

So. California Railway Plaza Assn. &
So. California Scenic Railway Assn.

present the

Hot Rail!

newsletter



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

Volume XI, Number 3

Fall 2013

Union Station stars in October 12 free film retrospective

By Gordon Bachlund, Movie Night Chair

Our fall free Movie Night is Saturday, October 12, earlier than usual this quarter because of scheduling changes at the Fullerton Museum Center's Auditorium. We will begin as usual, though, at 6 p.m. in the museum patio, 301 N. Pomona Ave., with a wine-tasting sponsored by Dennis and Kathy White.

Following the social hour for members and guests, we'll move inside to view a special film in our Retrospective Screening Series that focuses on "Union Station" – the Los Angeles depot that has been called the "last of the great railway stations built in the United States."

With its signature clock tower, tiled arches and cavernous lobby, the station is one of downtown's most recognizable structures.

It opened during the summer of 1939, crowding out a large portion of the city's old Chinatown neighborhood.

It has also been a popular and versatile movie location, appearing in classic noirs such

as "Criss Cross," "Cry Danger" and "The Narrow Margin," as well as in newer films ranging from "Bugsy" to "Blade Runner." However the station's arguably biggest moment came in 1950, as the featured location in the Paramount Pictures 81-minute film "Union Station."



Original movie poster

Directed by Rudolph Maté, this is a period black-&-white crime action movie set in fictional Chicago that marks the transition from the classic period of film noir to the '50s police procedural movie.

While the picture is weakened by a conventional plot and a fairly laconic performance from William Holden as the railway cop, the location shooting (predominantly on the streets of Los Angeles) has a "Naked City" feel, and the action played out in Los Angeles' Union Station is made interesting by certain *noirish* episodes.

The final chase and shootout in the labyrinthine power plant and service tunnels under Union Station is a classic, with superior direction and camera work.

In addition to Holden (an alumnus of South Pasadena High School) as Lt. William Calhoun, the cast includes: Nancy Olson, Barry Fitzgerald, Lyle Bettger and Jan Sterling.



DEADLINE EXTENDED FOR OCTOBER EXCURSION — There is still room on the bus for a few more people on our October 26 trip to Pacific Southwest Railway Museum in Campo (east of San Diego) and the train ride. The museum will be celebrating its Pumpkin Festival that weekend, so there will be a nice autumnal atmosphere. If you have not signed up and want to go, please do so ASAP. See info at www.scrpa.net. Or call Harold Benash at 714-525-6266 and pay (\$65 per person) by our Oct. 16 dinner.

Quarterly dinner program to cover rail-crossing projects in Fullerton

The October 16 Quarterly Dinner program guest speaker will be Jay Eastman, a senior planner with the city of Fullerton Public Works Department. He will offer a power-point show and discuss the extensive grade-separation projects in the works at Santa Fe tracks on city streets, including Raymond Avenue, State College Boulevard and Placentia Avenue.

The projects involve temporary or permanent road closures and the creation of underpasses on major north-south roadways – to eliminate motorists’ wait for train crossings and improve safety for pedestrians.

Program co-chairman Kathy Norris said the timely information will be of interest to anyone who drives on these streets or lives and does business in the project areas.

Join us for a great evening, beginning with dinner at 6 p.m. at the Sizzler restaurant, 1401 N. Harbor Boulevard (north of Berkeley Avenue) in Fullerton.

Members and guests will again order and pay independently for their meals. Prices range from \$7 to \$23, plus beverages – with daily specials and a senior discount available. No RSVPs are required.

President’s Message

There has been a large amount of activity by SCRPA board members over the summer. We are working to acquire another piece of rolling stock for our collection, also looking at several locations for a future display area for SCRPA artifacts.

A nomination committee has been formed to prepare for the November Board of Directors elections – including open slots that need to be filled. If you or someone you know is interested in serving on the board, please contact the committee chairman, Richard Hopping at rhoppingod@aol.com.

Meanwhile, we regretfully accepted the resignation of long-time Director Gordon Bachlund, who will continue to organize the quarterly Movie Night screenings.

FALL ACTIVITIES:

We have several special events coming up. More information is available about the following on our website:

www.scrpa.net and click on “What’s New.” You can check there too to learn about new activities added to our schedule.

Oct. 9 – 7 p.m. at Fullerton Public Library, SCRPA presentation on the region’s historic connections to railroads for the “Fullerton Reads” program.

Oct. 26 – Excursion to Pacific Southwest Railway Museum (see info box on Hot Rail cover).

Dec. 7 – 2:30 p.m. Holiday Cook-Off and Potluck Social at our cabooses at the Fullerton Depot — replacing our Holiday Toy Express celebration with Metrolink, which was canceled this year. See more information on **Page 7**.

Southern California Railway Plaza Assn.

Our Vision Is

Promotion of educational programs, activities, and venues for people of all ages, dedicated to the preservation of the rail heritage of Southern California.

Our Mission Is

Education of the public, providing an historical insight into the numerous contributions that railroads have made to the development and growth of Southern California from the 19th century forward.

Our Goals Are

- Successful development of the Southern California Railroad Experience
- Production of the annual Railroad Days and Children’s Rail Safety Poster Contest community events
- Sponsorship of historical research and modeling of significant sites and structures, publication of the Hot Rail! newsletter, and presentation of quarterly dinners and speakers on topics of member interest

The SCRX Vision Is

To be the premier destination for presenting the spirit of Southern California through its railroad heritage.

The SCRX Mission Is

To provide, through our ideas, exhibitions, and programs, engaging educational and entertaining experiences to Southern California residents and visitors.

The SCRX Goals Are

To fulfill the Vision and Mission by developing and presenting programs that capture the spirit of Southern California through its railroad heritage and by partnering with governmental and private entities to create an experiential destination.

LOOKING AHEAD:

Railroad Days 2014 Chairman Jeff Schulze is rounding up his committee to begin planning our weekend on **May 3 & 4** at the Fullerton Train Station. We’re lining up sponsors and exhibitors and distributing our “save the date” fliers.

If you need information on becoming a participant or volunteer, please let Jeff know at brgmstrs@pacbell.net.

We apologize to Anastasia (Norris) Ritter for not crediting her with volunteering as part of Railroad Days 2013 Security team. Dave Norris was chairman of the group and graciously handled night duty.

See you all at the Quarterly Dinner!

-- Harold Benash

Union Pacific acquires Big Boy locomotive 4014 to restore for steam excursions

By Dennis White, Vice President

One of the world's largest steam locomotives — Big Boy No. 4014 — is to be restored for operation by the Union Pacific Railroad

Union Pacific reached agreement with the Southern California Chapter, Railway & Locomotive Historical Society in Pomona, Calif., to transfer ownership of Big Boy No. 4014 back to Union Pacific. It will be moved to Cheyenne, Wyo., where Union Pacific's Heritage Fleet Operations team will restore it to operating condition.

Southern California Chapter, Railway & Locomotive Historical Society (SCC-RLHS) was approached by Union Pacific in late 2012 and presented with the railroad's wish to restore the 1.2-million pound locomotive for excursion service as part of its Heritage Steam Program. Chapter members were asked for input on the offer by Union Pacific — 83% of members responded, with 60% of those not opposed to returning their Big Boy to Union Pacific.

The Chapter's Board of Directors approved returning the locomotive to Union Pacific as "the best way to fulfill our obligation to the public and the best way to preserve the locomotive for future generations."

In exchange for gifting of the locomotive to Union Pacific, the railroad promised Big Boy 4014 will "travel throughout the Union Pacific system for many years following its restoration and will be seen by millions of people."



Union Pacific No. 4014 at Cheyenne circa 1958 (UP Photo)

engines ever built.

In addition, the museum will receive CA-13-2 bay window caboose UP No. 24567, originally built for the Rock Island in 1967. The diesel locomotive and caboose will be freshly painted, shopped and in operable condition when delivered to the museum at the Fairplex in Pomona.

A Chapter representative said that "while not a replacement in-kind, or even of similar value, the diesel and ca-

SCC-RLHS will also receive UP No. 3105, an SD-40-2-c diesel locomotive built in June 1979 for Missouri Pacific as one of 54 locomotives ordered with extra-heavy-duty specifications for pool service in hauling coal unit trains. It is one of the heaviest SD-40-2



TWO BIG BOYS in St. Louis (one on left is Dennis White). Photo by Kathy White.

boose fit in with the Chapter's goal of appealing to a younger generation of railfan, and the SD-40-2 is one of the most successful of all diesel locomotives."

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo.

Union Pacific donated No. 4014 to the historical society December 7, 1961. The locomotive arrived January 8, 1962, and CC-RHLS members have lovingly and meticulously conserved it for more than 51 years.

"Our steam locomotive program is a source of great pride to Union Pacific employees past and present," said Ed Dickens, senior manager - Union Pacific Heritage Operations. "We are very excited about the opportunity to bring history to life by restoring No. 4014."

Sources:

Observation Platform, September 1, 2013; Newsletter of Southern California Chapter, Railway and Locomotive Historical Society, Pomona, Calif.

http://www.latimes.com/news/nation/nationnow/la-na-nn-union-pacific-big-boy-locomotive20130729.0.2255582_story

http://www.uprr.com/newsinfo/releases/heritage_and_steam/2013/0723_4014.shtml

Diamonds at ‘Colton Crossing’ are just a memory

By Dennis White, Vice President

One of the worst railway chokepoints in the nation was eliminated August 25, 2013, with the dedication of a \$93 million overpass that separated two busy rail lines at historic Colton Crossing in San Bernardino County.

The 43-foot-high span replaces Colton Crossing, built in 1883, about 57 miles east of Los Angeles. Over more than a century, the crossing for what became the main tracks of the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Co. remained largely unchanged, except for modern rail and signals.

Burlington Northern Santa Fe's north-south tracks intersected Union Pacific's east-west tracks at right angles, forcing trains to proceed one at a time. More than 100 trains use the tracks daily, including those of the Metrolink commuter service, which shares the Union Pacific route

Robert Kern, a veteran Union Pacific engineer who is now a senior operations manager, recalled that he could make a run from Yuma, Ariz., to Colton — about 200 miles — in seven or eight hours only to be stopped at the crossing for one to two more hours before he could proceed into nearby West Colton yard.

Occasionally, he said, the delay lasted four hours.

Speaking to the Los Angeles Times, Kern said, "You can't imagine how disheartening that was. This project will be a godsend."

The 1.4-mile overpass raises Union Pacific's east-west tracks over the BNSF north-south tracks, so the two railroads no longer cross and stops are no longer needed. The flyover, featuring two tracks, runs parallel to Interstate 10 from Ranch Avenue on the west to Mt. Vernon Avenue on the east.

"Both (rail lines) were not being as efficient as we could be when we were traveling through there," Lupe Valdez, a

spokeswoman for Union Pacific, told the Press Enterprise "We don't want trains stopped somewhere," Valdez said. "That doesn't help anybody."

CROSSING HISTORY

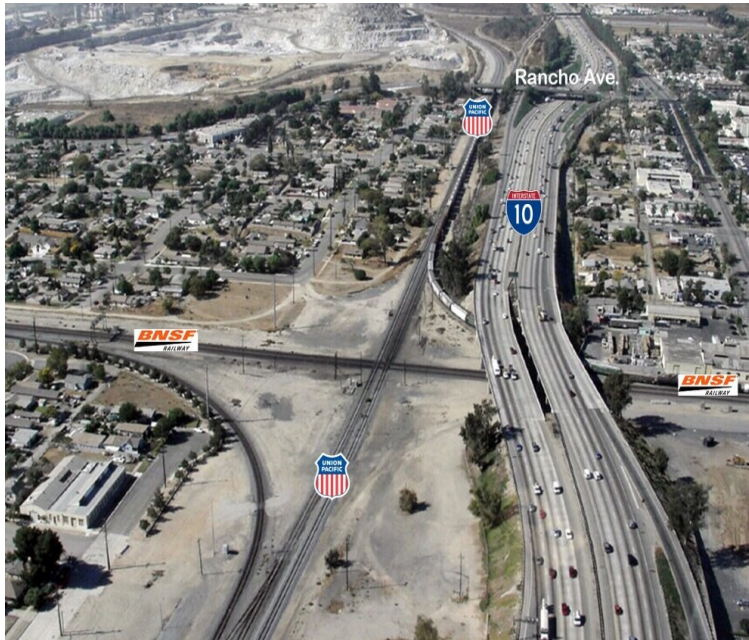
Construction of the California Southern Railroad, a subsidiary of Atchison, Topeka and Santa Fe Railway (now BNSF Railway); was repeatedly interrupted by Santa Fe's rival, Southern Pacific Railroad (SP). In one instance, California Southern was set to build a level junction across SP tracks in Colton. California Southern engineer Fred T. Perris ordered the crossing built and acquired the track section for the railroad.

When the track was delivered to National City in July 1883, SP officials hired the sheriff there to seize the track section and prevent its installation. The sheriff kept the track under 24-hour guard, but Perris's men were able to retake the track while the sheriff napped, loaded the track on a flatcar and started northward with it toward Colton, where it was to be installed.

Perris obtained a court order on August 11, 1883, that would legally allow California Southern to install the new track section.

Jacob Nash Victor, a California Southern construction engineer, was the foreman at Colton. In a letter that Victor wrote to Thomas Nickerson, then president of the California Southern, he stated: "I thought it advisable to have final order of court printed and each SP employee served. It was also asserted that headquarters at San Francisco had not received the final order.

"The danger of a riot was so imminent, by legal advice I had the order telegraphed to the Sheriff at SF to serve on the President or Secy. ... In the meantime the Sheriff [in Colton] had organized a posse, with arms and was waiting for order of court to clear the track, on our application."



AERIAL PHOTO of Colton Crossing before construction of new Union Pacific "Flyover" (Caltrans photo).

See "Crossings" on Page 5

SCRPA STANDING COMMITTEES – FALL REPORT

The History & Modeling Committee (H&MC) did not meet separately over the summer but continued to assist the Railroad Operations Committee (ROC) with its work sessions on the cabooses at the Fullerton Depot.

Overall: The usual trash that is found around the track enclosure seems to be getting worse each month. Kudos to our crew who jump right in and clean up these messes.

ATSF 999110:

Initial layout of the new 120 VAC wiring under the caboose is still underway and the locations of duplex outlets plotted. When this job is complete, the CO detector will be properly installed. We'll also have gained a hidden 120 VAC outlet for the conductor's desk (to power a laptop or tablet).

While emptying the bottom of the cupboard behind the conductor's desk in the Santa Fe caboose, we found two cases of railroad flares that probably predate the donation

of the car in 1989. Many of those 24+ years-old flares were sweating, sulfating and had turned soft. They were gingerly loaded up and taken to the haz-mat recycler. The haz-mat worker said they are not particularly unstable, but the white fuzz on the outside is corrosive and can cause skin burns if touched and not washed off the skin. He suggested we bring the rest down for safe disposal.

SP 4049:

Work continued on the restoration of the floor inside SP 4049. Final shaping of the patching compound followed by final delicate trimming of the ¾" and ¼" plywood patches consumed quite a bit of time, but the new wood fits the hole like a glove. Caulking of the new wood and application of vinyl or linoleum will be completed next month. After the floor repair/strengthening is complete, the entire surface will be sanded smooth and a new anti-skid paint applied, completing the floor project.

"Crossings" continued from Page 4

Perris' crew was ready to install it as soon as SP's Overland Mail passed the point of intersection between the two railroads. However, at that moment an SP locomotive arrived at the scene pulling a single gondola and stopped. The engineer of the SP locomotive then drove the train back and forth slowly at the crossing point in an effort to prevent the California Southern crew from installing the crossing.

TENSIONS MOUNT

Southern Pacific had hired the famed lawman Virgil Earp to guard its tracks in Colton and he rode in the cab.

The citizens of Colton supported Southern Pacific, but Southern Pacific had bypassed nearby San Bernardino, upsetting residents there. They hoped the California Southern line would put their city back on the map.

On the morning of September 13, events reached a head in a confrontation that was quickly dubbed the "Battle of the Crossing." Citizens from Colton and San Bernardino gathered on either side of the tracks — San Bernardino residents on the north and the citizens from Colton on the south — with the Southern Pacific locomotive between them.

Men on both sides carried picks, shovels, shotguns and revolvers. Virgil Earp stood in the gangway between cab and tender, facing the San Bernardino mob, his revolver in hand. It was believed that the gondola held a number of SP men with rifles and other weapons who crouched below the walls of the car so as not to be seen.

Governor of California Robert Waterman ordered San Bernardino County Sheriff J.B. Burkhart to enforce the court order. Burkhart deputized 10 dependable men and

personally escorted the governor to the crossing site. Waterman stood between the SP locomotive and the San Bernardino mob and read the court order. The governor said the locomotive must be cleared away at once. He told Virgil Earp that if he made any move with his six-shooter, Burkhart and his deputies were authorized to shoot.

The tension between the crowds, lawmen and governor made a gun fight likely — perhaps bloodier than the Tombstone shootout. Earp realized that further resistance was hopeless and would lead to bloodshed. He holstered his weapon and ordered the engineer to move the locomotive.

The track was cleared and the crossing was installed. The first train to San Bernardino arrived on September 13, 1883.

The new flyover project is a public-private partnership involving Caltrans, the San Bernardino Association of Governments, the city of Colton, Union Pacific and Burlington Northern Santa Fe. Funding came from the railroads as well as state and federal sources, including the American Recovery and Reinvestment Act and Proposition 1B, which provides money for goods-movement projects in California.

Sources:

Press-Enterprise Company, San Bernardino, Calif., Aug. 27, 2013 (Print edition)

Los Angeles Times, Los Angeles, CA, Aug. 28, 2013 (Print edition)
<http://articles.latimes.com/2013/aug/28/local/la-me-colton-crossing-20130829>

http://www.uprr.com/newsinfo/community_ties/2013/september/0905_colton.shtml

<http://discuss.amtraktrains.com/index.php?topic/56518-colton-crossing-seperation-project-completed-8-months-early/>

http://en.wikipedia.org/wiki/Colton_Crossing

SCRPA 2013 CALENDAR

- Oct. 9** SCRPA “Fullerton Reads” presentation on region’s historic railroad connections, 7 p.m. at Fullerton Public Library, 353 W. Commonwealth Avenue
See www.fullertonlibrary.org
- Oct. 12** **Movie Night** * “Union Station” (1950) 6 p.m., Wine Tasting, Fullerton Museum Center, 301 N. Pomona Ave.
- Oct. 14** **SCRPA Board Meeting**, 7 p.m., at St. Paul’s Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Oct. 16** **SCRPA Quarterly Dinner & Members Meeting**, 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton
- Oct. 19** **ROC Work Party**, 9 a.m.
Cabooses, Fullerton Train Station
- Oct. 22** **H&MC / ROC Meeting**, 7 p.m., at St. Paul’s Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Oct. 26** **Excursion to Pacific Southwest Railway Museum**, 8 a.m. to about 7:30 p.m., meet at Fullerton Train Station; RSVPs, at \$65 per person, due Oct. 16 (see Hot Rail cover)
- Nov. 11** **SCRPA Board Meeting**, 7 p.m., at St. Paul’s Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Nov. 16** **ROC Work Party**, 9 a.m.,
Cabooses, Fullerton Train Station
- Nov. 26** **H&MC / ROC Meeting**, 7 p.m., at St. Paul’s Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Dec. 7** **SCRPA Holiday Cook-Off, Potluck and Train Watching**, 2:30 p.m.,
Cabooses at Fullerton Depot
(see Page 7)
- Dec. 9** **SCRPA Board Meeting**, 7 p.m., at St. Paul’s Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Dec. 21** **ROC Work Party**, 9 a.m.
Cabooses, Fullerton Train Station
- December** — Combined H&MC & ROC groups do NOT meet
- (NOTE: Metrolink’s Holiday Toy Express is canceled this year)

* Dates and movie titles subject to change. Check www.scrpa.net for updates

Read the Hot Rail! in a color PDF and check out SCRPA announcements at www.scrpa.net.

WWW.TRAINWEB.COM



Most extensive and visited railroad website in the world
including live rail video at www.RailCams.com !

Hobo Stew cook-off tops the menu for December potluck at the depot

In lieu of our celebration with Metrolink's Holiday Toy Express, which was canceled this year, SCRPA will have a get-together on Saturday, December 7. We'll be combining the annual Train Watch, a caboose sit-in and a cook-off/potluck "linner" – midway between lunch and dinner.

I did some research on Hobo Stew and found scads of recipes — so, instead of a chili cook-off and since a lot of you guys like to demonstrate your cooking skills, why not a mini Hobo Stew sampling of at least three varieties? (I mean mini in regard to the event selections, not serving size).

Let's gather at 2:30 p.m., so we can eat at 3:30 (hence "linner" -- not noon lunch, but not evening dinner.) Plan to bring your chairs and, if you have one to share, a portable table, would be nice. Or an Easy-Up

canopy would be an asset.

And we'll also be looking for you to help complete the meal.

To complement these amazing main courses, we will need "pre-linner" snacks, salads, bread/rolls, butter pats, desserts and beverages.

We'll also need volunteers to bring sets of 30 to 40 eating utensils – plus paper soup bowls (lots) and plates/napkins, drinking cups. And maybe a few holiday decorations?

There will be a sign-up sheet at the Quarterly Dinner on October 16.

By the way, does anyone have a portable generator (for powering our crock pots)?

This could be fun; hope you think so too!

— Peggy Benash

MEMBERSHIP APPLICATION

SOUTHERN CALIFORNIA RAILWAY PLAZA ASSN., INC.



PLEASE PRINT

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

E-mail: _____ Phone: _____

Please send this application with the appropriate check or money order payable to:

SCRPA, P.O. Box 5195, Fullerton, CA 92838-5195

Dues are based upon a calendar year

Membership Levels

Please check appropriate level

BRAKEMAN	<input type="checkbox"/>	\$25
CONDUCTOR	<input type="checkbox"/>	\$50
ENGINEER	<input type="checkbox"/>	\$100
YARDMASTER	<input type="checkbox"/>	\$250
TRAINMASTER	<input type="checkbox"/>	\$500
BENEFACTOR	<input type="checkbox"/>	\$600+

Southern California Railway Plaza Association, Inc.
1661 E. Chapman Ave., #1G
Fullerton, CA 92831

PRSR STD
U.S. POSTAGE
PAID
ANAHEIM, CA
PERMIT NO. 815

Address Correction Requested

IN THIS ISSUE



o Dec. 7 Hobo Stew Cook-off & Holiday Social, **Page 7**

o Big Boy Engine is on the move, **Page 3**

o Oct. 16 Dinner Program, **Page 2**

Hobo Stew: allrecipes.com

Postmaster: Please deliver between Oct. 2 & Oct. 5 , 2013

o HOT RAIL! o

is published quarterly at Fullerton, California, and is the official publication of

**The Southern California Railway Plaza Association, Inc. &
The Southern California Scenic Railway Association, Inc.**

1661 E. Chapman Ave., Unit 1G, Fullerton, CA 92831 / E-mail: info@scrpa.net

Visit us on the web at <http://www.scrpa.net/> & <http://www.scsra.org/>

SCRPA and SCSRA are California Nonprofit Public Benefit Corporations

IRS Tax Exemption No. 33-0776081 (SCRPA) and No. 95-3947766 (SCSRA)

Editor: Donna Johnson

Send your letters to the editor to the address above or e-mail info@scrpa.net

Any article or feature published in Hot Rail! may be reprinted in whole or in part provided that proper credit is given the source.

o o o o o o



SCRPA BOARD OF DIRECTORS

Chair,	Harold Benash		
Members,	Barbara Eldredge	Richard L. Hopping	Michael Vitale
	George Engelage IV	Donna Johnson	Dennis White
	Terry Galvin	Stuart Proctor	
	Denis Hergenreter	Jeff Schulze	

SCSRA BOARD OF DIRECTORS

Chair,	Sue Kientz	(seat expires June 2014)	
Members,	Gordon Bachlund	(Jan 2015)	Stuart Proctor (Jan 2015)
	Harold Benash	(Dec 2013)	Michael Vitale (Sept 2013)
	Jim Hoffmann	(Sept 2013)	Dennis White (Dec 2013)
	Ted McConville	(Jan 2014)	

SCRPA CORPORATE OFFICERS

President,	Harold Benash
Vice Presidents	Richard L. Hopping and Dennis White
Secretary,	Mary Proctor
Treasurer,	Barbara Eldredge

SCSRA CORPORATE OFFICERS

President,	Gordon Bachlund	(June 2014)
Treasurer,	Michael Vitale	(June 2015)
Secretary,	Jim Hoffmann	(June 2015)

SCRPA HISTORY AND MODELING COMMITTEE

Chairman,	Harold Benash
Secretary and Editor,	Dennis White

SCRPA RAILROAD OPERATIONS COMMITTEE

Chairman,	Stuart Proctor
-----------	----------------

SCRPA APPOINTED CHAIRPERSONS

Membership,	Margaret Benash, Lauri Schulze, Kathy White
Community & Media Relations	Donna Johnson
Railroad Days 2013	Jeff Schulze
Movie Nights	Gordon Bachlund, Jim Hoffmann
Poster Contest	Kathy Norris
Programs	Dave Norris

APPOINTED OFFICERS, COMMITTEE CHAIRS, AND MANAGERS

Vice President,	Sue Kientz
Railroad Operations Chairman,	Stuart Proctor
Caboos Docent Committee Chairman,	Jim Hoffmann
Caboos Maintenance Chairman,	Mike Vitale
Fund Raising Chairman,	Harold Benash
Publications Committee Chairman,	Sue Kientz
Key Control Officer,	Dennis White
Official Photographer,	Elliott Alper
Film/Digital Presentation Manager,	Jim Hoffmann
Motion Picture Film Archivist,	Gordon Bachlund