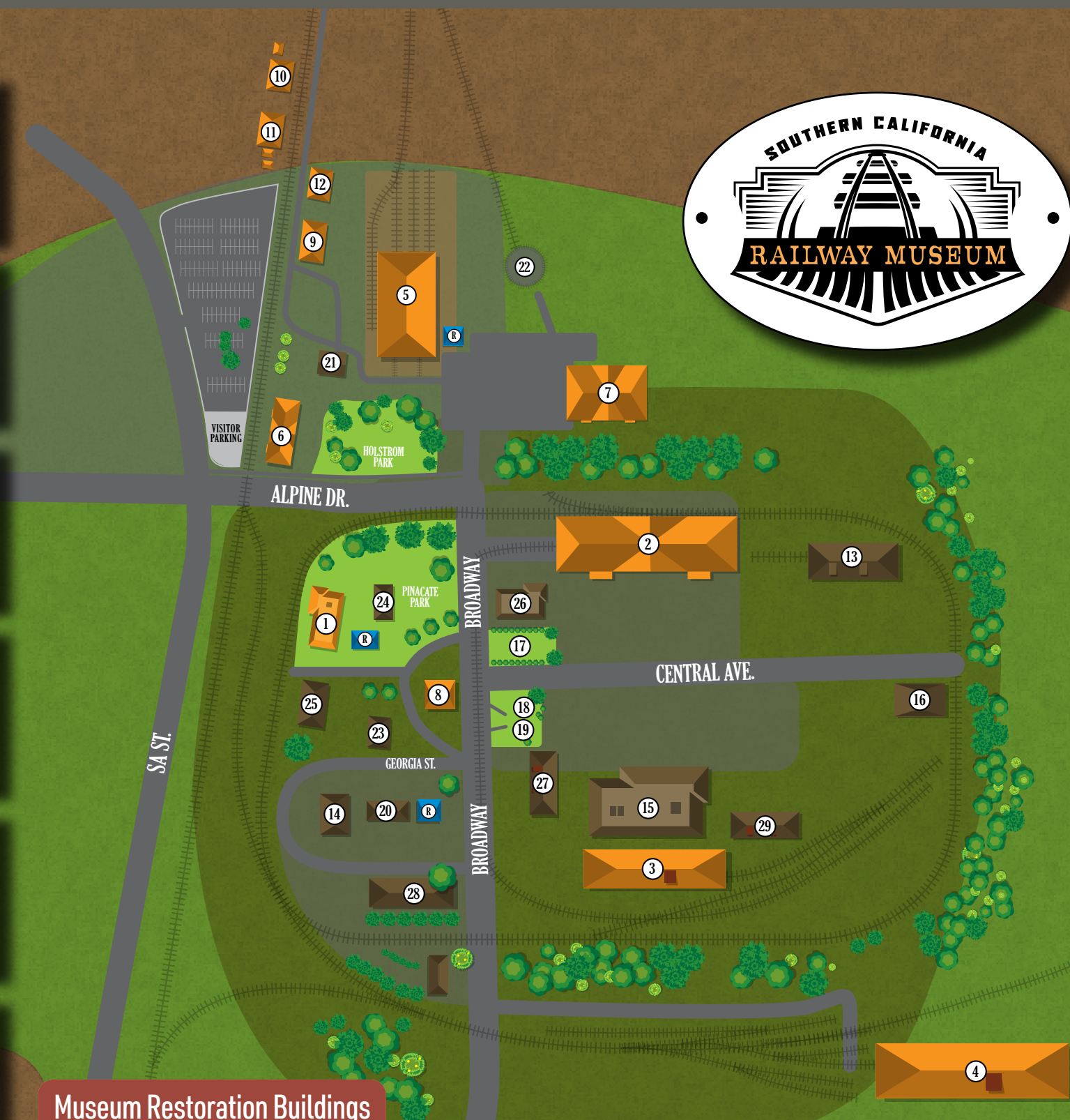
3 CARHOUSE NO. 2
 Carhouse No. 2 and the Standard Gauge Yard feature standard gauge electric locomotives, streetcars, and part of the Pacific Electric collection.

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.



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.

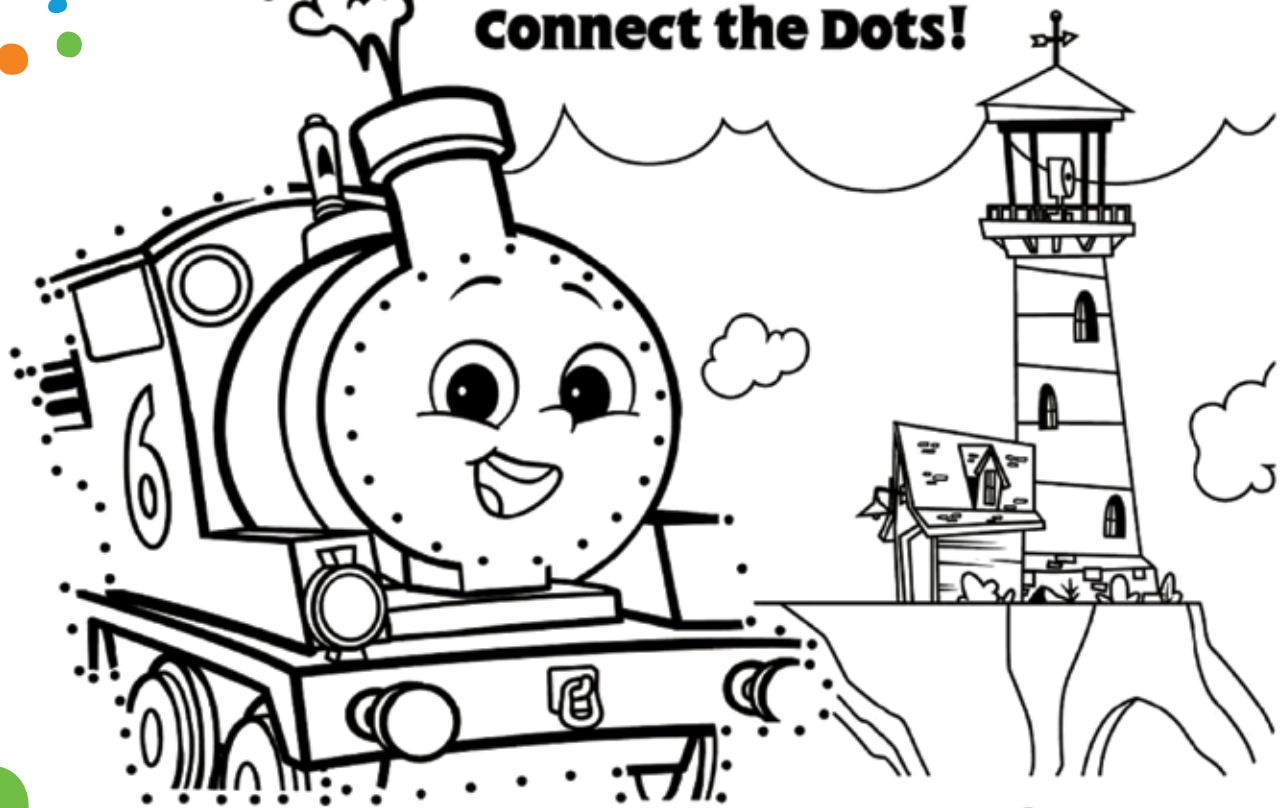
12 HARBOR BELT LINE FERRY TERMINAL YARD OFFICE
 The Harbor Belt Line Ferry Terminal Yard Office was used by the Yard Master to coordinate the moving and switching of railroad cars.

13 RESTORATION CAR HOUSE NO. 3
14 MOTOR VEHICLE SHOP
15 MACHINE SHOP
16 DUKE DYER WOOD SHOP
17 SIGNAL GARDEN
18 KEYSTONE DIGGER
19 BUFFALO SPRINGFIELD COMPACTOR
20 ROTARY CONVERTER SUBSTATION NO. 1
21 SOLID STAGE SUBSTATION NO. 2
22 TURNTABLE
23 SECOND STREET HOUSE
24 PICANTE FARM HOUSE
25 DISPATCHER'S OFFICE
26 MUSEUM OFFICE
27 PARTY CABOOSE
28 TOWN HALL
29 UNION OIL COMPANY WAREHOUSE

Museum Restoration Buildings

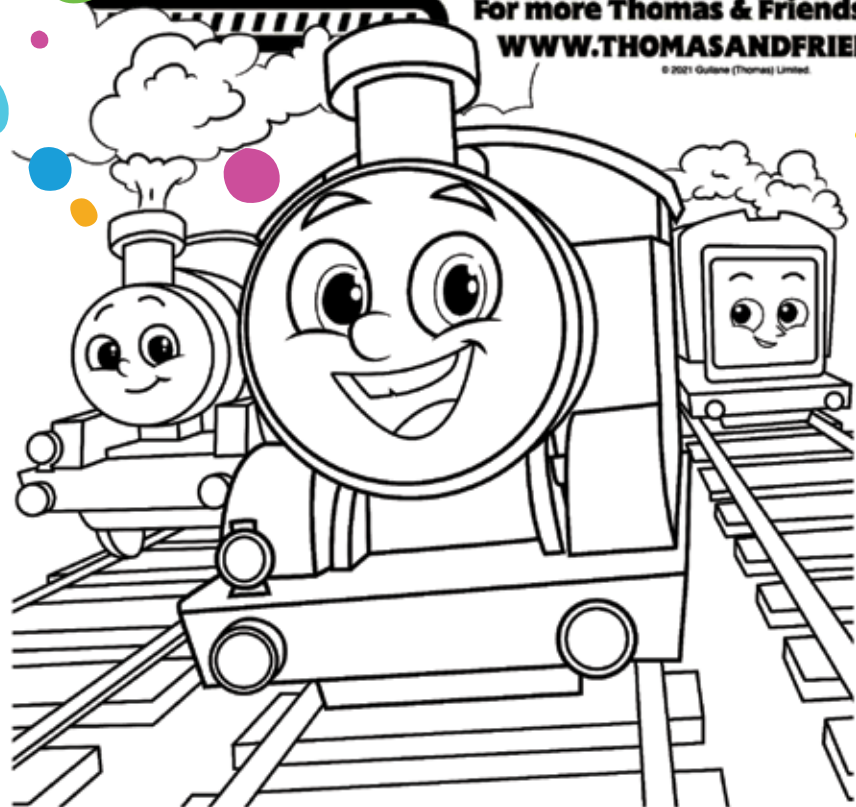
**THOMAS
& FRIENDS**

connect the Dots!

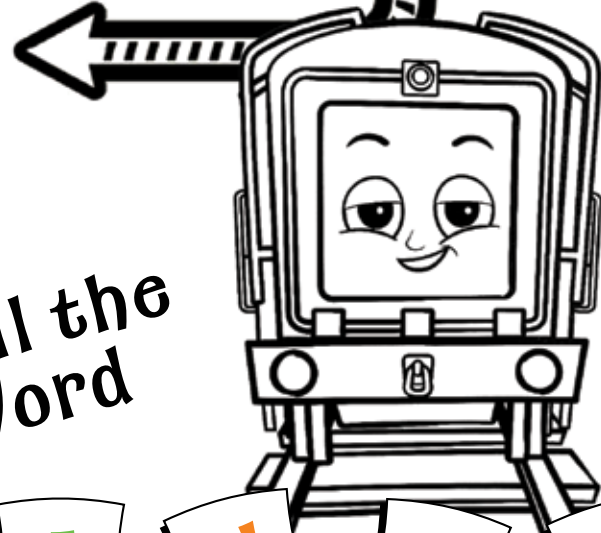


For more Thomas & Friends fun, visit:
WWW.THOMASANDFRIENDS.COM

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**Spell the
Word**



**Let's
Get Colorful**
on a train ride
adventure!

**THOMAS
& FRIENDS**
**DAY OUT
WITH
THOMAS**

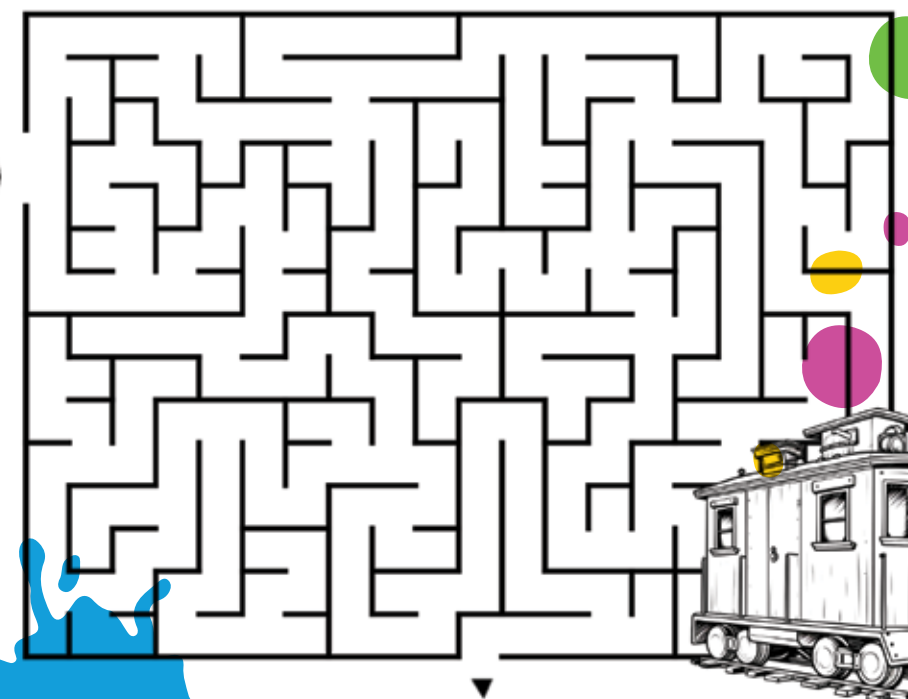


**November
4, 5, 10, 11 & 12, 2023!**
Southern California Railway Museum
2201 S A Street - Perris, CA 92570

ENTER TO WIN
Day Out With Thomas
GIFT BASKET

from
Southern California Railway Museum

Winners will be announced via email, November 1st, 2023.
No Purchase necessary to enter.



- Join

JOIN SCRM

Southern California Railway Museum

Help us protect and share the history by becoming a member and join us in supporting our mission as we restore, preserve and share Southern California's rail transportation history. When you are a member of the West's largest railway museum you can enjoy these exclusive benefits.

Member Benefits

- 1) Unlimited train and trolley rides on regular operating weekends/holidays
- 2) Free or discounted admission to events (may exclude some third party events)
- 3) Free docent tours
- 4) 10% discount at the Museum Store
- 5) Receive training on how to operate Southern California Railway Museum's historic trains and trolleys—become a volunteer to provide rides to the public!
- 6) Become a volunteer and help restore/maintain SCRM's collections and facility, as well as assist with signature events
- 7) Receive Museum's quarterly Gazette Magazine which describes events, plans, operations, preservation activities, and the colorful history of our collection
- 8) Receive member-only Monthly Happenings email which provides updates on events and other activities
- 9) Receive member-only Whistle Stop emails with important updates and information as they arise
- 10) Vote in yearly Board of Directors election and run for the Board of Directors (excludes special memberships)

Regular Memberships

INDIVIDUAL MEMBER

\$40 per year
Individuals 18 years or older, includes all benefits listed above.

FAMILY MEMBERSHIP

\$60 per 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 per year
Includes all family member benefits, plus five one-time Limited Museum passes to give to friends.

BENEFACTOR MEMBER

\$250 per 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 Memberships

CORPORATE MEMBER

\$500+ per 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)

TRACK-SIDE TREASURES:

All aboard the railway museum store remodel.

Our Museum Store is undergoing some exciting changes to help enhance our visitor experience. This work in progress is being performed by a crew of dedicated volunteers and we anticipate phase one to be completed before our big Day Out with Thomas event in November. We encourage you to visit us during this time - we are still open amidst these exciting changes. Come by for some snacks, coffee, and chat with our staff and volunteers.



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A
GIFT VOUCHER

for you

FREE
DRAWSTRING BAG

Spend \$50 at the Museum Store, get a free SCRM drawstring bag.

Present Coupon for Deal
Expires 03/31/2024

EXPANDING THE COLLECTION:

THE ACQUISITION OF THE JOSEF LESSER COLLECTION
FROM LOS ANGELES RAILROAD HERITAGE FOUNDATION

By Terry Salmans
Assistant Manager Archives

Saturday June 3 at the Southern California Railway Museum had the distinct feeling of Christmas as the big moving van pulled up to our storage location. In the van was the substantial railroad collection of the late film producer Josef Lesser, graciously donated to SCRM by the Los Angeles Railroad Heritage Foundation. Josef's collection, focusing on Southern California, consists of railroad history books, framed wall art, displays, file cabinets full of historical photos and information and a large collection of scratch-built O-scale model trolleys and interurbans of California. Included were three beautiful display cases to show the models.

Planning for the big move dates back to last November, when SCRM Archivist Harvey Laner first approached our Archives with LARHF's proposal; this was followed by meetings in January and May with LARHF General Manager Jared Nigro and LARHF's board of directors.

SCRM as a whole will benefit from this collection with the receipt of trolley parts, two craftsmen style conference tables, art and trolley models for planned displays, and historical materials for the SCRM Archives.

I would like to thank Harvey Laner, LARHF General Manager Jared Nigro, Darrell Calvillo and Gary Starr and Hank Winn who did the leg work that made this donation happen. I would also like to thank volunteers Andrew Mandoka and Bill O'Donald, and of course, the four guys from Pink Moving who made the big move happen so smoothly.

Archives business is really humming at Southern California Railway Museum. On Mondays most, if not all of Archives workstations are busy with our volunteers scanning our collection of photos, negatives, slides and movies. Saturdays have become a day to focus on our Museum members who take time out from their projects to come in and see what the Archives do, and to explore this wonderful collection of railroad information.

Working towards our Perris Connection goals the SCRM Archives staff have responded to Museum management requests for copies of engineering drawings and specs for track and switch, SP and PE standards. Also researched and supplied were blueprints and diagrams of vintage catenary overhead suspension. Fortunately, all that information is available in our vast Archives collection.

The Archives staff is also working to organize and distribute around SCRM wall art and train and trolley hardware recently received from the Los Angeles Railroad Heritage Foundation's Josef Lesser Collection.

There are materials and exhibits to benefit our entire Railway Museum. The goal is to get as much of this collection securely on display around the Museum where SCRM members and our visitors can see and enjoy the photos and railroad artifacts.

The SCRM Archives are open to members and the public each Saturday and Monday from 11 AM to 5 PM.





WHY WE COLLECTED THE CARS AND TRAINS WE DID...

by Gary A. Starre

Have you ever wondered why any of our particular trains and trolleys were the lucky ones to survive? The oral history of many of our longtime members reveals the stories as to why some of our collection was saved.

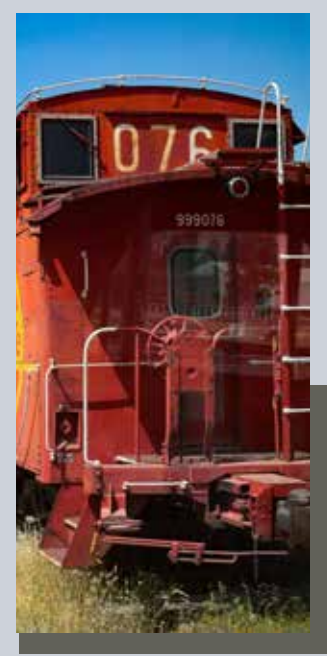
Santa Fe 108: There were nine EMD FP45's purchased by ATSF beginning in 1967 and gradually retired through the mid nineties. 108 (renumbered then as 98) was stored at Barstow while 90, 92, 93, 95 and 97 were donated to other museums. SCRMM was advised to be patient, and was informed that 98 was the best of the lot. We waited, and today it is one of two that are operational, with 92 at IRM being revived only recently in 2017.

UP 942: Among the most beautiful streamliners ever built, the EMD E8 units built in 1953 for Union Pacific were fast, powerful machines that epitomized streamlined luxury train travel. However, by the early 2000s and late 1990's, 942 had been sold a few times and finished its years for Metro North of Chicago. It was sold to a scrapyard in Colton, California, which then offered it for sale to the Museum for \$60,000. After a major fundraiser, it was ours. Union Pacific offered to get it running again so off it went to Los Angeles for several months. In 2012, we repainted it into the beautiful locomotive that it is today.

PE 418 (LAMTA 1528). Museum member Walter Abbenseth had already purchased another blimp, PE 314 in 1958, but he really wanted to save one of the ten Pullmans built in 1913. Most blimps were built by American Foundry in 1911, but the ten 1913

Pullmans had an extra drip rail below the windows and had two clasps per side window instead of only one. In July 1961, Walter and founding member Ray Ballash inspected the cars in Long Beach. Walter wanted to find a Pullman, but Ray said he just wanted one that still had 4 operable motors and no broken wheels. MTA 1528 was the only one of that subgroup that had its interior replaced with the bus style seating which was deemed to be much more durable than the worn-out plush seating in the other cars. MTA 1528 was stored way in the back of the lines of cars, so it took some persuasion by Walter and Ray to move everything around to get the 1528 out of the group for the move.

PE 314 (LAMTA 1533). Eighteen of the blimps were built in 1929 for the Northwestern Pacific in the Bay Area and were mechanically upgraded versions compared to their older 1911-1913 Bay Area SP blimps which they closely resembled. Nine of the NWP cars were "motors" and the rest were originally unpowered trailers that were later motorized to match the SP cars. However, the original NWP motorcars were known as the "hot rod" blimps, and by 1958, when MTA took over, 314 was the last hot rod still running. Supposedly, the hot rods were so superior that the operators usually opted to use one when available, and by 1958, they were the most worn out. PE 314 was slated to become MTA 1533 when it was decided by MTA that it was uneconomical to have one car different from all the rest. Hence, 314 was retired in decent running condition and Walter bought it.



PE 1001. Of the impressive wooden Ten class originally consisting of 57 cars, only 1001 had survived past 1950. It had been modified to be PE's track grinder car in 1948, with seats removed and a modified truck at one end. When Walter Abbenseth began the hobby of saving PE cars, the now PE 0199 was the only Ten left. Walter bought it for \$1500, a huge amount of money at the time.

Birney PE 331 and 332: These two had been saved in 1940, along with 337, by MGM Studios to be used in "Comrade X" starring Clark Gable and Hedy Lamarr. One car was cut in half lengthwise for interior shots. The last time one appears in a movie is believed to be "Singing In The Rain" in 1954, and they were sold off in the MGM auction of 1970. We have always believed that we have 331 and 332 and that 337 was the one cut up. However, there are photographs that suggest that 337 was still surviving in 1954, so it is possible that we have 337 and that 331 or 332 was the one cut up. Research is ongoing. When the Museum received them, the numbers were pretty much faded away.

Los Angeles PCC's 3001, 3100, 3165 and 3072. In 1965, about two years after their last revenue runs, LA's PCC cars went up for auction with most going to Cairo Egypt and about 22 going to Chile. 3001 (the first PCC in L.A. built in 1937) and 3100 (one of the only PCC's built during the war, in 1943) were purchased for \$1500 each. Two were sold to private individuals, one of them being 3072, the last car to have received a complete overhaul in the summer of 1962. The 3072 was acquired by a donation from subsequent owners in 2011. The Museum could not afford the \$2500 for the 1948-built 3165, so the MTA generously leased the car to Museum for a few years until its purchase price was raised through donations

LATL 525 modernized Huntington standard. This was one of the survivors in 1955 and was chartered for a last run over the system in 1955. The enthusiasm of the last riders who chartered the car allowed it to be purchased in 1955 for \$200.

LATL 665 unmodernized Huntington standard. This car never received the upgrades and was quite original to its 1911 configuration when it was purchased by Twentieth Century Fox studios about 1947. The Museum acquired it in the early 1960's when the studio sold its movie ranch in the Malibu mountains.

LATL 1201-This H Class car, the first of 250 built was a gift—to the City of Inglewood in 1956. After two weeks in Centinela Park, it was stripped and battered by Children of the City of Inglewood, at which time the city fathers decided it was an eyesore. Then, it was donated by Inglewood to our new Museum which was starting to grow at Travel Town in Griffith

Park. On its way to its new home, it was granted a slight detour to the South Park shops where its sisters were being dismantled, and the friendly shop crew said take whatever you need. 1201 today is mixture of lot of H class cars. 1201 was also believed to have had a major overhaul shortly before its retirement.

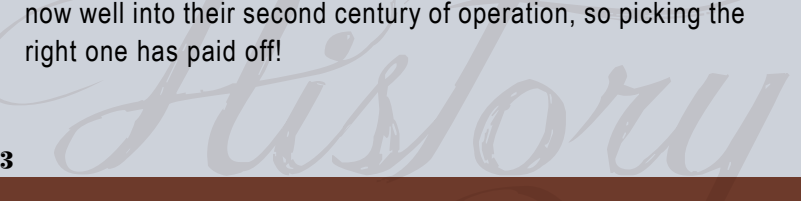
LATL 1450. This H-3 enclosed H class car was the last H class car to be retired in the spring of 1958. After that last run, it too was on its way to Perris.

Hollywood PE 717 (5167, MTA 1815), PE 716 (5166, MTA 1814), PE 637 (50??, MTA 1812), PE 626 (5123, MTA 18??). Walter Abbenseth loved the Hollywood, and for only \$175 each FOB Long Beach, he could not resist buying four of them. Of the original 160 cars, only 9 were left at the end of Watts service in November 1959. Five were pretty bad, having been stored close to a sidewalk where the public could throw rocks at them. The remaining four were in better shape, and all were operable when acquired by Walter. Walter later donated all of his cars to the Museum.

Metro 144-Our most modern car, a 1980 P865 from Nippon Sharyo was selected from 54 available cars. These original 54 cars had names as well as numbers. No. 144 was the City of South Gate, although it also wears the badge of City of Santa Monica at its "B" end". Member Andy Chier, a Metro executive and others went over all of the maintenance records of the 54 cars to find the best one, although #100, City of Long Beach was already promised to that city. We did not care about the first, the last or even the most famous, such #148 which had worn PE red for a few years. We wanted the best one, since we want to keep it running for at least a couple of hundred years.

Did we miss anything? Unfortunately, yes. PE 995 was set aside at Terminal Island for preservation in 1950, which was three years before Walter saved the 1001. The early group was unable to come up with the money, and the car was scrapped after sitting for nearly a year at the scrapyard. The PE PCC's were sold to Argentina for \$2500 each, more than the young Museum could afford, and of course, they were so modern that it was mistakenly believed that no one would ever want them. The 1100s all went to Argentina and the 1200s were all scrapped, except the unique PE1299.

The cars and our locomotives in our collection did not just happen to land here. They were selected for the features and their end of service condition. Many of our cars are already now well into their second century of operation, so picking the right one has paid off!



FIRE & EMERGENCY SERVICES



MUSEUM FIRE & EMERGENCY SERVICES CONTINUES to hammer away at improving itself as time goes on. We would like to welcome Robert Marquez (10208) to Fire & Emergency Services. He brings decades of professional firefighting experience to the unit and as an Engineer, he has tasked himself with routine maintenance of our fire apparatus, as well as performing hydrant flows to confirm proper operation of our fire hydrants, identifying issues that need repair. Robert has been in the fire service for 21 years, of which he spent 14 with Twenty nine Palms Fire, and he has been with San Bernardo County going on 8 years. If you see Robert out and about, be sure to say hello!

Fire Marshal Andy Spada (10652) has been diligently working with Plant & Facilities to square away our fire extinguisher recertification and ongoing testing and maintenance of our sprinkler systems. This is a very important facet of our basic fire suppression protocols. Be sure to say hello to Andy if you see him!

The unit also acquired another Ford Crown Victoria crew car (21608) for use around the property for safety patrols, minor responses, medical issues, etc. This allows us to set up two identical "stations" for major events, one of which is staged in front of Town Hall, the other staged by the Thomas F. Grose Archival Facility. Each "station" consists of one fire engine and one crew car. Thanks to Phil Palmieri (831L) for help with the final details.

Our General Services Ford F150 (20231) which is shared between F/ESU (non-emergency) and Track & Signal is back on the road. Big thanks to Kallel Mills

(10494) and Kameron Mills (4250) for their tireless efforts getting this beast going; it's amazing what a tune-up and a new set of fuel injectors can do.

Engines 427 and 141 are in an excellent state of readiness. A lot of folks have asked when they are going to get paint jobs – well, the answer to that is that we are working with the museum Planning Committee to identify a location where we can erect a small fire station to house the vehicles out of the weather. Once we've got something built, then we can get the vehicles painted and inside where the paint won't be constantly burnt off. We have the same problem with our Light Rail Vehicles – the sun just beats them up. Anything red in color is especially susceptible to damage from the sun.

As of the writing of this article, we have had no major responses this year besides prevention efforts, trespassers, and a visitor with a broken ankle. It's been nice and quiet, knock on wood.

Please remember: I can't say it enough. If you're visiting the museum during hot weather, please bring plenty of water and some electrolyte packets with you (Gatorade, Sqwinchers, etc.). Store your water in a cool place when possible. Make sure there is enough water for your day and for everyone in your party.

Take regular breaks out of the sun to relax and recuperate. One of the biggest issues we see at the museum is exhaustion due to overexertion in the heat. That's all for this update. Remember – Stay safe, be vigilant, and if you see something, say something.

Chris Baldwin (9513L),
Emergency Responder II



COLLECTIONS ARTICLE

ROD FISHBURN, COLLECTIONS MANAGER

SDERy 508

On Friday, March 10, Fred Nicas and I, assisted by John Cunningham, disassembled and stored in a container the scaffolding used to replace the thoroughly deteriorated roof boards. Repair of the roof boards was the last major project in the restoration of the car. This was followed by cleaning and sweeping the area around the car. In May, as part of a major switch move, we moved it to Carhouse 2 to complete its restoration.

The Major Switch Move

On Wednesday, May 24th, the planned major switch move was accomplished. The net results included moving SDERy 508 to Carhouse 2, PE 314 to Carhouse 4 for assessment for restoration and Muni 171 for operation. The crew consisted of Carson King, John Cunningham, Ryan Keck, Don Desfor, Gary Starre, Bill Face, Kameron Mills, Danny Giles, Bryan Watts – Video, Maureen Pride and Polly Griffith – excellent lunch.



Part of our crew.

YVT 297 pushing PE 331 on the way to Carhouse 7.

SDERy 508 in Carhouse 2

SDERy 508 is now on Track 1 in Carhouse 2. In the near future we need to move the car to the Carhouse 2 pit area, swapping places with PE 1299. The major work to be accomplished is adjusting the trolley base, installing the stop lights, finishing minor interior trim repairs, door work and the installation of new batteries.



SN 653 being coupled to car to be moved from Carhouse 2 to Carhouses 4 or 7 Out of Carhouse 2.

PE 1624 making a rare appearance operating out doors.



PE 314 on Track 1 in Carhouse 4

PE 314

From David Ley on the start of restoring PE 314:

We have begun assessing PE 314 for restoration. This will include a complete paint job, roof boards, windows and seat upholstery. Doug White and I have started the preparation for the 314 restoration. I have installed 4 sets of work lights provided by Rod Fishburn on the conductor's register bar via hangers.

Beginning with the interior, the plan is to clear out the car of seats and seat frames, put them in storage, then find a repair company that can reupholster the seats. The seat frames were chrome-plated across the top. The sides and pivot frames are painted dark green. I hope to find a shop that can re-chrome the seat handles, as was done on PE 498. Once the car is cleared out we can clean up the whole interior and figure out where to begin the painting

GUIDED TOURS

Walking Through Time at the Southern California Railway Museum

EXPLORING the rich tapestry of Southern California's rail history often requires more than just staring at objects. At the Southern California Railway Museum, the exploration of our collection is transformed into a captivating journey with the help of our exceptional volunteer docents. From Monday to Friday, between 10am-2pm visitors have the opportunity to delve deep into the fascinating world of rail transportation with the help of our knowledgeable and passionate docents.

Guided tours often begin in Grizzly Flats, which houses our late 1800's narrow gauge collection. This exhibit also contains the famous Ward Kimball collection. Here our docents share the stories behind the collection's original conservator Ward Kimball, while also allowing visitors to



immerse themselves in the locomotives and railcars that played a pivotal role in our Country's expansion and the livelihood of its citizens at that time.

The journey continues to Carhouse 1 which houses our Los Angeles Railway (LARy) collection. This exhibit is the next step in our region's rail transportation history and has LARy trolley cars from the early 1900's through the 1960's. Here our docents take visitors on an aesthetic journey, exploring the transition

these trolleys underwent from their wood beginnings to their sleek aluminum PCC style in later years.

In addition to showcasing these bustling transportation icons, Carhouse 1 also has some exceptional examples of LARy work/maintenance trolleys that our docents highlight for visitors.

Our next stop on the tour, Carhouse 4, houses our iconic VC-2 Steam Locomotive and Pacific Electric Interurban collection.

While our visitors have not moved forward in time so much with this exhibit transition, they have moved forward in scale. The collection on display is massive, and our docents help our visitors take it all in by guiding them through each historic piece.

Southern California Railway Museum is the west's largest railway museum, with over 200 pieces of full-scale rolling stock for visitors to explore. And while this alone creates a memorable museum



experience, it is truly our docents who set our museum and collection apart. They are more than guides; they are friends and enthusiasts who have dedicated themselves to preserving the heritage of Southern California's railways. Their commitment to education and storytelling is evident as they weave historical facts and anecdotes into captivating narratives, making the past come alive for each visitor.

It is recommended to book your tour in advance or call ahead to ensure availability.

We are so grateful to our volunteer docents and the service they provide to our visitors.

Thank You!

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, and maintain and improve our grounds and buildings.

You may have skills, knowledge, and experience that we can use. You could learn something new—our volunteers love to explain what they're doing. Some people come out frequently, others only as their schedule permits. Everything helps, no matter how small.

Please note: Volunteers must be Museum Members for insurance purposes. Learn more about JOINING the Museum as a Member.

To learn more, visit the links below or contact us at (951) 943-3020 or by e-mail at info@socalrailway.org

~ ~ IMPORTANT DATES ~ ~

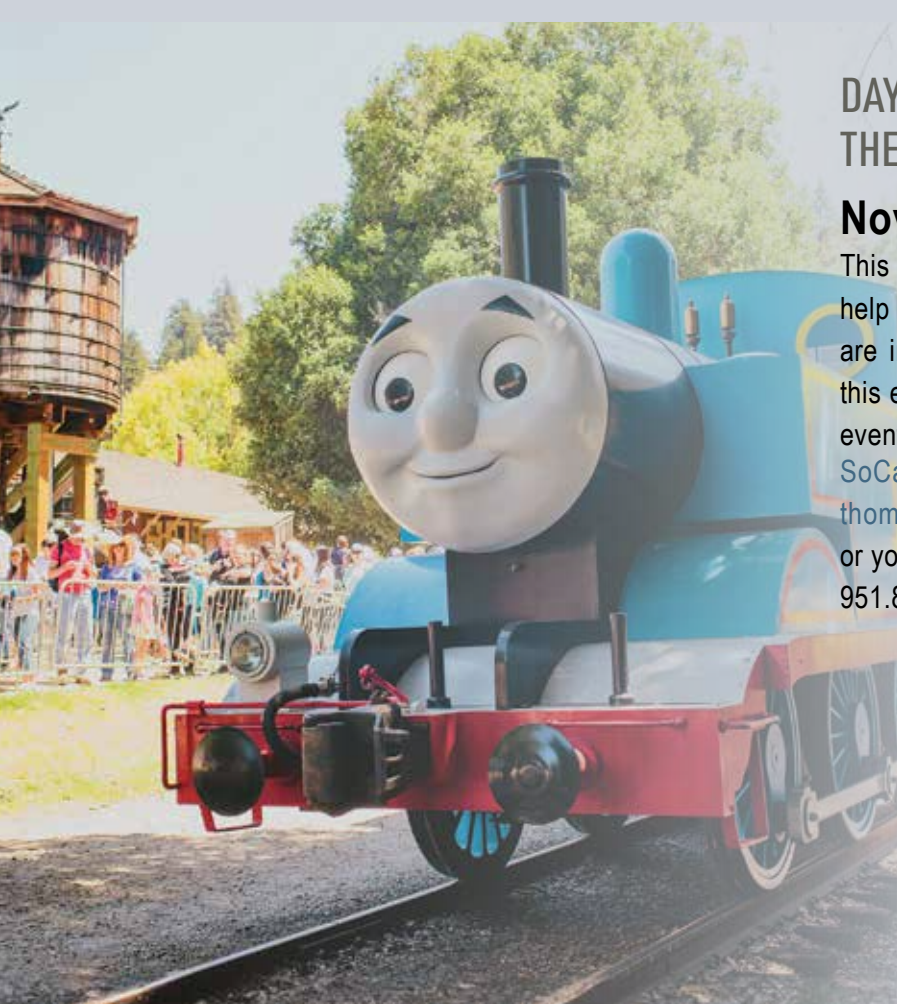
DAY OUT WITH THOMAS IS RIGHT AROUND THE CORNER!

November 4, 5, 10, 11 & 12, 2023!

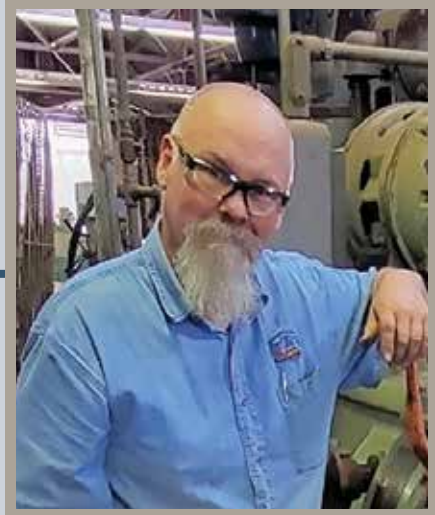
This is the Museum's largest event fundraiser and requires the help of hundreds of volunteers to make it successful. If you are interested in helping support SCRM by volunteering for this event please register online on the Day Out with Thomas event page.

SoCalRailway.org/scrm-events/thomas/day-out-with-thomas-volunteers,

or you can call or email Sarah Harty / Division Manager at 951.805.7546 or sarah@socalrailway.org



VOLUNTEER SPOTLIGHT



VOLUNTEER SPOTLIGHT

Name: Jim Gronning

Member since: 2017

Volunteer since: 2017 (same week as joining!)

Jim's volunteer journey (start to now):

- Jim started as a volunteer the same week he became a member! During Jim's second visit to the Museum he was walking around, looking at all of the different barns and shops, and wandered into the Machine Shop which was open, but not staffed with any volunteers. He immediately noticed a myriad of old, out of operation, cobweb-shroud machines and was met with a familiar smell from his youth as a young machinist. After looking around he continued his journey to Carhouse 4 where he met Jeff Lamb, Steam Crew Foreman. The two started a conversation about the machining involved in VC-2 and ended with Jim becoming a volunteer. Jim started regularly volunteering, and in 2021 he became the Machine Shop Foreman. His goal is to improve the working equipment and continue expanding the Museum's tools and tooling. Jim is a journeyman machinist, and through his experience and guidance he will continue to supervise and train volunteers interested in learning about machining and helping the Museum grow.

What is your favorite part about the Museum and/or being a volunteer?

- Jim's favorite part about the Museum and volunteering is getting to interact with the other volunteers. He has had the opportunity to meet some amazing people during his time at SCRM and looks forward to meeting many more. He also really likes machining!

What are your interests and hobbies?

- Fishing
- Primitive hunting
- Jeep restoration
- Dairy Queen dates with his granddaughter

What would you recommend to someone who has never visited SCRM before?

- Jim's recommendation is to dedicate a full day, put on some comfortable shoes, and walk all over the Museum, visiting every barn or shop that is open, and talking with all of the volunteers you may see. For him this is the only way to truly experience the magic of the Museum and the work that goes on here.

BECOME A 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.

THANK YOU TO OUR ANNUAL SPONSORS

Your support allows SRCM to preserve & restore the West's largest collection of railway locomotives, passenger & freight cars, streetcars, interurban electric cars, buildings & other artifacts dating from the 1870's, giving visitors and guests the ability to ride the rails of history.

For information on becoming an Annual Sponsor, please visit socalrailway.org/sponsor

Sponsorship Tiers

CONDUCTOR \$5000

First conductor sponsor will receive their logo on our weekend train and trolley ride tickets

For an additional \$1000 Conductor Sponsor can become a preferred vendor and receive exclusive product/brand promotion in-store or onsite

Sponsor profile on Museum website with logo, write-up, and direct link to your website

Dedicated sponsor announcement in our monthly e-newsletter Whistle Stop and on our Social Media

Logo space with click-through link on our monthly member e-newsletter Whistle Stop and our guest subscriber correspondence

Logo space on Museum's event flyers, rack cards, and day-of promotional materials and visuals (excludes Polar Express)

10x10 exhibitor space at Museum events (excludes Polar Express)

One day rental of Holstrom Park with lawn games and All-Day Hop-On Hop-Off ride tickets for 100 people

25 event tickets (Day Out with Thomas and Polar Express have date/time restrictions and are on a first-come first-served basis)

50 weekend train and trolley ride tickets each month

6 family memberships

ENGINEER \$2500

Sponsor profile on Museum website with logo, write-up, and direct link to your website

Dedicated sponsor announcement in our monthly e-newsletter Whistle Stop and on our Social Media

Logo space with click through link on our monthly member e-newsletter Whistle Stop and our guest subscriber correspondence

Logo space on Museum's event flyers, rack cards, and day-of promotional materials and visuals (excludes Polar Express)

10x10 exhibitor space at Museum events (excludes Polar Express)

One day rental of Holstrom Park with lawn games and All-Day Hop-On Hop-Off ride tickets for 75 people

15 event tickets (Day Out with Thomas and Polar Express have date/time restrictions and are on a first-come first-served basis)

30 weekend train and trolley ride tickets each month

5 family memberships

FIREMAN \$750

Sponsor profile on Museum website with logo

Dedicated sponsor announcement in our monthly e-newsletter Whistle Stop and on our Social Media

Logo space on our monthly member e-newsletter Whistle Stop and our guest subscriber correspondence

5 weekend train and trolley ride tickets each month

3 family memberships

BRAKEMAN \$1000

Sponsor profile on Museum website with logo and write-up

Dedicated sponsor announcement in our monthly e-newsletter Whistle Stop and on our Social Media

Logo space on our monthly member e-newsletter Whistle Stop and our guest subscriber correspondence

10x10 exhibitor space at Museum events (excludes Polar Express)

10 weekend train and trolley ride tickets each month

4 family memberships

ATTENDANT \$500

Sponsor profile on Museum website with logo

Logo space on our monthly member e-newsletter Whistle Stop and our guest subscriber correspondence

2 family memberships

FACTS AND FIGURES

1.5K Members

- Monthly e-newsletter Whistle Stop has on average a 60% open rate

48.2K Email Subscribers

- Event outreach
- Fundraiser notifications
- General updates

Facebook@

southerncaliforniarailwaymuseum

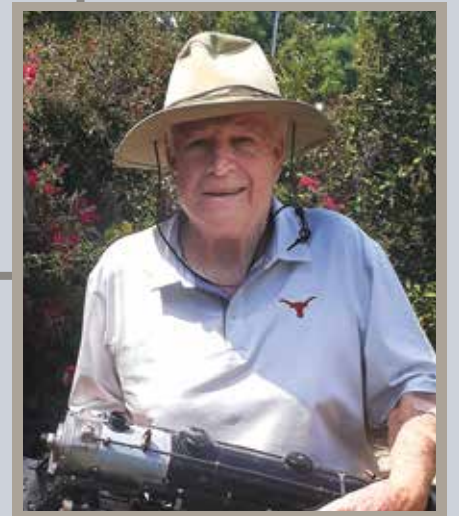
52K Friends

Instagram@

SoCalRailwayMuseum 11.1K Followers



MEMBER SPOTLIGHT



MEMBER SPOTLIGHT

Name: Bruce Bowman

Member since: 2011

Why did you become a member?

- Bruce grew up in Orange County and has lived there for over 80 years. Being a local to Southern California, and a railroad enthusiast, he had gone out to visit the Museum a few times and felt a call to become a member. He had always had a lifelong interested in railroading, both in model and full scale, and the Southern California Railway Museum was a place where he got to get up close and personal with our unique full scale collection. Bruce also has fond memories of riding the Pacific Electric from Santa Monica to Los Angeles and really enjoys visiting the Museum's extensive PE collection.

What is your favorite part about the Museum and/or being a member?

- Bruce likes all forms of railroading and enjoys the ability to visit the Pacific Electric collection, VC-2, and take free rides on the Museum's operating collection on regular weekends.

What are your interests and hobbies?

- Outside of railroading Bruce enjoys stamp collecting - the best stamps in his collection are the stamps that feature railroading of course!

What would you recommend to someone who has never visited SRCM before?

- He just recommends that you visit! Bruce is also really excited about the Destination Perris project and hopes it will bring out more people to view SRCM's vast collection.

MEMBERSHIP MILESTONES

1,360 MEMBERS

104 HAVE BEEN MEMBERS FOR 50 YEARS!

- Visitor Experience

VISITOR EXPERIENCE

ONGOING & UPCOMING EVENTS

2023 - 2024



SPECIAL EVENTS

Throughout the year Southern California Railway Museum hosts many special events.

ONGOING

Weekend Train & Trolley Rides



Merit Badge Program



Volunteer Orientation



OCTOBER: Rods & Rails



NOVEMBER: Day Out With Thomas



DECEMBER: The Polar Express



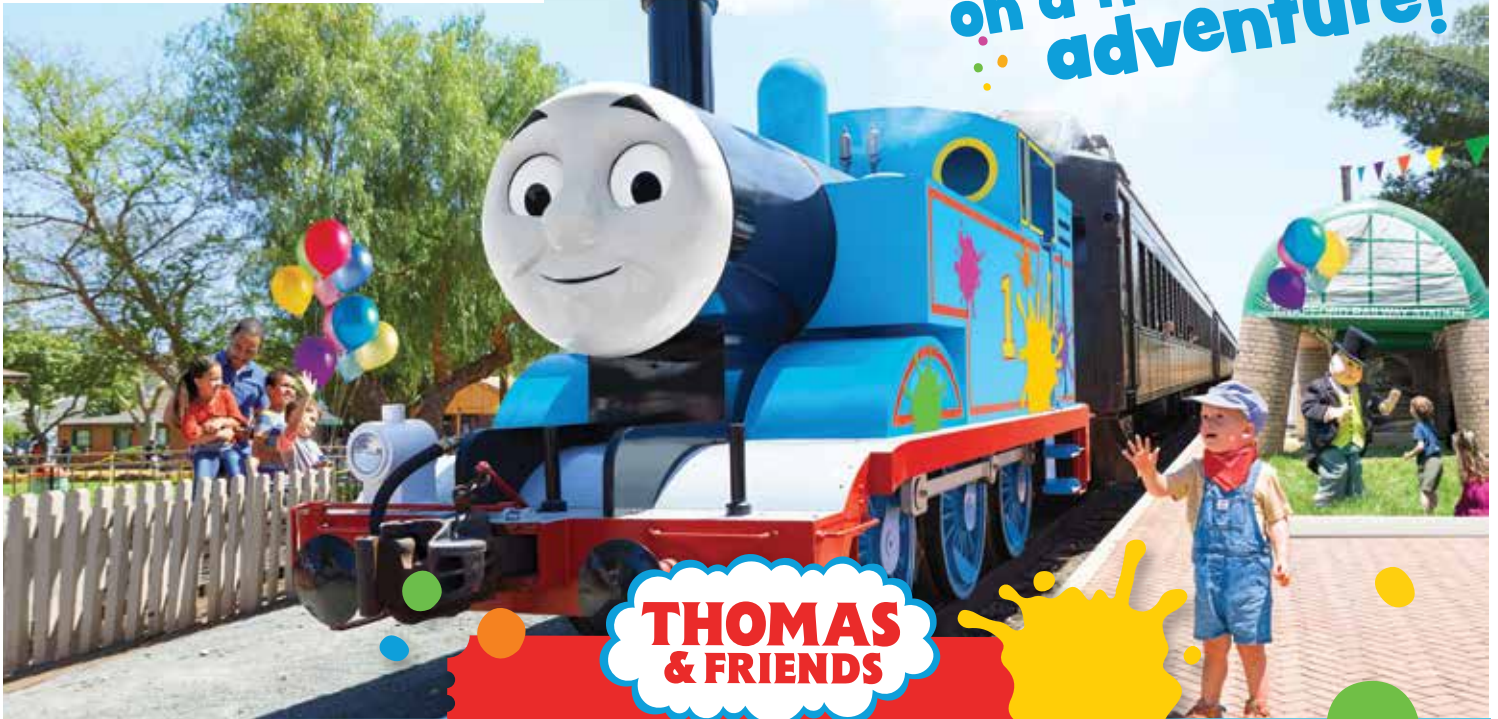


GAZETTE

socalrailway.org - (951) 943 - 3020

2201 S. "A" Street
Perris, CA 92570, U.S.A.

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on a train ride
adventure!



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& FRIENDS**

DAY OUT WITH THOMAS

COMING TO:

Perris, California

November 4, 5, 10, 11 & 12, 2023!

Southern California Railroad Museum

2201 S A Street - Perris, CA 92570



TICKETS:

socalrailway.org/scrm-events/thomas/

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