

Fullerton Railway Plaza Assn. &
So. Calif. Scenic Railway Assn.
present the

Hot Rail!

newsletter



**The latest on efforts to build and maintain
a permanent railroad attraction in Fullerton, California**

Issue III, Number 2

Fall 2005

SCSRA CABOOSES COMING TO FULLERTON IN 2006

On July 13, the SCSRA and the City of Los Angeles came to a formal mediated agreement with regards to SCSRA's two cabooses currently residing at Travel Town. The City of LA has dropped all claim to the two cabooses, which were donated to SCSRA in 1989.

In return, SCSRA agreed to give the City of LA clear title to an American Rail Crane and flatcar which were donated to SCSRA by Boeing Company in 1999, and to pay the City \$5,000 to help move the crane to Travel Town (the crane has been stored on sidings in the LA area since its donation). The agreement further stipulates that SCSRA will move the cabooses out of Travel Town by July 13, 2006, and give the City of LA sixty days' notice once SCSRA is prepared to pick up the cars.

SCSRA members and supporters were overjoyed at the end of nearly five years of legal disputes with Travel Town and the City of LA regarding ownership of SCSRA's assets, and all look forward to bringing the two cars, one an Atchison, Topeka & Santa Fe cupola caboose, the other a Southern Pacific bay window caboose, to Anaheim/Fullerton for further restoration and display (see more photos and details on the cabooses on pages 6-7). The two cars will even-



SCSRA's AT&SF Caboose 999110 under Travel Town's Train Shed, December 2004. Photo by Mike Vitale

tually reside on the planned expanded display track at Fullerton Metrolink Station.

While the loss of the rail crane and flat car was not a welcome outcome of the protracted legal battle the SCSRA endured, the crane's outdated friction bearing wheels made the artifact difficult to move, as they are not allowed on the current rail system. It will cost between \$10,000 and \$20,000 for the rail crane to be trucked to Travel Town, thus the reason for the \$5,000 which the City demanded to accompany title of the crane. (Even without friction bearing wheels, the crane must be trucked to Travel Town, as it is land-locked with no rail access.)

Unfortunately, that sum comprised nearly the entire balance of SCSRA's treasury and had been held in reserve specifically to transport the cabooses once this dispute went to court and SCSRA's legal titles could be verified. On advice of SCSRA's attorney, however, association president Gordon Bachlund decided at the court-required mediation to settle the case instead of further pursuing a court award, as it was estimated that the cost of further litigation could run as high as \$10,000.

SCSRA will sell other assets and hold fundraising drives and events to cover the cars' transportation costs. If you wish to contribute money, time, or ideas toward this effort, fill out and send in the form on page 11.

However it is accomplished, soon after Fullerton Railroad Days 2006, if not before, SCSRA's two historic rail cars will be welcome residents of Orange County!

Holiday Party & Movie

Save this Date: Saturday, December 3

Diamond Jim

Come see this rare 1935 film about legendary millionaire "Diamond" Jim Brady

Two Showings, 6 and 8 p.m.
Fullerton Museum Center Auditorium

Date will be fully confirmed at the October 12 Dinner Meeting and at www.scrmf.org

TWO SHORT FILMS AT OCT 12 DINNER MEETING

By Stan Swanson, FRPA Dinner Coordinator

Our own FRPA movie masters, Gordon Bachlund and Jim Hoffmann, will screen two timely short films from Gordon's broad collection of railroad related movies at the upcoming Fall General Dinner Meeting, October 12th. The

Continued on page 2

first film, in deference to our educational mission, will be a 29-minute 16mm print titled *Ballad of the Iron Horse*, an Emmy-award-winning film originally produced as a 3M Corporation television special in 1970.

This pre-Amtrak documentary beautifully chronicles the history of railroading from its beginnings in the early 19th century, through the time prior to the takeover of the passenger system by Amtrak. The film uses scenes from the East Broad Top and Strasburg Rail Road tourist lines to replicate scenes of 19th century train travel. It is well made, educational and highly entertaining.

The second film, to provide some comic relief, will be a 20-minute 16mm print of a 1929 Hal Roach Studios "Our Gang" comedy titled *Railroadin'*. In this classic "two-reeler," one of the gang tries to impress his friends by taking them aboard a locomotive in a railroad yard. A lunatic hobo enters the cab and opens the throttle before hopping off, leaving the kids to their fate. Eventually, they leave the rail yard and careen out of control through city and country. The film provides interesting glimpses of 1929 Los Angeles. It's also one of the first "Our Gang" comedies to use sound (remember sound-on-film was invented about this time so it was quite a novelty).

We are again expecting a large attendance of over 100 and hope to see you there. Plan now to attend and bring your friends and acquaintances interested in railroading and railroad history. You will hear about Fullerton Railroad Days 2006 and various activities of our association. That's Wednesday, October 12, at the China Buffet, 104 West Orangethorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and gratuity. See you there!

PUBLIC MEETINGS HELD ON TRANSPORTATION CENTER

By Dick Hopping, FRPA Executive Vice President

The City of Fullerton and its Redevelopment Agency hired a consultant/facilitator to conduct a series of four public meetings inviting members of the community to share their vision, identify opportunities, and recommend land use and urban design possibilities for the development of the Transportation Center and Downtown Fullerton. The four Visioning meetings which concluded on August 23 had a good turnout at all four meetings including members of the City Council, city manager, and the Redevelopment staff. FRPA also had a good turnout from its membership who participated enthusiastically and fully in the discussions and breakout groups at each of the meetings.

The staff and the consultant are currently in the process of preparing a draft report to go before the City Council/Agency with the outcomes and recommendations that emanated from the public meetings. A Request for Qualifications (RFQ) proposal is also being prepared for the development of the Transportation Center area.

The FRPA eagerly awaits the arrival and review of the draft report and the draft of the RFQ. The Executive Director of the Fullerton Redevelopment Agency will be the speaker at the FRPA January General Meeting.

We would like to thank those members of FRPA who attended one or more of the public meetings: Robert Root,

Fullerton Railway Plaza Association

Our Vision Is

To create a large community-supported premier interactive railroad attraction that would include a Santa Fe heritage railroad museum and restoration facility for the purpose of bringing together businesses, government and the community to preserve our national rail heritage and provide an educational experience for our youth in a meaningful, exciting, and fulfilling manner.

Our Mission Is

To educate our youth and provide all people an historical insight into the numerous contributions the railroads have made to the creation and economic development of the City of Fullerton, the County of Orange, and Southern California from the 19th century to the present and into the future.

Jane Watkins, Richard Hopping, Norma Goble, George Barlow, Peter Godfrey, Harold Benash, Dennis White, Stan Swanson, Mark Carnigham, Fred Canfield, Claudia Canfield, Don Lawver, Steve Grande, Ray Burns, Bill Lewis, and Barry Howard (consultant).

FRPA MEMBERSHIP HITS NEW HIGH WITH 249 MEMBERS

By Norma R. Goble, Membership Chair

As of this publishing date, FRPA has 249 paid members for 2005 as compared to 227 for the Year 2004. Four people have renewed their membership from 2003.

Please be aware that any *new* member joining FRPA after October 1 will receive a membership through December 31, 2006. That should be an incentive for you to recruit new members.

You will be receiving a renewal notice for 2006 in November. Please consider renewing as quickly as possible so that additional notices will not have to be mailed.

Thank you for continuing to hand out membership applications.

TOURS AND CHARTERS SPONSORSHIP ENDED

By Dick Hopping, FRPA Executive Vice President

The FRPA Board of Directors at its September 12 meeting took final action to discontinue its direct sponsorship of rail tours. Accordingly the Board has closed the bank account, disbanded the FRPA Tours and Charters Committee and concluded its former relationship with Archer Travel Services.

FRPA has been informed that Archer Travel Services/Gary Herod have circulated materials announcing their future intentions to offer a series of railroad tours. Please note that FRPA is not in any way connected with their proposed activities.

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HISTORICAL & MODELING COMMITTEE FALL REPORT

By Dennis White, H&MC Secretary and Editor

The third quarter of 2005 found the Historical and Modeling Committee enjoying a reduced schedule after a hard winter and spring displaying our FRPA photo boards and layout at numerous venues, and working various projects aimed at promoting a museum in Fullerton. As they say, all work and no play makes railroading seem like a lot of work!

We put our projects on the back burner in July while we enjoyed our third annual Dinner at the Depot. More information on the dinner including photos is found on page 8.

H&MC formed teams to photograph and measure some of the historical buildings around the Fullerton Transportation Center, after which detailed plans will be drawn and eventually used to create scale models of these structures. While this is work, it is most rewarding and interesting work.

Summer is for fun. At any given time, several members were not available due to family vacations, so those of us left in town took the time to enjoy some railfanning. Several times a month, committee members would meet for a long lunch at the depot, watching trains and enjoying fellowship with fellow train watchers.



FRPA fellowship. Photos above and top right by Dennis White

On September 5, a group of rail enthusiasts, including committee members Jeff Schulze, Jack Barich and Dennis White, decided that riding Metrolink from Fullerton to Riverside and back might be fun, so after finishing our lunch, we purchased round trip tickets at the ticket machines behind the pedestrian bridge. Departing on the 1:10 p.m. eastbound Metrolink train #704, we had the upper level of the rear car to ourselves. It was great to head out through Santa Ana Canyon, passing several westbound BNSF freights along the way. After discovering that photography out of a sealed Metrolink window is not an ideal situation, we decided to put down our cameras and just sit back, relax and enjoy the ride and take in the sights as they went by.

We watched our engine go around Santa Ana Canyon's horseshoe curve, saw the several well cars derailed along the right-of-way from a switching mishap the previous week, looked at Prado Dam up close and personal, and watched folks get on and off the train at the several stops along the way.

When the train arrived in Riverside, we just stayed aboard, departing westbound as #705 about 15 minutes later. We made the acquaintance of our conductor, Jason Adams, who told us how he used to be an engineer with AT&SF, then went to work for Amtrak as a conductor be-



cause his seniority was too low to run the train. He discovered he liked dealing with the public and stayed as a conductor with the "broken arrow" eventually working Metrolink for Amtrak. When Amtrak lost the Metrolink contract to Conex last spring, Jason left Amtrak and joined the "Big C." He enjoys his job and took great delight in announcing the Fullerton Stop as "FOAMERTON." He told us that most SoCal railroad crews call Fullerton "FOAMERTON" because so many rail enthusiasts can be seen at the station at any time day or night. (For those who don't know, rail fans are often called "foamers" by professional railroaders because they supposedly foam at the mouth when they see a train. Also see page 5 for a list of the top five railfan spots.)

Now that fall is here, we are planning several projects and scheduling train shows and other events to promote FRPA.

The Historical & Modeling Committee is always looking for members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with people who share these interests, we invite you to become a part of our growing committee. It's a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 p.m. Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

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SMITH AND ENGELAGE HONORED AT SCSRA ANNUAL DINNER 2005

Nearly 20 SCSRA associates broke bread soaked with garlic at SCSRA's 2005 Annual Dinner on Saturday, June 18, held at the Stinking Rose in Beverly Hills, a renowned garlic restaurant. This uniquely decorated restaurant had delicious food albeit garlicky, and won the prize for most unusual Annual Dinner location. After the festivities, everyone got a gander at the Dracula Room and most made sure to take a pit stop at the weirdly tricked-out restrooms.

This year's Ridenour Award was a dual honor, going to two deserving individuals:

Greg Smith, our corporate secretary, was one of the founding associates of SCSRA back in 1982 and a board member for nearly all of those years. We would now know what to do without his great sense of humor and loyal note-taking at each board meeting. Greg can always be counted on to participate, whether work or play, in association activities. It was high time to recognize his loyalty and steadfast contributions.



Greg Smith and his brother Marty. Photo by Elliot Alper

George Engelage has been a member of SCSRA since the 1980s and a board member since 2001. George was instrumental in the donation of the two cabooses in 1989 and has always been a loyal friend of the organization, offering good counsel, help, and advice with equipment moves and executions. His knowledge of and contacts in the railroad community have been indispensable to SCSRA (and FRPA), and we wished to acknowledge his long support with this honor. His daughter's softball championship conflicted with the dinner and he could not be present to receive his award, but we made sure he got it later at a board meeting.



After the awards were presented, it was time for the door prizes. Thanks to Sue Kientz (and her relentless flea market prize shopping), **Bob Bennett** and family, **Pentrex**, and **Shiloh Sales** for donating such wonderful and interesting rail-themed prizes.

Door Prize	Donated by	Winner
DVD: <i>Santa Fe's Cajon Subdivision</i>	Shiloh Sales	Jeff Barrow
Book: <i>B&O Transportation Museum Booklet</i>	Sue Kientz	Sharon Price
DVD: <i>Bite the Bullet</i>	Bob Bennett and family	Marty Smith
Book: <i>So. Pacific Fireman's Agreement (1929)</i>	Sue Kientz	Dan Price
DVD: <i>Santa Fe into L.A.</i>	Pentrex	Bob Bennett
Photo: Reading RR Steam Loco No. 2112	Sue Kientz	Elliot Alper
Booklet: <i>American Freedom Train</i>	Sue Kientz	Greg Smith
DVD: <i>Southern California Rails</i>	Pentrex	Kimberly Bennett
Mug and Pin	Bob Bennett and family	Gordon Bachlund
RR Ad: <i>Elgin Watches/Rio Grande Ski Train</i>	Sue Kientz	Darlene Slossar
DVD: <i>Durango and Silverton Narrow Gauge RR</i>	Shiloh Sales	Carol Bennett
History & Invention: <i>Pacific Electric RR</i> and contraption ("You do something and it flies") Bonus prize: <i>Train Orders (1912)</i>	Charles Forsher and Sue Kientz	Ron Baalke
DVD: <i>Cumbres and Toltec Narrow Gauge RR</i>	Shiloh Sales	Sue Kientz
Book: <i>A Loco Engineer's Album</i> (surprise insert: Travel Town '79 article)	Sue Kientz	Jerry Price
Artifact: Pacific Electric Tie Plate in Forsher-created Pizza Box Bonus prize: <i>Dining Car Menu (1934)</i>	Charles Forsher and Sue Kientz	Mike DiCerbo
DVD: <i>So. Pacific's Tehachapi Line</i>	Shiloh Sales	Elana Ofseyer
Book: <i>The World the Railways Made</i>	Sue Kientz	Charles Forsher

Before the festivities broke up for the evening, mistress of ceremonies Sue Kientz thanked everyone present for their continued support of SCSRA, and expressed the hope that the next year would finally see the cabooses safely delivered to Fullerton.

Ron Baalke, Sue Kientz, and Gordon Bachlund backed by a wall of hanging corks. No, we were not responsible for opening the associated bottles that belonged to those corks.... Photo by Elliot Alper

RAILFANNING

“FOAMER”TON IS THIRD MOST POPULAR SPOT WITH RAILFANS

By Dennis White, Historical & Modeling Committee

Fullerton California Depot has been named one of the five most popular railfanning spots in the U.S., according to America Online's railfanning message board. What better place to build a world-class railroad experience?

The top five railfan Hot Spots are:

1. Cajon Pass, California — BNSF and UP operate three mainline tracks up and down the 2.5 percent grades of Cajon Pass in a show worthy of P.T. Barnum. The two tracks of BNSF's Southern California Division, Cajon Subdivision and paralleled by UP's Mojave Subdivision have kept generations of railfans entertained. Tighter security since 9/11 and several drought years have limited the access to such off-road points as Sullivan's Curve, Summit and the tunnels at Alray, but there are still plenty of good train-watching spots along the paved public roads along old Hwy 66 from Keenbrook to Blue Cut and Cajon Siding. An overlook just west of Summit also provides hours of legal and exciting train watching.



Rail action at the Cajon Pass. Photo by Dennis White

2. Horseshoe Curve, Pennsylvania — Built by the Pennsylvania Railroad in 1854 to climb over the Allegheny Mountains, Horseshoe Curve near Altoona, Pennsylvania, has long been a Mecca for railfans. Its three main tracks climb westbound, cresting the summit in tunnels at Gallitzin, Pennsylvania. Sixty Norfolk Southern freight trains and four Amtrak passenger trains parade past the park at the apex of the curve every 24 hours. A nice railroad museum is located within the Horseshoe Curve Park.

3. Fullerton Depot, Fullerton, California — The BNSF Southern California Division, San Bernardino Subdivision through Fullerton handles all BNSF freight between Los Angeles, (including the twin ports of Los Angeles and Long Beach) and points east, plus trains to San Diego. Where else can you sit at a sidewalk café enjoying a light meal while watching trains roar by less than 30 feet away?



Foamerton, er, Fullerton Depot. Photo by Dennis White



The Tehachapi Loop. Photo by Dennis White

4. Tehachapi Loop, California — Union Pacific's Mojave Subdivision between Bakersfield and Mojave provides lots of mountain railroading with both Union Pacific and (via trackage rights) Burlington Northern Santa Fe. With twelve tunnels, the famous Walong Loop, just about any time of day provides good railroading action. If you like lots of units, helpers and spectacular vistas, this is the place to go.



FRPA railfans at Tehachapi. Photo by Mark McKerny

5. Aurora Racetrack, Aurora (Chicago), Illinois — The old Chicago Burlington and Quincy (Burlington Route) three track main leading out of Chicago west through Downer's Grove, Naperville, and on to Aurora, Illinois, offers a mix of mainline BNSF freights mixed with Metra push-pull commuter traffic. The freights and passenger limiteds race down the middle track while the locals whiz by on the outside tracks. It doesn't take much of an imagination to guess why this 70 mph rail is called "The Race Track." My favorite place to watch the daily parade of rail traffic is the restored brick depot on Main Street in Downer's Grove. Buy an ice cream cone at Every Day's a Sundae, sit on the platform, and enjoy two of life's greatest pleasures — fast trains and the best home-made ice cream in the Midwest.



I find it interesting that the majority of AOL message board participants are "Easties," making it even more surprising that three of the five top railfanning spots are in Southern California.

MEET THE SCSRA CABEESE!



AT&SF Railway Caboose 999110 is believed to have been originally numbered AT&SF 1860, part of the series 1650 to 1874, which totalled 225 cabooses, and was built by the American Car and Foundry Company in 1928. During its operating life it was upgraded and/or modified several times, with the addition of generators and lights, radios, toilets and improved trucks. The last major upgrade was accomplished at the West Wichita, Kansas, shops (now closed) in 1966, resulting in a configuration called "Class CE-1" which was utilized in mainline and local service system wide. In this final configuration, the caboose is equipped with three pairs of facing bench seats which can be converted into bunks, a conductor's seat and desk and two cupola seats, as well as a heating stove, a 12V DC refrigerator, a Microphor toilet with on-board sewage treatment system, and FRA safety glazing. The caboose's dimensions and weights are:

- Length over pulling faces of couplers 42' 1"
- Length over platform end sills 35' 3"
- Length over body end sills 26' 3"
- Width over side plates 9' 7"
- Height, top of rail to top of smokejack 15' 6"
- Weight of body 44,340 lbs.
- Weight of trucks 15,560 lbs.
- Total Weight 59,900 lbs.

The trucks are Barber-Bettendorf swing bolster type with leaf springs and have 33" wheels with roller bearings. The B-end truck is equipped with a 12V DC alternator which charges the 12V battery, providing power for the lights, radio and refrigerator. The heating stove is oil fired.

The caboose was donated to the SCSRA by Pacific Rail Industries of Colton, California, and dedicated at Travel Town on October 12, 1989.

As maintained by the SCSRA, all on-board utilities are operational including the sewage treatment system which discharges only treated, chlorinated water on the ground in accordance with EPA requirements. However, since SCSRA has not had access to either caboose since 2002, their current operational condition is unknown.

Top, AT&SF 999110 poses with Jeff Barrow to show scale. Photos on this page and lower photo on next page by Sue Kientz





SP Caboose 4049 was originally numbered SP 1403, part of the series SP 1400 to SP 1599, which totalled 200 cabooses, and was built by the Pacific Car and Foundry Company of Renton, Washington, in 1961, at a cost of \$19,000. Originally equipped with seven rotating chairs and two two-person reversible chairs in the bay windows, subsequent modernization reduced seating capacity to five rotating chairs and two rotating chairs in the bay windows, and replaced the flush hopper with a Microphor toilet with on-board sewage treatment system. Other changes included replacing two side windows with adjustable vents, the addition of FRA safety glazing, and installation of a 12V DC refrigerator/water cooler. The caboose's dimensions and weights follow:



- Length over pulling faces of couplers 42' 6-3/8"
- Length over platform end sills 38' 1-3/8"
- Length over body end sills 32' 6-5/8"
- Width over side plates 8' 7-5/8"
- Width over bay side sheets 10' 6-1/4"
- Height, top of rail to top of roof 12' 3-11/16"
- Weight of body 49,960 lbs.
- Weight of trucks 15,560 lbs.
- Total Weight 65,520 lbs.

The trucks are Barber-Bettendorf swing bolster type with leaf springs and have 33" wheels with roller bearings. The B-end truck is equipped with a 12V DC alternator which charges the 12V battery that supplies power for the lights, radio and refrigerator. The heating stove is oil-fired, and the oil tank is beneath the single bunk.

The caboose was donated to the SCSRA by Pacific Rail Industries of Colton, California, and dedicated at Travel Town on October 12, 1989.

As maintained by the SCSRA, all on-board utilities are fully operational including the sewage treatment system which discharges only treated, chlorinated water on the ground in accordance with EPA requirements. As stated previously, however, since SCSRA has not had access to either caboose since 2002, their current operational condition is unknown.

SCSRA needs help to transport the cabooses by mid-2006. If you can donate time, money, or ideas, fill out and send in the reply form on page 11. Thanks!

H&MC CELEBRATES THIRD ANNUAL DINNER AT THE DEPOT

By Dennis White, Historical & Modeling Committee

FRPA's Historical and Modeling Committee held their third annual Dinner at the Fullerton Depot, Tuesday, July 26, on the patio between the pedestrian bridge and the private railcar sidings. Forty-four members and their guests enjoyed a buffet of "build your own sandwiches," potato salad, macaroni salad, chips, drinks and dessert while enjoying a presentation of vintage Santa Fe diesel action in California, including several views of the Fullerton area from the 1930s through the 1970s. Not only were the early F units and Alligators interesting, but also the changes in the scenery were astounding.



Thanks to Rick & Diane Bremer, Jeff & Lori Schulze, Bob & Mickey Toohey and Curtis Raymond for making our third annual Dinner at the Depot such a success. Special thanks go to Dave Norris for sharing some of his historical film collection for our enjoyment.



Our night of fun also captured the imagination of many rail passengers, who chose to hang around the low brick wall and watch the movies while awaiting their trains.



Dinner at the Depot included both food and films fit for railfans. Photos by Dennis White

TRAVELS WITH ELLIOT

By Charles Forsher, SCSRA Humorist-at-large

It was another hot day in Los Angeles Tuesday, July 26th, when Elliott picked me up in West Los Angeles for the trip down to Fullerton. The object of the trip was to partake of a buffet and movie provided by the Historical and Modeling Committee (H&MC) of the FRPA.

Normally Elliott gets on the 405 at Santa Monica Blvd., but the mid-day journey found too much traffic, so Mr. Alper drove down to National Boulevard, and picked up the 405 there.

The 405 or 'San Diego' Freeway is undergoing massive reconstruction, as new lanes are being added to accommodate the growing traffic, and this is evident from the right-of-way by the Veteran's Administration all the way down to the area south of the LAX, which is VERY wide. Here my

faithful railroad companion elected to transition over to a skyway, or a transition road at least ten stories up in the air. It was jammed. No particular brand, just a very sticky situation, one of those red light-green light devices at the bottom of the road (anybody remember Engineer Bill and his red light/green light milk drinking?) but in a few minutes, we had reached the bottom, passed the signal, and where off and running.

Traffic was heavy on the 105 but there was a pleasant distraction in watching the traction—the Green Line, with some Pasadena Gold Line cars being used for some reason that day. *Until the new Gold Line cars ordered from Italy are placed in service, the Gold and Green Line use the same cars – Ed.*

I had brought two small bottles of water for Elliott and myself, and halfway to Norwalk they came in handy. I know that one is not supposed to drink and drive, but Elliott's car was heating up slowly and had we not traveled into a less heated area of the county we would have cooked like pizzas.

The freeway surrounding the Green Line dissipates, splitting into two roads. Elliott chose the right road, being the road to the right, and we soon found ourselves on the 605 freeway.

Mr. Alper recognized the 91, and we quickly transitioned onto it.

We were, it seems, below and to the west of Fullerton and needed to backtrack, so back we tracked, past Knott's Berry Farm, over the 5, and found ourselves getting off the Harbor Blvd. off-ramp, "Early," Mr. Alper exclaimed happily.

Mr. Alper had given me a scanner some months ago, and had later e-mailed a list of codes, but I had no idea how to put them in.

I had brought the pager and scanner with me, and we refreshed ourselves at the Santa Fe Café at the Fullerton depot (I was quite thirsty, and Elliott had not eaten lunch). Right away there was train activity, as a freight train going full bore barreled past the Fullerton station as I was settling in.

It was even hotter in Fullerton than on the freeway, so I chose the doubly shaded table in the patio, the umbrella catching all of the unnecessary hot air and keeping it away from me as I discussed the scanner with Elliott. He showed me how to encode it. The dinner was not to commence until 6:30 in the evening, and Elliott had gotten us down to Fullerton by 4 p.m., so I had the time.

I have no idea how long it took, as there were close to two hundred channels to encode, but I could not have picked a better place, trains roaring by, to relax otherwise and enjoy what I was doing.

When I was finished, the sun had moved some, and I needed to get up and walk around a little. Then I remembered the dinner. I could have referred to the flyer I printed from my PC, but decided to find the location the old fashioned way.

Once done, I signaled Elliott, and we moved our camp, making a detour to his car to get the necessary white plastic lawn chairs.

The location for the buffet and movie was a patio area that in bygone days had trucks coming up to the loading platform, where freight was dropped off to be put on trains.

A recent work party of SCSRA and FRPA volunteers removed the last of the rotting railway tie bumpers that had protected the platform. Above, the major part of the area is fenced off, as the weirdly inverted roof is braced, such an unstable condition that the pigeons one normally sees making their homes in abandoned places won't go near it.

I suggested to Mr. Dennis White that on the occasion of the next Railroad Days, we could utilize this as a Survivor Theme attraction, pay X amount of dollars to be photographed walking under it.

Socializing also included a discussion of the use of remote control of diesel engines by the UP, how one engineer was seen locally working a switching job by standing on the ground at a distance, the ultimate 'model train' layout.

Dinner was allowed to commence with enough sunlight still available to be able to recognize and assemble parts of sandwiches, add condiments, etc.

While this was not the familiar China Buffet, it had the advantage of watching the Chief arrive majestically, and for the first time I could hear the crew talking to one another on one of those channels in my scanner.

I couldn't resist this; I appealed to both a car attendant as

well as the head conductor, that a movie was going to be shown, and as many passengers on board were welcome to stay and watch, heck, they could park here if they wanted to. I was politely declined. I'd find out why over the next hour or so.

The movie was a video projection called *Early Santa Fe Diesels*, a collection of copies of home movies of Santa Fe locomotives made by railfans, some historical photos, and more recent video tapes, sprinkled with occasional background music, like the conservative

"Surfing" music when seeing Surfers handing their boards to a man in a baggage car, when Santa Fe still had passenger trains and ran them to San Diego.

The unexpected benefit of watching a video about locomotives was that several times during the screening some freight trains barreled through Fullerton, so one had the action on the movie screen in two dimensions, and the real thing behind one in three dimensions, the past up on the screen in color, and the present behind us in the dark.

It didn't matter if the freight trains drowned out the narration. It was an important accounting of the different kinds of locomotives, and I never knew that the Hood Nose diesels had been given new bodies!

I saw again a few "old friends."

Back in the 1970s I lived in the pizza parlor I worked for and rarely saw a train, but when I did, I remembered seeing the Santa Fe locomotives with the simple SF letters and wondered what the heck was going on.

I saw, a few years ago, a preserved Santa Fe locomotive that had been intended for passenger service that ended up at the Perris Riverside Railroad Museum, so that it was not repainted for freight service. In that hour I made up for a decade of being negligent as a Rail Fan. The movie caught the attention of folks hanging around the station, who turned the low wall that defined the patio into a seating bench.



The Ideal Train Viewing Spot. Photo by Charles Forshner

Continued on page 10

Continued from page 9

I never thought that cabooses would vanish from the back of trains, and it made me sad to be reminded, that they and the train orders were a part of railroading's past.

Trains Magazine had a large article about the small railway employees community in the Cajon Pass, and having read that gave me much depth in viewing the train movements through the area.

I think all of us had much to reflect on after watching this presentation, the passing of so many things. And now Elliott and I had to get back to Los Angeles.

Elliott noticed, upon arriving back at his car, that there was a wet spot under his right front tire—a leak in the cooling system.

After we popped the hood, and as Elliott was pouring something into it from a large heavy plastic bottle, we could hear loud popping sounds we were not used to. It was too late for the fourth of July, and Fullerton did not have a gang problems that I could think of, so what was that?

The answer came when we were on Harbor and about to enter the 91 again. Disneyland was shooting off fireworks. They do this every night around 9 p.m. This must be SO common that those walking on the sidewalk along Harbor, and those waiting at bus benches, paid absolutely no attention to the noise or the bright flashes.

The drive home was pleasant enough. The air was still warm and the night sky clear. I thought about the earlier government contracts with the railways, for carrying mail and such, and how it was a shame those had been canceled. The Chief had a refrigerator box car attached to it. Undignified, but apparently, as I was informed, this had been going on for some time, to help cover costs not covered by ticket sales.

When at the dinner I had resettled into the place the buffet was to occur, I took the time to read a newsletter Elliott had found for me, and in it, the disturbing news that our President wanted, in so many words, to kill the passenger trains; a lot of fancy words were used, but if Santa Fe had to get out of the passenger train business, then "privatizing" the passenger trains would do no good, becoming too expensive save returning to ungainly mixed trains, and with that, freight cars of gargantuan height and width.

Soon enough, Elliot's car had us speeding through the downtown area, passing the now notorious Harbor Freeway with its on-again, off-again Old West type shoot outs. The seventies were by comparison a lot more friendly.

When we were in the safe part of town, and closer to 10 p.m., I started to drift and remember all of the different places where I have had apartments, along Fairfax Avenue when I returned from a year in the high desert and just before I joined the SCSRA when it was in Travel Town, Griffith Park, a mere two-hour bus ride from my then domicile.

La Cienega—here the 5 intersects the old Pacific Electric route from Los Angeles to the beach, and a span over La Cienega along Venice Boulevard that rivaled the bridges built by the Imperial Romans.

Had the City of Los Angeles worked with the P.E. when the officials of that system asked, a lot of routes would have been rebuilt as subway lines in the downtown area, and there would have been no need for Freeways like the 5.

Elliott exited the 5 at Overland Ave., where the old P.E. Exposition line still ran red cars shuttle-style out of the Canon station in Beverly Hills, west to Sepulveda Boulevard, turning south down to Exposition, a loop, and then heading down into Los Angeles, intersecting with the interurban lines from L.A. down to Long Beach, etc.

We crossed the abandoned right-of-way, no more grade crossing, although there are definite plans to rebuild this for light rail from Los Angeles to Santa Monica in a decade.

A little farther north and we came to the Robinson's May Mega Mall, where the Barnum & Bailey Circus used to set up every summer when I was a child, and a little further north, the neighborhood in which I lived with my parents,

2005-06 Calendar

** Dates and movie titles subject to change*

- Oct 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton. See cover.
- Oct 25** **Historical and Modeling Committee (H&MC) Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Nov 22** **H&MC Meeting**, St. Paul's Lutheran Church, 7 p.m.
- Dec 3*** **SCSRA Holiday Party with the movie *Diamond Jim**** at Fullerton Museum Center Auditorium, 6 p.m. and 8 p.m. Date will be confirmed at October Dinner Meeting and posted on website.
- Jan 11** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Jan 24** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Feb 25*** **Movie Night: *Foul Play**** 5:30 p.m. and 7:55 p.m., Fullerton Museum Center Auditorium, Fullerton
- Feb 28** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Mar 28** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- April 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- April 25** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- April 29*** **Movie Night: *It Happened to Jane**** 5:30 p.m. and 7:35 p.m., Fullerton Museum Center Auditorium, Fullerton
- May 6-7** **Fullerton Railroad Days**, 9 a.m.-5 p.m., Fullerton Station
- May 23** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- June 17** **SCSRA Annual Dinner**, Location TBA
- June 27** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- July 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- July 25** **H&MC Dinner at the Depot**, Fullerton Station
- July 29*** **Movie Night: *Whispering Smith Speaks**** 5:30 p.m. and 7 p.m., Fullerton Museum Center Auditorium, Fullerton
- Aug 22** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Sept 26** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Oct 24** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Los Palmas Dr., Fullerton, 7 p.m.
- Oct 28*** **Movie Night: *Rails Into Laramie**** 5:30 p.m. and 7:45 p.m., Fullerton Museum Center Auditorium, Fullerton

** Dates and movie titles subject to change.
Check www.scrmf.org for updates*

the ground on which the elementary school I attended, the brick buildings that made up that school, only 30 years old when I attended, long replaced with more earthquake safe structures.

I stopped by there last summer to drop off artifacts I had picked up when the city excavated the right-of-way of the P.E. line that ran between Los Angeles and the beach, last used as that already mentioned shuttle route before P.E. gave up the ghost in the mid fifties, unable to get Los Angeles Fathers to help it make subway tubes, dooming the system.

I also included a few books on the Pacific Electric and a discarded air hose coupling I had picked up when with Elliot on a jaunt out to Fontana some years prior.

The freeway systems had been the same for decades, but now Santa Monica Boulevard is undergoing a metamorphic change. If the amount of vehicle traffic entering and exiting the State of California stays the same, this parkway will succeed admirably, even the addition of a lane on the 405, as mentioned at the start of this narration.

Where there had been road the last time Elliot came this way, there were now barriers, and conversely, where there had been barriers there was now road, only not very lit up, so my poor faithful railroad companion had a moment of confusion after the left turn from Overland. There is still a "placer" track where a few grade crossings used to exist. I've had a few phantom train experiences with the right-of-way after abandonment.

One night, for instance, while sitting in a fast food place having dinner, I suddenly looked up to see what seemed to be the railway crossing guards, which were not there anymore, flashing!

After a few minutes of this I got up and walked the opposite direction. It seems that a work truck, part of resurfacing Veteran Avenue, was parked now behind the fast food place, and the flashes from its rotating lights had gone through one set of large windows, but reflected on the ones I was sitting next to, those having a tint on it due to sunlight on that side of the building.

Nevertheless, the flashing lights showed up at just the right height and location. That may have inspired the dream I had about the same time, where it was night also, and I was a few blocks east watching a long train of empty car rack cars rumbling by.

I was nonjudgmental until I remembered that there was no car factory anywhere along the route, and about the time I remembered that the tracks had been pulled up, the ghost train suddenly faded away, and I woke up with a start.

Elliot pulled into the local strip mall at my suggestion. One of the merchants for whom I have done many favors was kind enough to sell us cold drinks. He was closing up for the night. Then Elliott took me the rest of the way home, a few miles from the second house my family lived in, and now I am managing an apartment building like my grandfather did.

I helped Elliott with the coolant problem before he drove back towards Los Angeles, and his home, and then fully returned to my building, an angry call from an irate tenant waiting for me on my answering machine.

Quite a Day Off, really, and before I settled in for the night I went to my PC, part of the technology that eliminated the caboose and train orders, and made notes of all I had experienced for this more formal version.

Help Bring SCSRA's Cabooses Home!

Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____ E-mail _____

_____ I would like to donate \$ _____ to help transport the cabooses.

_____ I would like to support SCSRA by buying an SCSRA T-shirt.
Shirts are gray with SCSRA logo on back. If we do not have your size, we'll ship the next larger size available, unless you specify otherwise.

Total cost (\$12/each includes tax): \$ _____

Desired size (Adult M, L, XL, XXL, XXXL): _____

_____ I would like to volunteer my help.

Contact me so I can:

- ___ **Help with fundraising ideas**
- ___ **Bake/Donate Holiday Party food (Dec 3)**
- ___ **Volunteer as an active fundraiser**
- ___ **Assist in the physical move**

**Make checks payable to SCSRA Caboose Fund and mail to:
Cabooses, c/o Sue Kientz, 1954 Santa Rosa Ave., Pasadena, CA 91104**

SCSRA thanks you for anything you can do to help!

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- **SCSRA Cabooses Coming to Fullerton** — Move planned for 2006. See cover story and pages 6-7.
- **Two Short Train Films at FRPA Quarterly Dinner, Oct 12.** See cover.
- **Christmas Dinner and Movie, Dec 3.** Enjoy a buffet with cider and watch the rare film *Diamond Jim*. Details confirmed at Oct 12 dinner or check www.scrmf.org
- **Foamerton?** Railfans love Fullerton, thus the nickname. Read more on page 5.
- Plus H&MC and SCSRA dinner wrapups, photos, more!