



GAZETTE



socalrailway.org

Winter 2024

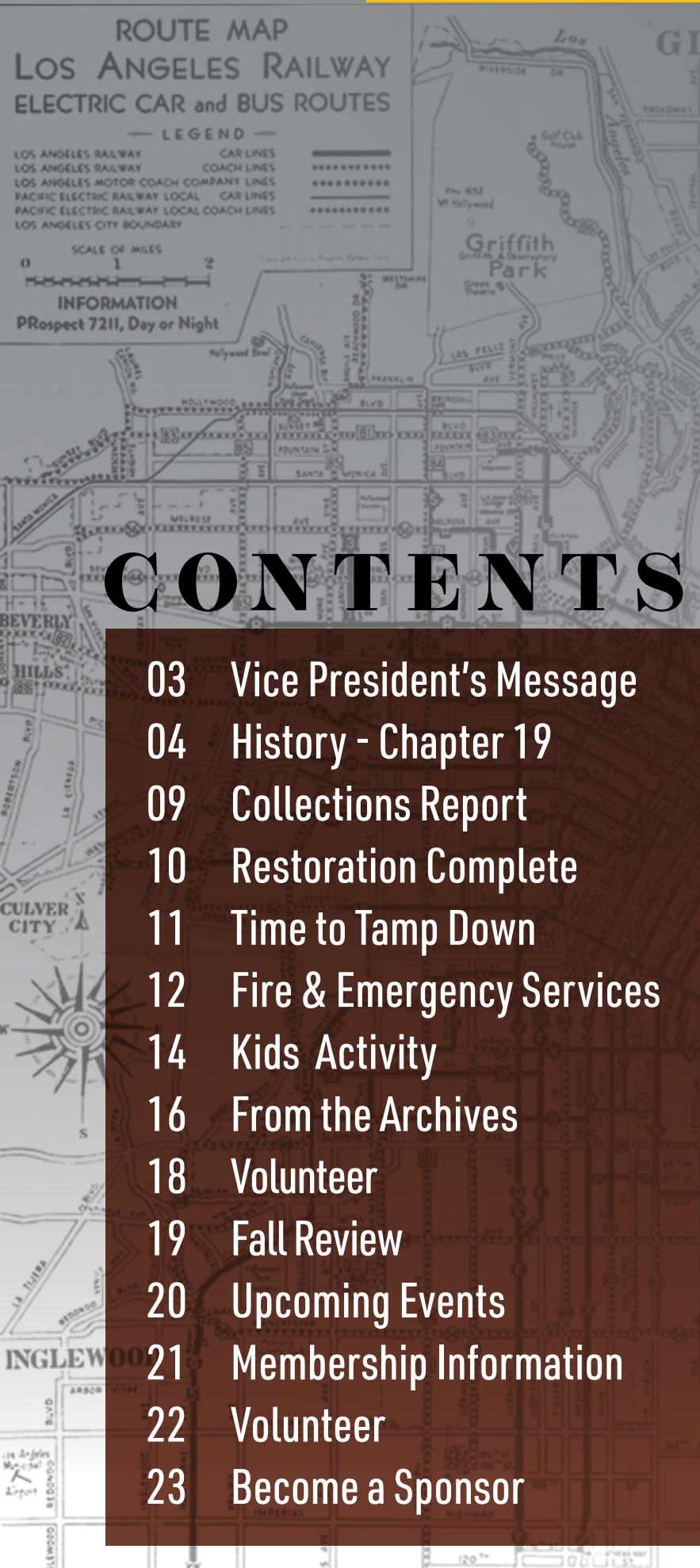
ROUTE MAP LOS ANGELES RAILWAY ELECTRIC CAR and BUS ROUTES

LEGEND

LOS ANGELES RAILWAY CAR LINES
LOS ANGELES RAILWAY COACH LINES
LOS ANGELES MOTOR COACH COMPANY LINES
PACIFIC ELECTRIC RAILWAY LOCAL CAR LINES
PACIFIC ELECTRIC RAILWAY LOCAL COACH LINES
LOS ANGELES CITY BOUNDARY

SCALE OF MILES
0 1 2

INFORMATION
PProspect 7211, Day or Night



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- Vice President's Message



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



Following another successful fall and winter event season our attention comes to the spring events such as our Swap Meet and Pacific Electric Day, S.T.E.A.M. Fest Express featuring Buddy from the PBS show Dino Train, Behind The Scenes as well as Barbeque, Boots and Brew and then the Antique Truck Show in May. Please consider giving your support and volunteer for these events. I wish to thank each and every one of you who contributes your time and labor to make these events successful!

As you may have heard, State funding is in the works for our Perris Connection. The funds are being provided to the City of Perris who will administer the project. Final details are not yet available but we are very excited to obtain this opportunity. The funding should cover the

downtown segment and then we should have funding for track upgrades coming south to the museum and hopefully finishing our Balloon Track. I'll be providing additional details in an email format as soon as I have them.

As always, regular maintenance continues. Our archival, track, signal, electrical, building, landscaping and railroad equipment restoration and repair forces are doing their best to maintain our collection and provide an educational opportunity for the public. Of course we can always use your help!

Thank you all for your donations to the Year End Appeal, we have taken delivery of our tamper and have already put it to good use.



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SCRM HISTORY

CHAPTER 19

JANUARY - JUNE 1968

By Paul Muehlebach

In the last chapter of this series, published in the Summer 2022 Gazette, we closed out the year 1967. In this chapter we get into 1968, which was a very busy and momentous year for the railway museum in Perris. The year opened with a brief announcement of the donation by the Santa Fe Railway of heavyweight combination baggage-lounge car number 1300. At the time of the announcement the car was snowbound in Arizona and was expected to arrive on its own wheels in the next few weeks.

Line Department personnel completed tying in the 110-volt AC charging circuit for the Signal Division's installation on the Main Line. This supported three signals around the Alpine crossing served as route indicators for the Alpine Switch. Additional loudspeakers were installed around the property to facilitate announcements to visitors. The Board of Directors discussed the formation of a Planning Committee comprised of members with time to think about future needs and plans, and to stay one jump ahead of the week-to-week crews to keep the Master Plan on course.

At the December 30, 1967, Board meeting, it was decided to shut down the Cummins Diesel generator to facilitate a complete overhaul. Rather than invest a large sum of money for a professional and quick overhaul, the directors decided to put what money was available into completing the installation of the 600-volt rotary converter substation, which was nearing completion anyway. The Cummins Diesel was to be sent out to Long Beach City College to have their vocational Diesel class perform the overhaul at minimum expense. It was planned to keep the Diesel in working order as a backup for the new substation.

"Operation Hum" was established to raise funds to finish the substation. About \$2,500 was needed to purchase the remaining materials. Members had already donated \$1,000. It was hoped to have the new substation online within three to four months. Members of the Operating Department were urged to spend their time during the shutdown assisting with track-building, car cleaning and restoration, and as guides to the visitors that would continue to show up.

One side effect of the shutdown of the DC electrical power was the idling of the Keystone digger, which operated off the 600-volt power. An appeal for donations to purchase a used skip loader to facilitate the continuation of track building was issued. Progress on the new Station-Bookstore building continued. A dedicated crew had turned out every weekend since Autumn. The entire roof was shingled by the end of January, and all the doors and windows had been ordered plus a watering system was being installed to keep the plants green.

On February 3, the museum operated an excursion over the Union Pacific Railroad from its East Los Angeles station to the remote reaches of the Mojave Desert. The "Rails Over Cajon-City of Cima" trip was sold out three weeks prior to departure. Union Pacific assembled an all-streamline ten-car deluxe passenger consist that carried 286 passengers. The museum's own car 599 was included.

Most passengers boarded at the East LA station. Others were picked up at stops in Pomona and Riverside. Photo and run-by stops were made at the spectacular stone arch bridge over the Santa Ana River west of Riverside, Sullivan's Curve in the Cajon Pass, Yermo, Afton Canyon, Crucero, Kelso, and Cima.

Figure 19-03: On February 3, 1968, the museum hosted an excursion over the Union Pacific to Cima, California in the Mojave Desert. Here the special train crosses the stone arch bridge over the Santa Ana River west of Riverside. EMD E-9 locomotive #952 is on the point. It would become part of the SCRM collection some 30 years later. (SCRM Archives/Jim Walker photo)



Figure 19-01: Track laying on the north side of the Loop approaches the northwest corner. The view is to the east. (SCRM Archives/Jim Walker photo)

Union Pacific passenger trains had not operated east of Yermo in many years. Perhaps the most amazing part of this story to readers in the 21st Century is the cost of the excursion. The \$24 fare included three tasty meals enroute, 500 miles and 15 hours of railroading. An article following the event reported that all Union Pacific personnel were most supportive and accommodating in every respect. This was the first museum-sponsored excursion over UP rails in the seven-year history of the program. More were predicted following the great response.

A great deal of overhead work was accomplished in February. Poles were set for electrical distribution to parts of the Loop and the Main Line, AC delivery to the new substation, and wires were strung for the aforementioned, as well as a new radio system. The recently repaired hole digger worked without incident and plenty of people showed up to accomplish all the work. Substation project manager Art Tangway had plenty of help over several weekends to move the project forward. The power outage was a great incentive.

The first two months of the year produced a lot of track. The north side of the Loop was extended west, all the way around the northwest corner and down the west side to the new bunkhouse. Once the overhead line was installed (and power restored), operations would travel three-quarters of the way around the Loop and terminate in front of the new bookstore-station. A local contractor with a skip loader who was leveling the Pie area and the transfer table pit, did a lot of side work loading dirt into the dump truck for ballasting the new track.

Track was also extended on Maintenance of Way siding #3 inside the southeast corner of the Loop, thereby completing that yard and allowing the

removal of two cars from storage on the Loop. Work was also accomplished on the Main Line north of the Alpine Drive crossing. The long-overdue task of leveling and surfacing that section got underway.

The museum celebrated its tenth anniversary in Perris over the weekend of February 24-25. A Loop ribbon-cutting for the new section of track on the north side was held Saturday morning. During the ceremony, nine of the 14 founding members were introduced, along with past presidents and a Perris City Councilman, who was also a museum member. An auction and railfan swap meet were also held. The California Southern Railroad Museum operated its Mojave Northern #2 steam locomotive on the Main Line pulling Ray Ballash's SP 570 caboose for passengers.

Grading of the 2 ½ acre "Pie" area (acquired in late 1966) with a drainage profile was completed in February. The area was to be used for additional parking and mainline locomotive and car storage. Recently acquired utility poles that had been stored on the "Pie" parcel north of Alpine Drive were sorted, with usable ones being moved to the pole storage area. Those deemed scrap and unusable



Figure 19-02: Track laying around the northwest corner of the Loop approaches the new bookstore-station building. Alpine Drive comes in from the left. (SCRM Archives/Jim Walker Photo)

as poles found a new use as bumpers and barriers in a new parking area just north of Alpine and east of the Main Line. Appropriately, Bob Holstrum was the driving force behind this development. The area is now the location of Holstrum Park.

Following completion of grading the Pie, the contractor began grading the pit for the Torrance Shops transfer table. (At the time, it was expected that the pit would be graded, five rails installed, the transfer table would be reassembled, and the whole thing would be in operation in short order. Alas, while the table was reassembled, it sits today, 55

(Continued)

- History

years later, in the dirt between Carhouse 1 and Carhouse 3.) On March 16, the museum operated yet another excursion, this one closer to home. Operating over the Santa Fe from Los Angeles Union Station to March Air Force Base in Riverside (just up Highway 395 from the museum), the excursion was planned in conjunction with celebration of the base's 50th anniversary. The Santa Fe provided a consist of 16 lightweight chair cars, two snack cars, one lounge, and pulled by five F-7 EMD locomotives. The Gazette article following the event reported a ridership of 8,000, but that number almost certainly must include one too many zeros.

The train travelled right to the flight line at March AFB. Lunch was provided at the service clubs and dining halls on the base at a reasonable cost. A display of old and new aircraft was assembled on the flight line. The feature of the day was a performance by the Air Force Thunderbirds. Fares were \$7 for adults, \$4 for children 5-11, and \$1 for kids under 5 years. Besides providing an excellent experience of railroading and aeronautics, the event made a profit, proceeds from which aided museum projects.

The last weekend in March saw the installation of the first six poles for the Main Line extension south of Mapes Road. The digger truck quickly produced six-foot deep holes, into which the White A-frame truck "planted" the 35-foot poles, complete with installed hardware. Another 20 or so poles remained to be installed on that extension.

In late March and early April, 10,000 feet of 75 lb. rails and 700 ties were moved from Travel Town to Perris. The material was owned by the City of Los Angeles and was intended for future use at Travel Town. But due to landslides in the area and pilferage of smaller parts (joint bars, bolts, tie plates, spikes), the city had decided to "loan" the stuff to OETM. (Sale of the



Figure 19-04: On February 24, 1968, the museum celebrated its tenth anniversary in Perris. Nine of the 14 founding members of the Orange Empire Trolley Museum were in attendance and sat for this group photo in front of the new bookstore-station building, out of view at the right. Standing are Norman Johnson (#6), Harvey Laner (#7), Ray Ballash (#1), and Jeff Moreau (#9). Seated are Don Brown (#3), Bill Bauer (#2), Pat Underwood (#13), Jim Walker (#14), and Herb Redlich (#11). (SCRM Archives/unknown photographer)



Figure 19-05: A team of museum members works to reassemble the transfer table that was salvaged from the PE Torrance Shops. The scene is between the current Carhouse 1 and Carhouse 3. (SCRM Archives/Jim Walker photo)

material was not possible due to the public nature of the ownership and potential future use.) The city even assisted with the load out.

Although a 90 lb. rail standard had been established for the Main Line, it was decided to utilize the 75 lb. rail at this time to expedite closing the 2,000-foot gap between museum trackage on the south and the Santa Fe spur on the north. Conversion to the heavier rail would occur sometime in the future when 4,400 ft. of 90 lb. rail could be acquired. Several cars were parked at the south end of the Santa Fe track—the Ellis Road Division—and some vandalism had occurred. It was important to get those cars moved to the museum as quickly as possible. It took several weekends and many truck loads to move everything. As loads were delivered, they were deposited in the project area.



Figure 19-06: On April 6, 1968, a museum team prepares the recently dug trench across Mapes Road to receive a load of rock ballast. Drain pipes have already been installed along both sides. The view is south. (SCRM Archives/Jim Walker photo)



Figure 19-07: At about 6:00 p.m. on Sunday, April 14, 1968, CSRM member Bill Garner operates Mojave Northern 0-6-0 steam locomotive #2 across the newly laid rail crossing of Mapes Road at A Street, just south of the museum. (SCRM Archives/Jim Walker photo)

A replica of the Modjeska Park PE wayside station on the Santa Ana Line in Lynwood was erected next to the Main Line at the Alpine Station. (The original wooden station was acquired by the museum in the early years but was found to be too rotten to reuse.) The platform around the shelter was covered with brick. The structure remains to this day, complete with its brick platform, at the north end of Alpine Platform, just inside the front gate at the south edge of Alpine Drive.

Over the weekend of April 6/7, a museum crew installed the grade crossing at Mapes Road on the south end of the Main Line. Many weeks of planning and material staging preceded the actual work weekend. Using the museum's road grader and Caterpillar bulldozer, a "shoo fly" dirt road over the south end of the Main Line north of the crossing was built to carry automobile traffic during the weekend of the street closure. Loads of crushed rock and coldmix asphalt were delivered to the work site for ready use.

On the morning of April 6, the crew arrived, set up barricades, and got to work. The road was cut and a trench nearly two feet deep was dug to the proper roadbed base level. Drain pipe was installed parallel to the track on both sides, and crushed rock was poured in. A hoped-for skip loader did not materialize but the grader was used for rough rock work, with everything else being done by hand. A mixture of new and "good" used ties were laid on top of the crushed rock. At the end of the day, old fashion "bomb" type warning torches were set out and the tired crew retired for the night.

On Sunday morning, the crew with reinforcements reassembled. Rail was spiked in place by hand. More crushed rock ballast was dumped using wheelbarrows and spread by hand. The crew was so big that nobody had to work too hard. With Paul Dieges working his survey equipment, the track was lined and leveled, and raised to proper elevation. More rock was added to bring the level two inches below rail head. Then

the coldmix asphalt was dumped, again by wheelbarrow, and spread by hand with rakes. Paul Dieges' VW bus was used to pack the asphalt. The job was finished after dark and the road reopened to car traffic at 8 p.m. The following weekend another load of rock was delivered and finishing touches at both ends of the crossing were completed. In addition, the 100 feet of track north of the crossing, which had never been ballasted, was ballasted.

Much lining, leveling and tamping were accomplished on this section. At about 6 p.m. on Sunday, April 14, CSRM member Bill Garner ran Mojave Northern 0-6-0 steam locomotive #2 over the crossing. The Mapes crossing was done using all 90 lb. rail. A third rail was laid for possible narrow gauge operation in the future. With most of the rails, ties, and related hardware delivered from Travel Town, work began on April 20 to close the gap at the northern end of the Main Line. First it was discovered that the gap was only 1,950 feet long, instead of the 2,200 feet previously believed. Tracklaying began at the northern (Santa Fe) end and proceeded south from there. Ties and rails were laid in place along about half the distance on the first weekend. The following weekend work began to assemble the rails with joint bars.

The track was not being built to a high standard. It was referred to as "quick track." It was only meant to close the gap quickly so the stranded museum cars on the Santa Fe spur could be moved to the museum proper. There was a severe shortage of tie plates, so few were used. There also were not enough joint bars for all the joints, so they were used strategically. The track would be left in place after the car moves and upgraded at a future date when more and better materials were available.

About 700 feet of track was built by the end of April and some of the cars at Ellis Road began the move south toward

(Continued)



the museum. This involved pulling them down the track with the Mack Bulldog truck one at a time. The Santa Fe baggage-lounge car 1300 mentioned at the beginning of the year and this article had apparently arrived in Perris, as it was left at Ellis Road for the time being. Another 200 feet of track was added in May and three more cars moved south.

Work continued on the interior of the new bookstore-station building and the restroom building. The women's restroom was operational, but the men's side still had work to be completed. Ron Ruffulo was working mostly single-handedly on this project.

Track work also continued on the northwest corner of the Loop. By June the curve had been elevated to its correct height and the earth around it had been graded to enable walking and eventual paving. 1968 was the seventh year of the Ramona-by-Rail excursions organized by the museum. Excursions manager Ed Von Nordeck reported in June that the 1968 edition of this event was again successful but financially less profitable. The Santa Fe imposed higher minimums and newspaper advertising rates were higher. A total of 1,500 passengers were carried on three trains, one each over three successive weekends with a 15-car consist.

Ed foresaw the beginning of the end of passenger service in Southern California. (This was three years before the advent of Amtrak in 1971.) The chair cars used for the

1968 excursions were removed from service by Santa Fe immediately following their excursion use and moved to storage. Like the SP before it, Santa Fe would no longer maintain any spare passenger equipment or crews in Los Angeles. In the future, excursions would have to pay for dead-heading spare equipment from Kansas or Illinois and all dining car crews worked out of Chicago.

Regular round-trip excursions from Los Angeles to Bakersfield using the museum's 599 observation car were also facing the ax. The SP had requested to discontinue the San Joaquin Daylight service that linked Los Angeles and Bakersfield.

On June 29 the completely overhauled Cummins Diesel-electric generator was returned to the museum from Long Beach City College. It was reinstalled in its cinder block building the following day. It would be reconnected to the power system—but—not used to run streetcars. It was to be used only for the temporary movement of cars in the yard. All attention and effort was to be focused on the completion of the rotary converter substation, which had progressed significantly during the six-month absence of the Diesel generator.

The first half of 1968 saw many projects advance to near completion. We will follow the progression into the last half of the year in our next chapter.



COLLECTIONS REPORT

ROD FISHBURN, COLLECTIONS MANAGER

December 1st, 2023 - Events occurring since last report

LARY 1201

The Eclipse Fenders need to be repaired - we have all of the parts on hand and new parts are readily available.

LARY 3001

The B1 and B2 contactor operating coils were rewound, the contactors repaired and installed. The secondary contacts on the braking controller that actually operates the B1 and B2 contractors were found to be badly worn. They were filed clean then reinstalled. The car was tested with mixed results. After several trips around the loop, it felt like it was operating correctly. John Cunningham operated the car for additional trips and reported gradual degradation in car performance. The 3001 was returned to the carhouse. Unfortunately, we have other pressing projects so we will back off on the 3001 for the near future.

PE 314

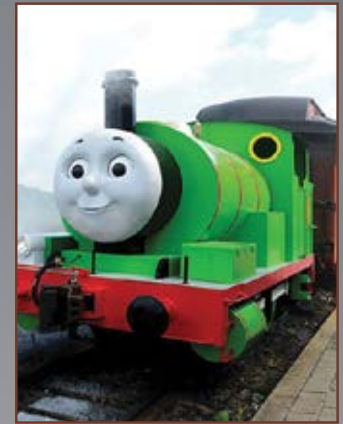
Work has begun! David Ley began with removing the pedestals for the seat frames on the North side of the car but only in the main compartment. Some of the bolts have been there since 1949 and are somewhat rusted. He did notice that the seat frames are shimmed, so that the seat can be rotated. He then reinstalled the nuts from the seat frame mounting to keep the shims in the right place.

David Ley then consulted with George Chapman and Bill Face, and determined that to replace the flooring in the car, they will have to unbolt the seat pedestals from the floor. The kicker is that the bolts go through the floor with nuts only accessible from under the car. Of course, all of the mechanical equipment obstructs access. The tentative plan is to obtain all necessary tooling and move the car over a pit and then do a full-scale bolt removal effort. Wish us luck!

The next steps were to lubricate the bolts that anchor the seat posts. Those bolts go through the floor and are under the 314. That proved to be an all-day job. David Ley did get to all of the nuts on the south side, but only half of the north side. The builder of the car has cut holes in the frame above the trucks to access the nuts for the seats above the trucks. They must be reachable but there is not much room to even see the nuts. This is proving to be a more complicated restoration!



PE 717
batteries assembled



Percy on
Saturday 11-04-2023

PE 717

Bill Face assisted by George Chapman completed making new Edison Cell battery boxes. We have all of the material to refurbish the battery cells.

The batteries have been tested, cleaned and mounted in the new battery boxes. Very shortly we will finish the refurbishment and have them ready for installation in 717.

SDERy 508

The 508 is now in Carhouse 2 over the pit awaiting repairs after swapping places with PE 1299 and inserting PE 1624 in the middle. This is the next project to complete. We used H&N 1 to pull the 508 just outside the door of Carhouse 2. We then used the green forklift with the personnel platform to raise Ryan Keck up to the trolley base. He replaced the old spring tension bolt that was too long with a slightly shorter one and wound the springs up to operating tension. The 508 was then pushed back into Carhouse 2 over the pit. Terry Dawson has been collecting assorted door and body parts to finish the restoration.

If you are interested in getting involved in any of the electric restoration projects

Please contact:
Rod Fishburn, Collections Manager

All emails can be sent to
sarah@socalrailway.org
subject: ATTN Rod Fishburn

- Diesel Division

RESTORATION COMPLETE

FAIRBANKS MORSE 560

DAVE ALTHAUS

DIESEL SERVICES VOLUNTEER & PROJECT LEAD FOR THE SF 560 FM



The restoration of Santa Fe Fairbanks Morse SF560 Model H12-44 “Shoebbox” is finished. The paint scheme was selected to duplicate the 1957 “as delivered” configuration with white diagonal stripes and silver graphics and horizontal lines. The end result turned out to be spectacular.

The locomotive has been operated a number of times now and everything works as it should. Obviously this quality of a restoration required significant funding and during the past three years donors covered all of the expenses. A debt of gratitude is owed to all that gave their time and support.

The locomotive is now 66 years old. It spent its first 17 years in Argentine Kansas working for Santa Fe as a switch engine performing switching duties. Santa Fe retired it 1974 and sold it to a scrap metal dealer near El Paso Texas. It spent the next 17 years working in the scrap yard with little or no maintenance. OERM acquired it from the scrap yard and shipped it on a heavy duty flat car to Perris in January of 1990. When it arrived, an attempt was made to make the locomotive operational but the problems were severe enough that we could not attempt to repair it with the facilities and budgets we had at that time. As a result the locomotive was stored at the museum for the next 20 years. Then



in early 2020, the possibility of restoring the locomotive was researched and it appeared to be possible. Shortly after that, donations started coming in for the restoration and we spent the next 3 years repairing and refurbishing the locomotive inside and out. Now, it is operational and can be used at the museum for special occasions.

TIME TO TAMP DOWN DONOR ROLL

THE TAMPER FUNDRAISER & DONOR APPRECIATION - 143 MEMBER DONORS / 33 NON-MEMBER DONORS

TAMPER TITAN (\$4,195+)

AL ROSEVEAR MICHAEL COLBY CHARLES PAINTER II DAVID ROHY LOREN MARTENS
MR & MRS SCHARPF DONALD DESFOR

BALLAST MASTER (\$2,500 - \$4,194)

DAVID ROLFE ROD FISHBURN

BALLAST GUARDIAN (\$1,250 - \$2,499)

MICHAEL SCHMIT MARK WANG

MAINTENANCE CREW (\$1,000 - \$1,249)

CHARLES TOBIN ROBERT MORSE ROGER HILL ANDREW HODER DONALD SMITH STEVE SCHIFFMAN
ROGER KULESZA KEITH MERCER PAUL MUEHLEBACH PHIL PFEILER HARRY PEAT GARY COCHRANE
ROBERT DAVIS JEANNE BANKSON JIM LAUFFER JACQUELINE ADKINS MARK JENNINGS DAVID LEY
SOUTHERN CALIFORNIA CHAPTER OF THE AMERICAN TRUCK HISTORICAL SOCIETY

TAMP TEAM (\$208 - \$499)

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HENRY SELBY-HELE JOE HILLBERG WILLIAM BAIRD FREDERICK BRANDT DOUGLAS ALBRIGHT
MICHAEL MCGINLEY DAVID COSCIA WAYNE BARNHART STEVEN GRIFFIS ALEX LEWIS RON MACK
DONALD CASH TIMOTHY SALES WILLIAM MYERS KENNETH STERLING RYAN GALLAHER
GARY FRUEHOLZ RICHARD WHEELER PHILL JONES RONALD BEACH JENNIPHER HARRIS
EDITH BARBOUR ROBERT UNIACK GARY MORSE MIKE JANUSEK DAVID COURTNEY

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IDA MAE MINNICH
DANIEL EVANS
MICHAEL WISSLER
CRAIG BOWERMAN
ALLEN MATTER
E.P. HAMILTON III
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DONALD ATKINSON
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C WILLIAM STAMM
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MEL SAHYUN
DANIEL LAMANTAIN-LEATHERMAN

JOHN VALLANCE
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FIRE & EMERGENCY SERVICES



SCRM Fire & Emergency Services Unit - Thomas 2023
(L-R): Jeff Hannold, Emerson Marquez, Chris Baldwin, Robert Marquez and Andy Spada with Engine 427 and Crew Car 608.

SCRM FIRE & EMERGENCY SERVICES - PROTECTING RAIL HISTORY

Things continue to go well for the museum's Fire & Emergency Services Unit. Thomas brought us the usual excitement, albeit quite a few less calls for service than last year. The biggest incident during the event was a small brush fire along the right of way, which was quickly extinguished and "mopped up" by SCRM Fire & Emergency Services, well ahead of our municipal responders arriving on scene. That's the idea – a job done quickly – and properly – by qualified personnel, all in-house.

WE'D LIKE TO WELCOME JON SCHAEFER TO THE UNIT!

Jon was recruited by Robert Marquez, one of our existing members and SCRM F/ESU Firefighters. Like our Fire Marshal, Andy Spada, and Firefighter II Robert Marquez, Jon is a career firefighter:

"My name is Jon Schaefer. I'm a recently retired Captain from San Bernardino County Fire Department. I joined the department in 1989 and became a Paramedic in 1991, maintaining my license throughout my career.

I'm looking forward to joining the team here at the museum, and being a part of the growing Fire/ESU department."

WE ARE THRILLED TO HAVE JON ON BOARD!

The Planning Committee continues to work with the F/ESU to move forward with development of a fire station to house

our emergency equipment. We are hopeful that we will be able to secure grant funding for such a facility due to the nature of our non-profit, educational organization status, as well as the fact it is a public safety matter. Such a fire station would receive treatments to the exterior to make it "period correct", and blend in with the motif of the museum.

Keep in mind that at this point, F/ESU is entirely self-funded and receives (and requests) very little funding from the museum. Museum support is primarily through fuel for the vehicles and fire pumps. Through donation requests, networking and our own pockets, we have managed to keep things operating smoothly. Some of our younger members have joined in with their expertise in vehicle and small engine maintenance to help keep the vehicles and fire pumps in good working order, and it makes a tremendous difference.

Kameron and Kallel Mills have been invaluable to F/ESU, and Nick Beggs has begun caring for the small engines that drive the fire pumps on the vehicles, this too has a tremendous impact on availability and reliability of the equipment. F/ESU truly thanks everyone that lends a hand, your contributions to and participation in our efforts does not go unnoticed. These folks may not respond to emergencies, but their efforts make sure that those of us that do are able to do our work with our equipment in the best shape possible.

Thanks to Robert Randleman for manning the dispatch console for Thomas – being able to use our 800MHz fire channel without being patched into the VHF "events channel" was a real plus. It cut down drastically on radio traffic both for the ESU and for the event support crews. Working the kinks out of our communications protocols and incident dispatching is an ongoing process, there's more work to be done, but as a team, we're getting there.

Special thanks to Andy Spada, museum Fire Marshal who facilitated the donation of his wife's Club Car golf cart to the F/ESU. This new unit will allow us to have much greater mobility at large events, and be able to more quickly and safely maneuver through the crowds. It proved its worth at Thomas! F/ESU paid for a new set of batteries out of its own coffers.

On that note, thanks to Robert Marquez for facilitating procurement of the batteries at a discounted price. Robert also facilitated procurement of a fresh set of heavy-duty batteries for our Engine 427 with a 7.3L International IDI engine, so two large batteries are required to start the motor, fire pump motor, and power all of the equipment on the engine. Engine 141 has a 7.8L Ford 460 gasoline engine, and it too requires two batteries for starting both its motor and the fire pump motor, and powering all of the emergency equipment.

You may have noticed that our fire engines are always “plugged in” to electricity provided by Car House one. This powers the stand-by battery chargers on the engines so that they are always ready to respond, and don’t have dead batteries when they are needed. This is invaluable to our efforts. Between our two fire engines, we are able to deliver 650 gallons of water to any location on the property within 3 minutes at a high rate of flow. For those that are familiar with fire apparatus, Engine 427 is a Type 5 engine, Engine 141 is a Type 6 engine.

Engine 427 participated in the 33rd Annual Perris Christmas Parade on December 9th, representing the museum for the second year in a row at the parade. It would be nice if as years go on, others got interested in representing the museum in the Christmas Parade, perhaps with a rail-themed float, but for now, the Fire & Emergency Services Unit is doing our part to help with museum publicity where we’re able. We recently received a call during Thomas about an unknown person taking photos along the right-of-way, inside of the museum. When we contacted this person, they became quite defensive about our inquiry as to what they were doing, insisting they were just taking photos and not harming anything. When inquiring if they were a member, the person was able to produce a current membership card, and that immediately sent us on our way, as the member was authorized to be where they were, as a member.

On that note, please keep in mind that, especially during events, it is important to have your museum membership on your person or in your vehicle when on museum property, especially for newer members who are just getting started. We see countless people at the museum all the time, some of which are in non-public areas that we just don’t recognize. Any member can ask someone they feel might be out of place if they need help, or if they are a member, etc. If you don’t feel comfortable doing so, report the situation to the F/ESU and we will gladly go check it out. As such, it’s always good to be able to show your current membership card when asked. Safety is part of everyone’s responsibility, so if you are questioned as to who you are or why you are in a certain place, please – don’t take it personally – we’re watching out for you just as much as the museum and each other.

We look forward to continuing to recruit retired or working public safety (fire/rescue/law enforcement) personnel for F/ESU. At this point we are up to a staff of five, all of which are qualified to respond to emergencies and operate the equipment. If you have prior experience and are interested in talking with us about getting involved, please drop an e-mail to cbaldwin@socalrailway.org.



SCRM Fire & Emergency Services Unit Engine 427 dons her Christmas apparel just before the 33rd Annual Perris Christmas Parade, December 9, 2023 (Photos: Chris Baldwin)

**AS ALWAYS - STAY SAFE, STAY HYDRATED, STAY VIGILANT.
AND IF YOU SEE SOMETHING - SAY SOMETHING.**

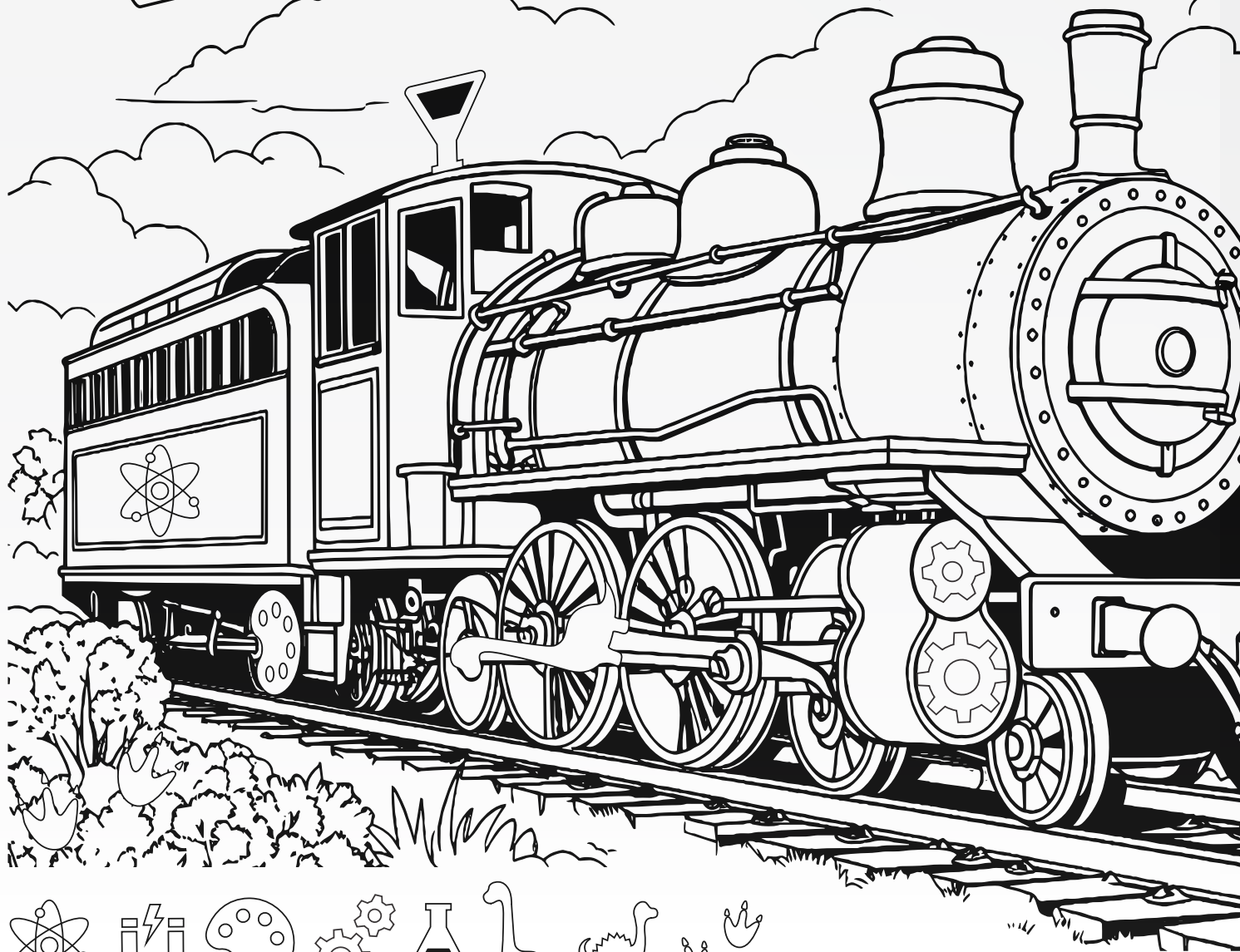
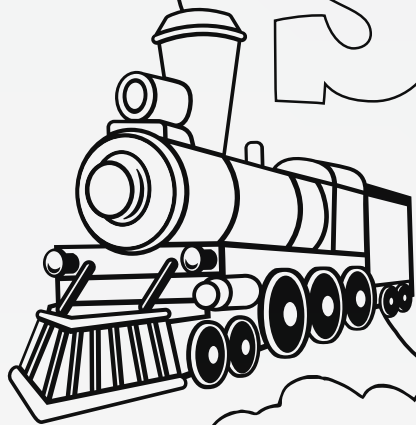
RAIL: RESPONSIBILITY-ACCOUNTABILITY-INTEGRITY-LIABILITY

Chris Baldwin (9513L)

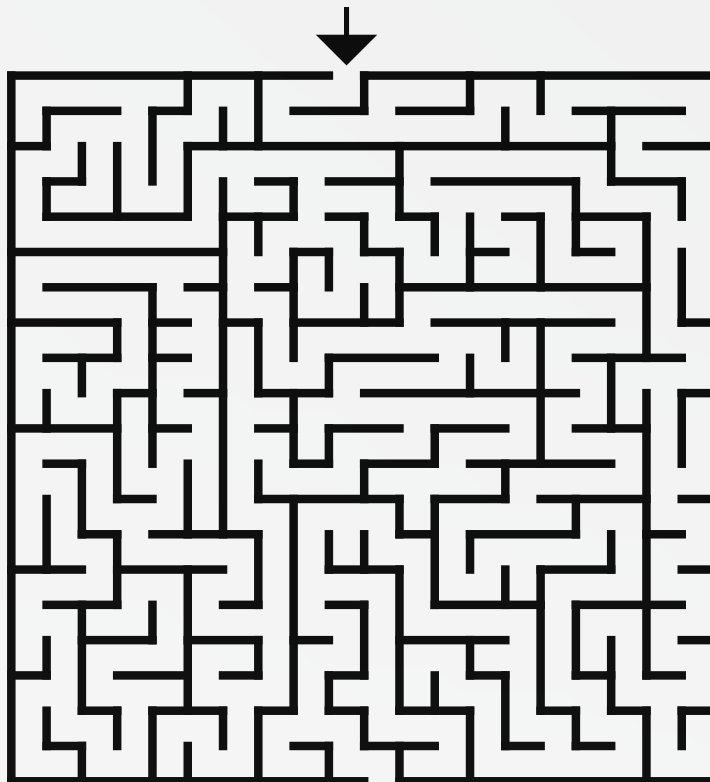
Emergency Responder II

The F/ESU Mantra: RAIL: Responsibility-Accountability-Integrity-Liability

S.T.E.A. FEST EXPRESS



M.
ESS



EXIT

Train Word Search

W A T H G I L D A E H G O T N
 W W A I F R E I G H T Y R S A
 N H D G T R A N M W A A Y S R
 W E I H L A C I R T C E L E A
 R R E S T H E N P K R E G V I
 E C E P T U R G S S O N R I L
 T O T E H L E C M R E G A T C
 R I L E N L E A W S A I Y O A
 E T H D A I E R S L E N Y M R
 T W E O R T G A E E R E A O I
 U L C E S D P N R S O S A C D
 M O N O R A I L E E S F O O R
 M H O S R A C G N I P E E L S
 O R S E P U L L E D D C A R T
 C A B O O S E S Y A W L I A R

CABOOSE	DIESEL	ENGINEER	TRACKS
HIGH-SPEED	PASSENGER	SLEEPING	HEADLIGHT
COAL	DINING CAR	CARS	WHISTLE
LOCOMOTIVE	RAILCAR	ENGINES	
COMMUTER	ELECTRICAL	STEAM	
MONORAIL	RAILWAY	FREIGHT	



FROM THE ARCHIVES

BY TERRY SALMANS

ASST. MANAGER SCRM ARCHIVES

Around the SCRM Archives my usual work involves scanning and cataloging our large collections of maps and blueprint drawings. I make it a point though to regularly take some time off of the drawings to look through our sizable collections of railroad photographs that haven't been scanned yet. If I find something unusual or rare I'll see if we can get it scanned right away. Over the years the Southern California Railway Museum Archives has been fortunate to preserve a large collection of historical railroad photographs.

Recently I found an unmarked photo of what looked to be an early view of Euclid Ave. at the Southern Pacific RR crossing in the City of Ontario. A closer look at the photo revealed an elevated view looking down at a little train curving southerly onto the center strip of Euclid Ave. The train consisted only of a tiny double ended 2-4-2 tank locomotive coupled to a wooden coach with Chino Valley RR spelled out across its letter board. I had previously only seen the Chino Valley RR noted as an abandoned right of way on a few of our Southern Pacific map drawings of Chino.





In 1885 the Santa Fe Railroad completed its main line from Chicago through Pasadena into Los Angeles. This new competing railroad line triggered a tit for tat rate war with the Southern Pacific RR that drove down the price of passenger tickets to a point that made a vacation in California affordable for many. The resulting throngs of tourists that traveled to Southern California sparked a surge in real estate sales and the founding of many new town sites. This land boom that peaked in 1887 necessitated the need for new railroad lines to connect the freshly established towns with points along the main line railroads.

One such boom town was the fledgling farming village of Chino. Chino was established and subdivided in 1877 from the land of Richard Gird. Gird worked to promote and develop his town and was recognized for assisting the Oxnard brothers into building a sugar beet factory in Chino to process the local crop. The soil at Chino was ideal for farming Sugar Beets.

Gird realized that Chino needed a railroad to connect with the City of Ontario. Financed with his own money Gird ordered a double ended 2-4-2T locomotive with a 3'6" track gauge from Porter in 1887 and a 48 seat passenger coach. The little locomotive was unnumbered but was given the name "Chino". Gird obtained a franchise from the City of Ontario to run south in the median of Euclid Ave for two miles. At that point the narrow gauge railroad headed due west for the remaining 7 miles to the town of Chino. From Chino an extension was built southwest to a point named Harrington. The little railroad was completed in March 1888.

The Chino Valley RR appears to have been constructed mainly for passenger service with 30 minutes required to make the trip between Ontario and Chino. For the convenience of passengers, service was scheduled to connect with Southern Pacific passenger trains at Ontario. Railroad operation was casual as the train would stop anywhere on the line to board or alight passengers. Later Gird purchased an open passenger car with side boards for the occasional summer crowd and a few flat cars to carry freight.

After operating the Chino Valley RR for seven years Richard Gird sold the railroad in 1895. The new owners standard gauged the line and the cars. Two locomotives were leased from Southern Pacific RR. In 1896 Southern Pacific constructed a competing standard gauge line from Ontario to Chino to better serve the sugar beet factory. Even with standard gauging the Chino Valley RR couldn't compete with Southern Pacific. The Chino Valley Railroad was abandoned and taken up in 1901.

Following the abandonment Southern Pacific utilized the former Chino Valley right of way, moving a portion of its Ontario - Chino Branch over to the 2 mile long median strip of Euclid Ave.

The Southern California Railway Museum Archives is proud to preserve this rare photograph as only a very few pictures of the Chino Valley RR are known to exist.



- Volunteer

VOLUNTEER

at SoCal Railway Museum

Events

Are you interested in becoming a volunteer? Our Spring Event line-up is just around the corner! Reach out to Sarah at sarah@socalrailway.org to start the onboarding process.

Technology

Volunteer Steve Oualline is looking for people with experience in OpenBVE train simulators to assist in connecting the railroad simulator in Carbn 7 with a computer, creating an interactive locomotive simulator for visitors. If interested contact Steve Oualline oualline@gmail.com for more information.

Restoration

Volunteer Steve Oualline is also looking for people to help with the restoration of a speeder to use as a photo opportunity for visitors. This will be a cosmetic only restoration. Volunteer work will be taking place most Saturdays. Contact Steve Oualline oualline@gmail.com for more information.



VISITOR EXPERIENCE HOW'D WE DO?

A Fall Event Review

The 2023 Fall Event season has come to a successful close. We started strong with the Fall Swap Meet on September 11th, attracting 34% more attendees and maintaining a diverse array of vendors with unique railroad collectibles. This event remains a cherished staple, offering exclusive opportunities for rare finds.

Perris Appreciation Day took place on September 16th, and this year we worked in collaboration with the Perris Valley Chamber of Commerce (PVCC). This event celebrates our local community by offering free train and trolley rides. The partnership with PVCC helped expand our outreach, featuring local businesses, honoring students with Excellence Awards, and overall elevating this event. We look forward to partnering with PVCC for future events.

In October we had two whole facility rentals: 22nd annual Rods and Rails (October 7th), a car and motorcycle show hosted by the City of Perris; and La Raza Run (October 21st), a motorcycle show hosted by Tripp Productions. We welcome partnerships such as these because they not only bring a diversified stream of revenue to help support the Museum's operating costs, but they also bring in a new audience that otherwise would not have visited the Museum.

Day out with Thomas took place the first two weekends of November. This is the Museum's largest annual fundraiser - we welcomed 22,571 visitors, achieving our anticipated goals and receiving positive visitor feedback. This year did have lower volunteer assistance, making it difficult to adequately cover certain event areas. As our attendance hopefully continues to grow year over year for this event we need our volunteer presence to do the same. If you are looking for a way to support the Museum please consider volunteering for events, as they are a huge fundraising effort for the Museum. With that being said I do want to give a huge thank you to the volunteers who did come out to support this event - your efforts really helped make this event a success and provided our guests with a quality experience. Thank you all.

Looking ahead, the Museum is already gearing up for the Spring Event season, featuring Spring Swap Meet, S.T.E.A.M. Fest featuring Buddy the Dinosaur, BBQ Boots & Brew, and Behind the Scenes. The success of these events depends on the ongoing support of volunteers, making a significant impact on the Museum's fundraising efforts - so, if you are interested please sign up to be a volunteer! It's a lot of fun, and a great way to help support the Southern California Railway Museum.

CALENDAR DATES

UPCOMING EVENTS

Railroadiana Spring Swap Meet - & Pacific Electric Day	MARCH 2ND 2024	9am-2pm
Member Annual Meeting -	MARCH 2ND 2024	3:00pm
S.T.E.A.M. Fest Express - featuring Buddy from Dino Train	MARCH 16-17TH 2024	9am-5pm
Behind the Scenes -	APRIL 6-7TH 2024	9am-5pm
BBQ, Boots and Brew -	APRIL 13TH, 2023	9am-5pm
Antique Truck Show -	MAY 4TH 2024	9am-5pm
Hot August Nights -	AUGUST 17TH, 2024	3am-8pm
Railroadiana - Fall Swap Meet -	SEPTEMBER 14TH 2024	9am-5pm
Perris Appreciation Day -	SEPTEMBER 21ST 2024	9am-5pm
Mighty Machines -	SEPTEMBER 28TH, 2024	9am-5pm
Day out with Thomas -	NOV. 2, 3, 9-11TH 2024	9am-5pm
Polar Express -	SELECT DATES IN NOVEMBER - DECEMBER	11am-10pm



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.

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)

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 members-only Monthly Happenings email which provides updates on events and other activities
- 9) Receive members-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)

VOLUNTEER SPOTLIGHT

In this Gazette issue we want to highlight all of the **volunteers that helped** make Day out with Thomas 2023 such a huge success! Thank you all for your time and effort - we could not do this event without your help!



- | | | | |
|----------------------|----------------|------------------|---------------------|
| ERIC ABRAMS | JEREMY FEWKES | DONALD MADDY | |
| MARCO ALCAINO | ROD FISHBURN | ROBERT MARQUEZ | RITA RAWLINGS |
| TIM ALCOSER | RYAN GALLAHER | KATHLEEN MATLOCK | DEWAYNE ROBERTS |
| DAVE ALTHAUS | LAURA GARCIA | ANDY MCGREGOR | DONALD RUDY |
| DR. KIM ARMSTRONG | JOHN GARCIA | BRYAN MCKENZIE | SUSAN RUDY |
| JEANNE ATKINS | DANNY GILES | DONNELLY MICHAEL | DUSTIN SHOUP |
| JAMES ATKINS | POLLY GRIFFITH | CAMERON MILLS | KEN SCHWARTZ |
| CHRIS BALDWIN | CINDY GUALPA | THOMAS MUELLER | BRIAN SMITH |
| DR. CHARLOTTE BARNES | JOHN HASHA | SARAH MURRAY | ANDY SPADA |
| MERIK BARNES | EDITH HASHA | Q. NGUYEN | GARY STARRE |
| NICK BATTELO | EUGENE HAWKS | JOHNATHAN NGUYEN | CLAIRE STOVER |
| SAM BATELLO | G. HENDERSON | FRED NICAS | MICHAEL STUBBS |
| NICK BEGGS | T. HENDERSON | MARCIA NICAS | JOHN SWANSON |
| ROBERT BUSTER | BRYAN HERRERA | BRIAN NORDEN | VERNON TOPP |
| JAMES CARROLL | KEVIN HERRERA | JACOB OLVERA | KELLY WALTON-HARPER |
| JASON CHIPKIN | THOM HINDMAN | STEVE OUALLINE | DEE WARNER |
| JOANIE COLE | BOB KING | CHARLES PAINTER | BRYAN WATTS |
| JOHN COLE | JUDY KING | JUDIE PAINTER | ANDREW WELDY |
| DONALD CROW | LAURIE KNIGHT | DUY PHAM | MIKE WISSLER |
| JOHN CUNNINGHAM | GARY KNIGHT | SHAWN PHILLIPS | ROY WOJAHN |
| DON DESFOR | SHAVON KOONS | AL PRIDE | DOUG ZANITY |
| CARLTON EVANS | HARVEY LANER | MAUREEN PRIDE | HANG ZHOU |
| BILL FACE | JIM LAUFFER | ROBERT RANDLEMAN | CHERYL ZISKA |
| DANIEL FEWKES | J.R. LOWE | | |

*We apologize if any volunteers were unintentionally omitted. Volunteers are the heart of our organization and we appreciate all who serve.

BECOME A SPONSOR

THANK YOU TO OUR ANNUAL SPONSORS

Your support allows SCRМ 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.

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 (SCRМ) 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.

FOR INFORMATION ON BECOMING AN ANNUAL SPONSOR, PLEASE VISIT socalrailway.org/sponsor

Sponsorship Tiers

STATION MASTER \$25000

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
Dedicated podcast episode

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)

Full page advertisement in Gazette for one year

10x10 exhibitor space at Museum event's (excludes Polar Express)

1 day use of facility and equipment for promotional film or photoshoot

One day rental of Holstrom Park with lawn games and All Day Hop-On Hop-Off ride tickets for 250 people

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

100 weekend train and trolley ride tickets each month
10 family memberships

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

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

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

FACTS AND FIGURES



E-Correspondence

Monthly Member E-Newsletter Whistle Stop and Museum Subscriber General Correspondence

1.5K Members
48.2K Subscribers



Social Media

Southern California Railway Museum regularly posts content on our social media channels relating to event promotion, general updates, and fun facts.

Facebook: @southerncafehistoricalrailwaymuseum

52K Friends
Instagram: @socalrailwaymuseum
33.5K Followers
53.1 K



Visitorship

Southern California Railway Museum welcomes visitors throughout the year for regular train rides and exhibit tours and for special events.

Day out with Thomas 25K Visitors
Polar Express 35K Visitors
Dino Train 3K Visitors
BBQ, Boots & Brew 1K Visitors





GAZETTE

socalrailway.org - (951) 943 - 3020

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