

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 1

Summer 2005

FULLERTON RAILROAD DAYS 2005 WAS BOTH COOL AND STEAMY

By Fred Canfield, Railroad Days Coordinator

We have just completed another successful Railroad Days and this year the weather was just right – pleasant and cool. With the San Bernardino Railroad Historical Society Steam Engine No. 3751 periodically sounding its full-throated whistle to the delight of the crowds, around 34,000 people came out on Saturday and Sunday to see the sights, enjoy the displays, chow down the food, and tour the cars and locomotives parked at the station. There was a lot to see and explore, with many and varied participants such as railroads, model clubs, youth groups, non-profit groups, commercial exhibits, and food vendors.

How did we do it? With a lot of help from many volunteers, we once again put on the Greatest Show In Fullerton. I would like to personally thank each and every one of you. See page 10 for the list of all those who contributed.

We now look ahead to a year of planning for the eighth annual Fullerton Railroad Days on May 6th and 7th, 2006.

We can do a better job of raising funds and awareness of FRPA, but we need your help. Committee members need to start their jobs shortly and we still need more volunteers. We also need your help in obtaining sponsors for our model railroad tents and donors for our Opportunity drawings and Silent Auctions. If you can volunteer some time to Railroad Days, please contact me at (714) 871-8329 or e-mail fcanfield@cfcircus.com.



*Above right, Railroad Days from above. Photo by Gordon Bachlund
Directly above, No. 3751 blows off some steam. Photo by Elliot Alper*



PACIFIC ELECTRIC HISTORICAL TALK AT JULY 13 DINNER

By Stan Swanson, FRPA Dinner Coordinator

The Pacific Electric Railway will come to life in a presentation by Jack Finn, President of the Pacific Electric Railway Historical Society, at the FRPA General Membership Meeting on July 13th.

The Pacific Electric Railway's vast interurban empire in Southern California totaled 1,150 miles of track serving four counties with over 900 electric streetcars and interurbans at its peak. Henry Huntington, nephew of Collis Huntington, President of the Southern Pacific Railroad, took over the lines that preceded the PE in 1898, and the famous "red cars" were born. In 1901 he established the Pacific Electric Railway, which company also handled Hunting-

Fillmore & Western Murder Mystery Dinner Train

Saturday, November 12

Mission Implausible
a 1960s-themed thriller

Eat a three-course dinner as you ride the train
and watch the fun!

See trip details on page 2
Reservation coupon on page 11

Questions? Call Gary Herod at (818) 236-4208

ton's emerging real estate empire. Mr. Finn will present historic photographs of portions of the PE's Orange County rail lines selected from the Society's files, and provide rare historical insights.

Also, the SCSRA Maintenance of Way Department will give a short presentation to introduce the new track construction project at the Fullerton Transportation Center.

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 2005 and various activities of our association. That's Wednesday, July 13, 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!

FULLERTON TRACK PROJECT UPDATE

By Jeff Barrow and Dan Price, SCSRA Maintenance of Way Superintendents

This quarter, the Maintenance of Way dept. focused its effort on the upcoming track construction at the Fullerton train station and Railroad Days 2005 setup. The work began in early April when SCSRA and FRPA volunteers came out and cleaned up the future right of way near the station, south of the Napa auto yard. This included trash pickup, weed control and fence removal.

This was a much needed improvement for both the track project and Railroad Days. Our work party also rebuilt the stairs that are used for the locomotive tours at Railroad Days. These stairs were in much need of repair after sitting outside for the past couple of years. One last project that was completed for the joint effort of the track construction and RR Days was to clean up the fenced private railcar area. This included the long awaited removal of the old wooden bumpers around the loading dock, adjacent to the station. Special thanks to Joe Barilari, our MW superintendent emeritus, who found some time in his busy schedule to help us torch cut the bolts off the loading dock bumpers. Last, but certainly not least, thank you to all who helped on these clean-up projects and we hope to see all of you, and others, out there when the track work begins.

Speaking of track work, for all of those interested, a short presentation of the upcoming construction will be given at the July 13 general meeting (see cover). If you would like information about the project and cannot make it to the meeting, you can always e-mail the MW department at MofW@scsra.org, and we will send you any info that you need. We are still planning on starting this summer, so keep your work gloves handy.

Railroad Days 2005 was also a great success for both the Southern California Scenic Railway Assoc. as a whole and the SCSRA MW Dept. This year we revamped our track display to show exactly what the track construction is and how we build track, the old fashioned way. We had many interested people who came by to let us know that they would like to help, and if you are interested in building track this summer, again please come to the general meeting or e-mail us at MofW@scsra.org. We hope that you all had a chance to come and visit our booth and learn about our near-future plans.

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.

FILLMORE AND WESTERN DINNER TRAIN TAKES US BACK TO 1960s SPY THRILLERS, NOV 12

By Gary Herod, FRPA Tours and Charters

The FRPA cordially invites you and your family and friends to join us on November 12, 2005, to ride the Fillmore & Western's "Murder Mystery" Dinner Train – a veritable dinner theater on rails.

The show will be *Mission Implausible*, a 1960s-themed mystery thriller. Return to the time of Maxwell Smart, 007, and a president who lived in Camelot – when love was free and politicians told the truth (or so we believed). Dust off your bell-bottoms and headbands and start practicing the words of "Age of Aquarius" as the train takes us back to the 60s as they might have been.

The three-course dinner will include a fresh garden salad, your choice of prime rib au jus with baked potato and vegetables or chicken cordon bleu with mushroom sauce, wild rice, and vegetables. Finish with coffee or tea and dessert. There is a full-service bar on board for no-host adult beverages.

You may meet our group at Fillmore, or enjoy an optional stress-free charter bus from Fullerton, with a stop in Pasadena, which will take you to Fillmore and back. If you plan to avail yourself of the bar, you might find the bus an ideal way to "unwind" after the event, before you drive home from Pasadena or Fullerton.

Fare for the dinner train is \$89 per passenger, and fare for the optional charter bus is \$25.

To hold a reservation, please send a deposit check for \$50 immediately. Full payment is due by September 12, 2005, using the form on page 11. Final date for refunds is September 16. This tour is limited to 100 passengers. If the tour sells out, your check will be returned. If we do not have the minimum amount of people for the bus, it will be cancelled and your \$25 bus fee will be returned.

Your tickets will be mailed to you on November 1, 2005, along with a map to bus boarding points, bus times, and Fillmore and Western dinner times.

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FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

FRPA added 23 new members at Railroad Days this year plus five renewals. There are several more who promised to send in their application. As of this publishing date, FRPA has 241 paid members for 2005 as compared to 227 for the Year 2004. There are, however, still 26 of you who have not yet renewed. "Friendly Reminders" have been mailed. If you have not yet responded, I would appreciate your early consideration so that I can report a 100 percent renewal for 2005 and a much larger membership roll.

You may be interested to know that our membership represents 57 cities in California, along with members in Florida, Kansas, Nevada, Oregon, and Germany. You have no excuse – you have the world in which to recruit new members!

Thank you for continuing to hand out membership applications.

MOVIE NIGHT: CHEVY CHASE & GOLDIE HAWN IN *FOUL PLAY*, AUGUST 13, 6 PM & 8:10 PM

The next Movie Night will be Saturday, August 13, at the Fullerton Museum Center, with two screenings (6 p.m. and 8:10 p.m.). Featured will be Episode 2 of a 1932 John Wayne railroad action serial, *Hurricane Express*, and the 1978 PG-rated comedy-thriller *Foul Play* starring Chevy Chase and Goldie Hawn. Admission is free to FRPA and SCSRA members and their friends and family.

Foul Play is about Gloria Mundy (Goldie Hawn), a shy San Francisco librarian, who finds a microfilm cassette left with her by a dying undercover cop and soon becomes entangled in a complicated series of events. She's pursued by a dwarf and an albino, and becomes convinced that they are out to kill her. Finally, with the help of bungling San Francisco police detective Tony Carlson (Chevy Chase), she begins to turn the tables on her pursuers. It becomes clear that the nefarious crew after her is plotting a dastardly deed, and Gloria and Tony must race against time to prevent a terrible crime, with the help of Tony's partner, Fergie (Brian Dennehy).

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2005 Calendar

* Dates and movie titles subject to change

- July 13** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- July 28** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Aug 13*** **Movie Night: *Foul Play*** at Fullerton Museum Center Auditorium. Rated PG. Two shows, 6 and 8:10 p.m. Free for FRPA
- Aug 23** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Sept 8-14*** **Bay Area Trip**, Monterey, San Francisco, Calif State Railroad Museum, Yosemite. Payment cutoff July 1, 2005.
- Sept 27** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Oct 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Oct 25** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Nov 12*** **Fillmore and Western Murder Mystery Ride**. Details page 2; coupon on page 11. Payment due September 12, 2005
- Nov 22** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Dec 3*** **SCSRA Christmas Party with the movie *Diamond Jim*** at Fullerton Museum Center Auditorium. Details TBA.

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

This was Chase's first feature film role, and there are delightful cameos by the late Burgess Meredith as the librarian's feisty karate expert landlord, Mr. Hennessy, and Dudley Moore as a womanizing symphony conductor Stanley Tibbets.

The 1932 Mascot serial *Hurricane Express* will continue with Episode 2, "Flying Pirates," and succeeding Movie Nights will feature succeeding Episodes until, in Episode 12, the identity of The Wrecker will finally be revealed!

HISTORICAL & MODELING COMMITTEE SUMMER REPORT

By Dennis White, H&MC Secretary and Editor

The second quarter of 2005 found the Historical and Modeling Committee busy with the annual library month-long display in April followed immediately by Fullerton Railroad Days 2005.

Our display in the Fullerton Main Library featured the updated N scale diorama of the proposed Southern California Railway Experience at the Fullerton Transportation Center. According to library personnel, the display drew lots of visitors, and lots of positive comments about the proposed FRPA facility, too. Special thanks to Don Lawver, Harold Benash, Jack Barich, Jeff Schulze, Bob Root and Dick Hopping for help with set-up and weekly maintenance while at the library.

April saw two work parties at the Transportation Center in preparation for Railroad Days 2005. April 16 was mainly weed clearance behind Terry Automotive and pre-



Dennis White, Lee Culp and Harold Benash attack the "Tumbling Tumbleweeds." Photo Jack Barich

liminary work on the wooden steps used for access to the BNSF diesel locomotive at RR Days. Led by FRPA/SCSRA members Dan Price and Jeff Barrow, we had good solid help from committed FRPA members Lee Culp, Harold Benash, Jack Barich, Dennis White, Bob Gordon and Fred Canfield. Tumbleweeds, trash, and other unmentionable unpleasant "things" were cleaned up and done away with.



Lee Culp and Bob Gordon discuss war stories (Korea) while clearing weeds and trash at the depot. Photo by Dennis White



Left to right: Martin Caestecker, Dan Price, James Caestecker, Jeff Schulze and Dennis White at work in the Fullerton Coach Yard. Photo by Jack Barich

A second work party April 23 concentrated on the rotten wooden bumpers along the old depot dock. The wood had to be split, pried loose, and hauled away. Then a cutting torch came in handy for removing the old rusted bolts. All the splintered wood, leaves, trash and scrap metal had to be moved out of the fenced area around the private car spurs. Led once again by Dan Price and Jeff Barrow were Jack Barich, Jeff Schulze, Ted Johnson, Dennis White, Bob Gordon, Joe Barilari, Lee Culp and two very helpful young men, James and Martin Caestecker, whose parents own and are restoring, the beautiful CZ dome car *Silver Splendor*. Also tackled this day were the finishing touches on the steps for the locomotives. New braces, handrails and supports were installed and painted, this time with carriage bolts, making knockdown at the end of RR Days much easier on the "worker bees."



Jeff Schulze found that hitting the rotten bumpers with a sledge seemed to work well. Photo by Jack Barich

Railroad Days began at 7 a.m. for H&MC members Jack Barich, Jeff Schulze and Dennis White. Wearing our new, larger size name badges (thanks Norma Goble – They are terrific!), we made ourselves available to help answer questions, and be of help wherever necessary. At tent move-in time, the rest of the H&MC crew arrived and we began setting up our display tent, shared this year with SCSRA folks. The two displays complemented each other and the teamwork of both committees worked wonderfully for all three days. H&MC members distributed all the tables and chairs for the many booths, helped wherever needed and had a good time fellowshiping with our fellow railfans, modelers and members.

A big and special thank you goes to H&MC's Mark Carnighan, who worked the FRPA museum booth with Bob Root and Chuck Munson all day Saturday and Sunday. His knowledge of the work being done to make our Southern California Railway Experience a reality made him an integral and valuable part of the museum team.

While RR Days was the big event in May, we also had a very productive after show work session Tuesday, May 24. Many of our committee members worked to do restoration and repair work to some of the historical picture boards, which have become rather worn from their travels to more than 40 shows the past 3 years.

And if an after RR Days work party wasn't enough of a job, the HO Fullerton Depot display traveled to San Bernardino for display during the five-day Orange Show at the San Bernardino County Fairgrounds over the extended Memorial Day weekend.

Our committee members have maintained a very active role in promoting FRPA. New members Doug Archer, Gary Covington III, and Lee Culp worked very hard leading up to, during and after RR Days and we thank them for their enthusiasm and welcome them aboard. Also a big thank you to members Jack Barich, Harold Benash, Rick Bremer, Mark Carnighan, Don Cole, Paul Gerhardt, Bryan Hunnell, Ted Johnson, Martin Kluck, Don Lawver, Jesse Lomas, Lori Lomas, Scott McKemy, John Nestegard, Dave Norris, Stu Proctor, Curtis Raymond, Jeff Schulze and Dennis White for a job well done.

HISTORY

NILES LOCOMOTIVE WORKS

Santa Fe's First Steam Locomotive Tied to Fullerton!

By Dennis White, Historical & Modeling Committee

Atchison, Topeka & Santa Fe locomotive Number 1, also known as the Cyrus K. Holliday and "First One," came to the railroad second-hand from the six-foot gauge Ohio and Mississippi Railroad in 1869. Niles Machinery Works of Cincinnati, Ohio, built her and that is where the tie-in with Fullerton begins.

Jonathan Sands Niles (1795–1867), founder of Niles Machinery Works, is the third great-grandfather of long-time Fullerton resident and FRPA member Bill Lewis. While growing up, Bill always heard his Grandmother and Great Aunt speak of "Niles Locomotive Works" and how "our family built the strongest, most reliable railroad locomotives." Of course there was nothing to back this up except word-of-mouth stories handed down over five generations, but the tale persisted. It was not until Bill's cousin, Dennis White (Bill and Dennis pictured at right), got a

genealogy program and started working on the family tree that the story of Jonathan Sands Niles started coming into focus.

Jonathan Niles founded Niles Machinery Works in 1845 on the banks of the Ohio River, near the present location of Cincinnati's Riverfront Stadium. The company built its first railroad locomotive in 1852, an odd little six-foot gauge 4-2-0 passenger locomotive that, because of its bicycle wheel arrangement, was a little short of tractive effort. Niles went on to build fourteen more six-foot gauge locomotives, all in the more practical 4-4-0 "American" wheel arrangement. These were the last railroad locomotives built by Jonathan Niles. The Ohio and Mississippi Railroad purchased one of these Niles Americans in 1866, finding it durable and easy to fire. However, the Ohio and Mississippi fell on hard times and, in 1869, sold their Niles engine to the Santa Fe.



Niles machinist at his lathe. Photo credit: Niles Tool Company – Historical Society of butler county, Ohio – public domain

Santa Fe narrowed the "One Spot" to standard gauge, named it Cyrus K. Holliday, and used it to build their new railroad. Number One lost its name in 1886 after a rebuilding and was renumbered "A." Santa Fe changed their numbering system again in 1898 and the little Niles engine became No. 78. Another renumbering project in 1900 changed the number to 177 and sometime after 1910, the number was changed one last time to 344. Engine 344 felt the scrap-

Continued on page 8



NO. 3751 ARRIVES!

Photos by Elliot Alper



FUN AND FRIENDS AT RAILROAD DAYS

Photos by Elliot Alper



Continued from page 5

pers torch at Topeka, Kansas, February 10, 1915. Sadly, no picture of the locomotive has been found.

Toward the end of the Civil War, Niles Machinery Works built a naval gunship for the U.S. Navy. The U.S.S. Oneonta, a single turret monitor was launched at Cincinnati, May 21, 1864, and finished out June 1, 1865, at a cost of \$465,000. Never commissioned because it was built too late for the Civil War, the Oneonta was sold to Peru and served that country's navy for more than forty years as the "Manco Capac" (see photo below).



Peruvian Monitor Manco Capac alongside the Niles dock, Cincinnati, Ohio, 1865. Photo credit: Manco Capac – Haze Gray and Underway – from collection of U.S. Naval Academy, Annapolis, MD, public domain

The Niles Company relocated to Hamilton, Ohio, in 1871 at the urging of that city's town council. As enticement, Hamilton provided an outright gift of 60 acres, provided the bricks and diverted a canal to provide free hydropower to the new facility. In 1899, Niles became a division of Niles-Bement-Pond company and in 1928 merged with the Hooven, Owens Rentschler Company to form General Machinery Corporation. General Machinery survives to this day, though its current product line is not nearly as heroic as those halcyon days of the mid-nineteenth century.



Sixty-acre Niles Machinery Works plant, Hamilton, Ohio circa 1875

I'm not saying that without Bill's and my third great-grandfather, the Santa Fe wouldn't exist, but having a good, trouble-free first locomotive certainly didn't hurt matters one bit.

Sources

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HISTORY

WHISTLES AT GRADE CROSSINGS

History Repeats Itself

Reported by Dennis White, Historical & Modeling Committee

People say that history often repeats itself. Take a look back at this article written by Reading Railroad President E. W. Scheer in the October 1936 issue of the Reading – Jersey Central Employee Magazine:

For many years the standard A.A.R. rule 14 (1) has provided for 2 long and 2 short blasts of the whistle when approaching public crossings at grade. The laws of the States generally provide that the locomotive whistle signal shall be sounded not farther than a certain designated point from the crossing, which point is required to be marked by a whistle post.

As it requires but a few seconds to sound the standard road crossing warning signal, it was found that in many cases users of the highways, not hearing the warning signal, had ample time to walk or drive on the crossing during the interval between the time the last blast of the whistle signal was sounded and the arrival of the train at the crossing.

After very careful consideration, practically all of the railroads have adopted a standard warning signal consisting of 2 long, 1 short and 1 long blast of the whistle – the latter to be prolonged until the locomotive reaches the crossing.

While this change in the warning signal approaching public crossings at grade has resulted in numerous and in some cases very bitter complaints from persons residing near such crossings, the fact remains that the adoption of this warning whistle signal has resulted in very substantial reductions in accidents and fatalities at highway crossings.

The latest record of which I have information indicated there had been a reduction of 48% in the number of persons killed and 49% in the number of persons injured. We have endeavored to explain this situation to those residing along our railroad who have filed complaints, but of course there are many thousands who have not complained to us who do not understand why locomotive whistles are sounded so loudly.

We have endeavored, so far as we can, to insist upon our engineers using good judgment in the use of the whistle signal, but every day, at many thousand different grade crossings, the locomotive engineer, observing the approach on the highway of pedestrians and vehicles, is never certain, particularly in the case of automobiles, whether or not those using the highway have observed the approach of the train. In many cases every day, under these circumstances, the whistle valve is opened to its maximum – the engineer knowing that if the driver of the vehicle has not

heard the warning signal and an accident should occur it would endanger not only the lives of the occupants of the vehicle, but the lives of the engine crew as well as the lives of others in his charge, in case it should be a train carrying passengers.

I am making this explanation for the information of patrons who have an opportunity to read our employee magazine.

While as above stated, numerous complains of various character, because of long and loud whistling on the part of our engineers, have been filed with us, the most courteous and gracious complaint that I have ever received was addressed to me recently, and in order that officers and employees of the Company may understand fully how some of our neighbors and patrons view our operations, I am asking our Publicity Manager to make available this communication from Mrs. Raymond Synnestevedt, who is our neighbor and patron, residing in the vicinity of Bryn Athyn.

Unfortunately, we do not have a copy of Ms. Synnestevedt's letter.

FRPA RAIL SAFETY POSTER CONTEST 2005 WINNERS HONORED

A poster contest geared to promoting rail safety garnered some special prizes for Fullerton elementary school students this past spring. Top awards were made at the Fullerton City Council meeting on May 17, 2005, and presented by Mayor Shawn Nelson. Students won rail tickets donated by AMTRAK and various local theme park tickets. Printing for the contest was furnished by a \$500 sponsorship grant from the Rotary Club of Fullerton.

All posters were initially judged by their home schools to determine the Fullerton Elementary School Winners. Posters were to illustrate one of the following themes:

- Stay Alive – stay off the tracks!
- Don't mess with trains!
- Tracks are for trains – Stay Off!
- Never stop on the tracks
- Stop, Look and Listen
- Don't try to race a train across the tracks – you'll lose!
- Or illustrate your own slogan regarding train safety

Then those winners were submitted to the Citywide judging, and students who won the top awards were as follows:

CITYWIDE WINNERS		
Prize	K-3rd grade	4th-6th grade
1st Prize	Curtis Kleiser, Hermosa Drive	Michelle Lee, Laguna Road
2nd Prize	Brady Neal, Acacia	Sara Rafter, Hermosa Drive
3rd Prize	Phillip Kang, Fisler	Audrey Lee, Laguna Road
4th Prize	Lisa Chen, Golden Hill	Ivy Kim, Fisler

All prize winners won rail tickets and the top three in each category won entrance into various theme parks. First place in each category won 2 adult and 2 child tickets on AMTRAK to San Diego and entrance in Sea World. Second place won 2 adult and 2 child tickets on AMTRAK to San Diego and entrance into Legoland. Third place won 2 adult and 2 child tickets on AMTRAK to San Diego and entrance on the Midway. Fourth place won 2 adult and 2 child tickets on AMTRAK to Santa Barbara.

The Fullerton Elementary School Winners are listed below.

Acacia: In grades K-3, Brady Neal (1st), Grant Sims (2nd), and Andy Yu (3rd). In grades 4-6, Katie Choi (1st).

Beechwood: In grades K-3, Paige Westerlin (1st), Alice Danci (2nd), and Ryan Toburen (3rd). In grades 4-6, Paul Gutierrez (1st), John Lee (2nd), and Jonathan Criveli (3rd).

Commonwealth: In grades K-3, Layla Silva (1st). In grades 4-6, Marsha Rontinsulu (1st), Billy Taitano (2nd), and Adriana Frias (3rd).

Eastside Christian: In grades K-3, Ann Lipscomb (1st), Madison Bock (2nd), and Jeremy Jones (3rd). In grades 4-6, Taylor Jones (1st).

Fern Drive: In grades K-3, Grace Yoo (1st), Lilah Azizadah (2nd), and Destiny Preciado (3rd).

Fisler: In grades K-3, Phillip Kang (1st), Nicholas Noah (2nd), and Esther Youn (3rd). In grades 4-6, Jin Choi (1st), Ivy Kim (2nd), and Craig Cruz (3rd).

Golden Hill: In grades K-3, Lisa Chen (1st), Havannah Tran (2nd), and Teegan Carthew (3rd). In grades 4-6, Jessica Cuhlane (1st), Crishia Peet (2nd), and Jade Valdez (3rd).

Hermosa Drive: In grades K-3, Matthieu Bouchard (1st), Curtis Kleiser (2nd), and Michael Rafter (3rd). In grades 4-6, Natalie Bouchard (1st), Stephanie Zgouridi (2nd), and Sara Rafter (3rd).

Laguna Road: In grades K-3, Justin Kang (1st), Kanbi Kim (2nd), and Emma Minahan (3rd). In grades 4-6, Audrey Lee (1st), Michelle Lee (2nd), and Julie Kim (3rd).

Maple: In grades K-3, Sandra Ocampo (1st), Diana Palma (2nd), and Adrian Gonzalez (3rd).

Orangethorpe: In grades K-3, Destini Gardner (1st), Gloria Bozonier (2nd), and Alex Gaspar (3rd).

Pacific Drive: In grades K-3, Brittney Hicho (1st), Brian Rios (2nd), and Daphne Calderon (3rd).

Raymond: In grades K-3, Monica Ortega Luna (1st).

Richman: In grades K-3, Maria A. Ramirez (1st).

Rolling Hills: In grades K-3, Summer Conner (1st), Kymberlin Martin (2nd), Meghan Weston (3rd). In grades 4-6, Megan Bastian (1st)

Sunset Lane: In grades K-3, Karan Gorhija (1st), Eileen Hwang (2nd), Mariah Firas (3rd). In grades 4-6, Julia Oh (1st), Marlen Tagle (2nd), and Juell Chong (3rd).

Valencia Park P.: In grades K-3, Mario Ortega (1st) and Desteny Gonzalez (2nd).

Woodcrest: In grades K-3, Bryan Rogil (1st). In grades 4-6, Yobana Lagunas (1st), Andres Gomez (2nd), and Rosa Arceo (3rd).

Thanks to AMTRAK, the Fullerton City Council, and the Rotary Club of Fullerton for their support of this awareness effort. FRPA also congratulates all winners and thanks all participating students, their parents, and their schools for supporting our annual poster contest.

Many more Fullerton Railroad Days 2005 photos are online courtesy of Trainweb.com
Visit <http://www.scrmf.org/rrdays/> for links

Fullerton Railway Plaza Association would like to offer its sincerest thanks to the following for their contribution to Fullerton Railroad Days 2005

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 Orange County Transportation Authority
 Orange Empire Railway Museum
 Pacific Coast Modular Club
 Pacific Community Credit Union
 Pacific Railroad Society
 Pacific Southwest Railway Museum, Assoc
 Past Times Collectables
 Quaker Oats
 Railroad Art by Scotty
 Railway and Locomotive Historical Society
 Renick Cadillac
 Rob Gibson - Photographic
 Saddle Mountain Band
 Salisbury Beach
 Salt Water Design
 San Bernardino Railroad Historical Society
 Seafood Grill
 Second Avenue
 Seekers Chapel
 Sierra Railroad
 Silver Splendor
 Slouch in the Couch
 Southern California LEGO Train Club
 Southern California Transit Advocates
 Southern Pacific Toy Train Operating Society
 Sunny Hills Leo Club
 The Clock Man

The Gluesmith
 The Great Train Race
 The Old Spaghetti Factory
 The Toy Train Shop
 Toltec Images
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 Trainweb.com
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Thank you all! If we missed your name or the name of your organization, we are sorry. Please contact us and we will include it in our next newsletter. Ed.



**Photo by
Elliot Alper**

Fillmore & Western Murder Mystery *Dinner and Train Ride, November 12*

RESERVATION FORM -- FULL PAYMENT DUE BY SEPT 12, 2005

Name _____

Address _____

City _____ State _____ ZIP _____

Day Phone () _____ Eve Phone () _____ E-mail _____

No. Passengers _____ (all tickets \$89/person)

Bus Service (\$25): From Fullerton ____ From Pasadena ____

No. Adults ____ Dinner Choice: Prime Rib: ____ Chicken: ____

TOTAL ENCLOSED: \$ _____

Waiver of Liability and Release

The undersigned acknowledges and assumes the risk of travel, including the consumption of food and beverages, the use of hotel accommodations, and the interim transportation while participating in FRPA Tour and Charter functions. The undersigned further holds harmless the FRPA and its affiliates in the event of accident or injury to the undersigned.

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IN THIS ISSUE

- **Pacific Electric Historical talk at FRPA Quarterly Dinner, July 13.**
Cover story
- **Track Project Update** – Come hear the plans for track expansion at the July 13 dinner. More on page 2.
- **Fillmore and Western Murder Mystery Dinner Train, Nov 12.**
Ride the train back to the 60s, gourmet meal included! See page 2.
- **Movie Night: *Foul Play*, August 13,**
Fullerton Museum Center; details on page 3
- Plus Rail history, Railroad Days 2005 wrapup and photos, more!

If this newsletter reaches you towards the middle of July instead of the beginning, e-mail sue@scsra.org or write the address above