



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

Issue I, Number 3

Winter 2004

RAIL TRIPS TO SANTA BARBARA, SAN DIEGO, ARE BIG HIT

By Gary Herod, SCSRA Public Relations Mgr

Our two Amtrak rail trips this fall went off very successfully in every way. In total, we carried 172 people to Santa Barbara/Solvang, and 97 to San Diego. Judging by the number of late requests which had to be turned down, we could have had as many as 125 for San Diego.

We had beautiful clear fall weather for Solvang, with great views of the Santa Barbara Channel from the train, and Lake Cachuma and the Santa Inez Mountains from the bus. Lots of shopping was evident from the number of parcels stored in the overhead bins on the return train (not to mention some had their purchases shipped). Occasional snacks of fudge and baked goods were also observed on the return train.

For San Diego, the weather was clear and cool, with signs of Christmas everywhere.

We had a great visit to the San Diego Railway Museum, where our group, young and a little older, spent an hour in reliving their youth with Lionel, American Flyer and other great trains, plus viewing the beautiful Tehachapi layout in HO Scale, with long trains scaling the pass.

Then we went on to the Hotel Del Coronado, to walk through the lobby areas, viewing 25' Christmas trees, decorated fireplaces, and ending with a great lunch, some on the patio overlooking the beach (yes it was warm enough to sit outside).

We then sailed on a two-hour cruise of San Diego Bay, with great views of the skyline, especially after dark as we returned to the dock, with Christmas lights all around. We had close-up views of the many ships, including the carrier Nimitz, that are moored in San Diego at this time. Passing under the Coronado Bridge was a treat.

A big thank you goes to SCSRA docents Doug Stephens, Greg Smith, and Mike Vitale for their invaluable help guiding our guests during the tours. Also, thanks go to Ted McConville for provided a fine ticket layout and Sue Kientz for arranging the ticket printing. Sue and Gordon Bachlund were a great help in publicizing the event.



Photos by Elliot Alper. See more pictures on pages 4-7.



We have received numerous requests for what we have planned for 2004 and beyond. At press time we do not have a confirmed schedule for trips next year, but as soon as we do, a mailing to the membership and our ever-growing public mailing list will let everyone know what is next. We invite any suggestions you may have for future trips. Please e-mail them to GaryH@ArcherTravel.com.

RAILROAD DAYS 2004 PLANNING RAMPS UP — SIGN UP TODAY!

By Fred Canfield, Railroad Days Coordinator

As you know we have started planning for the SIXTH annual Fullerton Railroad days on May 1st and 2nd, 2004. We are going to be participating in Fullerton's centennial with the theme of "Fullerton: 100 Years of Community Pride." This is going to be a tremendous celebration with the support of the City of Fullerton and YOU.

We are still looking for a couple of missing committee members. We need help with the Entertainment and Centennial Committee members. Please give me a call today at (714) 871-8329 or e-mail fcanfield@cfcircus.com.

We have contracted with Carl's Jr. to provide food since Polly's will not be helping us this year. Will anyone be able to replace the terrific Strawberry Pies or great entertainment they provided?? They will be missed.

This year we are going to focus our merchandising on the Opportunity Drawing and Silent Auction. We need your help to make this successful. I need volunteers to canvass local merchants for Drawing prizes. Don't forget to comb your home for Railroad artifacts for our Silent Auction. Please let us know what you find.

The following help is also needed:

- **Billposters** (circus term for those distributing posters) starting in February. You can deliver posters and flyers to local businesses and collect drawing prizes.
- **Facility helpers** will assist participants in finding their places, distribute electrical items, tables and chairs, and keep traffic flow moving on Friday afternoon and Saturday morning.
- **Booth attendants**, e.g., greeters, survey takers, and staffers for the information booth, museum booth, poster contest booth, kiddie train, and merchandise booth.

So please submit your name today by filling out the form on page 11, or e-mail me at fcanfield@cfcircus.com and let me know what you can do. Thanks!

2003 A BANNER YEAR

By Richard Hopping

This past year has been another successful year thanks to the 12 members of the FRPA Board of Directors and to the many volunteers who collectively make it happen. We have been blessed with the interest, talents and enthusiasm of the leadership of the Southern California Scenic Railway Association (SCSRA). Gordon Bachlund, SCSRA President and Sue Kientz, Chair of SCSRA's Board, have each been most helpful and cooperative in assisting to bring about a successful merger of the two groups.

Sue Kientz, in addition to serving as editor of the combined newsletter, has volunteered to maintain the websites for both organizations. See the updated FRPA website Sue recently began restyling at www.scrmf.org.

SCSRA has also offered to transfer its Tours and Charters, chaired by Gary Herod, and Movie Nights, chaired by Tim Dulin, to FRPA as committees effective in 2004. Members who participated in the tours to Santa Barbara and/or San Diego will recall Gary, while those who attended any of the Movie Nights will recall Tim. They are both experienced professionals who offer a lot to the benefit of the membership.

Significant praise should go to Charles Munson who has served so very capably as the FRPA Treasurer the past several years. The organization is in the strongest financial position in its history. In addition Chuck has been consistently invaluable in working with the city administration and the President.

The Historical and Modeling Committee (H&MC) has grown in size and are working very effectively this past year. In addition to the wonderful cooperative leadership of Harold Benash and Dennis White, the H&MC membership has grown in enthusiasm and dedication. FRPA members can join and attend their monthly meetings.

CHALLENGE MATCHING GRANT REPORT

FRPA expresses its sincere appreciation to its Founding President Bob Root who earlier in the year generously offered a personal Challenge Grant to FRPA. Bob agreed to match all monies raised up to \$10,000 which will be placed in a restricted account for the purpose of assisting FRPA to advance its efforts to develop a Southern California Railway Attraction at Fullerton.

President Richard Hopping wishes to express his heartfelt thanks to the members of the FRPA Board and the membership who have responded to the Challenge Grant as of December 18, 2004. Board Members contributing to date are: Gordon Bachlund, George & Beth Barlow, Harold & Peggy Benash, Norma & Jerry Goble, Peter Godfrey, Richard Hopping, Henry Jones, Charles Munson, Stan Swanson and Dennis & Kathy White. The FRPA members who have contributed to date are as follows: Jack & Diana Barich, Rick Bremer, Fred & Claudia Canfield, Don & Alice Cole, Robert & Pam Clark, Jr., John Hance, Ted & Diane Johnson, Dan Kiernan, Patrick & Mary Jean Montague, Harold & Shirley Muckenthaler and Jeff & Lori Schulze. **Both groups have contributed a total of \$7,525 which will be matched by Bob 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.

The overall membership continues to climb to an all-time high. Great credit goes to our outstanding Secretary Norma Goble. In addition to being an excellent Executive Secretary with superb management skills, she (as many of you have found out) has effective sales skills and diligent follow-up abilities.

Stan Swanson continues to do a great job in planning and executing excellent quarterly General Meetings that are drawing greater attendance as we go forward.

Fred Canfield and his spouse Claudia this year (along with many of you who so ably volunteered) conducted an outstanding Railroad Days event in 2003. In spite of the rain this year we still attracted 34,000 people and held our most successful two-day event in the last five years.

My thanks goes to our Founding President Bob Root for his leadership in providing a Matching Challenge Grant to assist FRPA in fulfilling our Vision and Mission. The FRPA membership has been most responsive to Bob's challenge and I would like to thank all who have responded for their generous response and support.

My thanks goes to the members of the Fullerton City Council and to Fullerton City Manager Chris Meyers, Acting Redevelopment Director Paul Dudley and Redevelopment Operations Manager Terry Galvin for their invaluable support, cooperation and guidance this past year.

Our great debt of gratitude goes to the President and Board of the Wilson W. Phelps Foundation for their continued financial support of FRPA and the objectives we pursue.

SCSRA UPDATE

By Gordon Bachlund, SCSRA President

Caboose Status – On September 22 we wrote Travel Town and requested an estimated date of accessibility for the cabooses. On October 6 we learned that the Train Shed should be completed in early December, and a date of formal dedication would be set. It was confirmed that we will have 60 days notice of accessibility for removal of the two cabooses once equipment relocation plans are in place. Then, in late December we learned that the Train Shed was

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dedicated. We congratulate Travel Town on this significant milestone in its development.

Meanwhile, Mike Vitale sent a digital photo showing that the cabooses had been moved recently, though they are still not accessible.

Happily, the special Amtrak tour to Solvang netted us \$1,293 and the San Diego tour \$1,282.92, for a total of \$2,575.92 to be applied to the move expenses.

Charters and Tours — We are grateful to Gary Herod for devising and implementing the October 18 and December 6 tours, both excellent train tours to local attractions. By all accounts they were well received. I know I enjoyed them both, and I overheard enthusiastic talk of future tours among the attendees.

At the October FRPA board meeting George Barlow, sitting in for President Dick Hopping who was out of town, remarked that the tours appear to have become a popular addition to the FRPA activity list, along with movie nights. Earlier, during a meeting with Dick, he and I discussed the feasibility of placing these two activities under FRPA. At the December SCSRA Board Meeting the board approved this transition effective the beginning of the year 2004. It now remains for the FRPA Board to accept this transition.

As noted above, the two tours netted \$2,575.92, and these funds are available to assist in paying for the equipment move. Given that moving the equipment will likely be the last major expense of the SCSRA, transferring the tours to FRPA will assist in funding further museum planning, a win-win for both groups.

Track Storage Containers — FRPA directors Peter Godfrey and Chuck Munson offered to personally fund the purchase of a 20' container for SCSRA track equipment and materials. Once the SCSRA equipment has been moved from Travel Town, any funds remaining should be applied to the purchase by SCSRA of a second container that will be used by both SCSRA and FRPA. We are grateful to Peter and Chuck for their generosity. Jeff Barrow and Dan Price are now looking for suitable containers.

Track Design — Mitch Alderman has completed the revised Fullerton Track Plan and it will be presented to the City of Fullerton, along with some new Museum promotional materials developed by Barry Howard, for formal approval. Once the plan is approved, it is anticipated that construction can finally begin.

Railroad Days — The planning for the event is proceeding on schedule and negotiations to bring ATSF 3751 to Fullerton are actively underway. Our cabooses should be on display also, and open for tours. From all indications, the 3751 should be viable this year, and may even be displayed under steam. If so, attendance should significantly exceed previous years, especially if there is not a repeat of last year's inclement weather.

UPDATE on Skunk Train — The Sierra Railroad, a 49-mile operation that runs from Oakdale in the San Joaquin Valley to Sonora and Standard in the Mother Lode announced Thursday that its bid of \$1.4 million for the bankrupt Skunk Train has been accepted by a federal bankruptcy court. The Sierra Railroad hopes to rehabilitate the 40-mile-long Skunk railroad and start service again in May (reported on the *San Francisco Chronicle's* website sfgate.com on Dec. 19).

FRPA BITS AND PIECES

By Richard L. Hopping, FRPA President

The FRPA is grateful to member Stan Swanson for his generous donation of a Cannon PC6 Office Style Copier for use in the FRPA office. It already has been of great use.

We wish to thank Jeff Schulze for all his efforts since Railroad Days in selling a number of N gauge trains that had been previously donated to FRPA.

Our personal thanks goes to Henry Jones for his dedicated service on the FRPA Board for these past three years. Henry has been an enthusiastic and a generous supporter of FRPA and our Mission. We will miss him but will look forward to his continued membership and support.

Congratulations to Fullerton City Council member Mike Clesceri upon his election as Mayor for 2004 and to Shawn Nelson upon his being elected Mayor Pro Tem. May you have an enjoyable and productive term of office in your new leadership position. FRPA offers its full support.

Congratulations to Don Bankhead for his very successful term as Mayor of Fullerton in 2002. Don represented the City very well on numerous occasions during his term of office.

LEASING OF FULLERTON RAILROAD SPURS

By Richard L. Hopping

Several years ago the FRPA Board pledged the City of Fullerton to make every effort to contact rail car owners and encourage them to lease space on the rail spurs at the Fullerton Train Depot. Our thanks go out to FRPA member Bill Hatrick for being the first person to lease space. Bill's passenger car, Amber Trail, has been in residence in Fullerton for the past year. I wish to thank everyone for your efforts getting the word out and promoting the availability, and referring many interested parties.

Terry Galvin, the Redevelopment Operations Manager, Fullerton Redevelopment Agency, has been working hard all along to fill the spaces. He reports that recently three additional owners have agreed to sign leases to place cars in Fullerton. The arrival of the additional cars is expected around January 1, 2004. This will complete the leasing of the available space. A condition of leasing is that the owners' cars will be available for special events like Railroad Days or be moved to another location during that weekend.

Our thanks to Terry Galvin, the City of Fullerton and to all the FRPA membership who assisted in promoting the leasing of space on the spurs.

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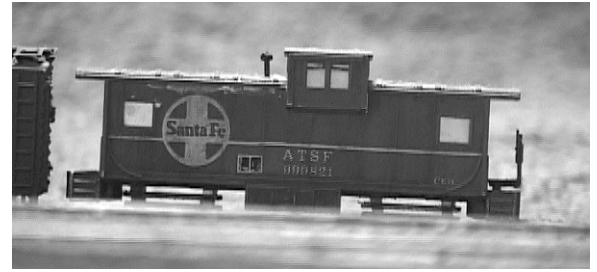
RAIL TOURS: GOOD TIMES, WONDERFUL SIGHTS . . .

Photos by Elliot Alper



**Santa
Barbara/
Solvang
October 18**





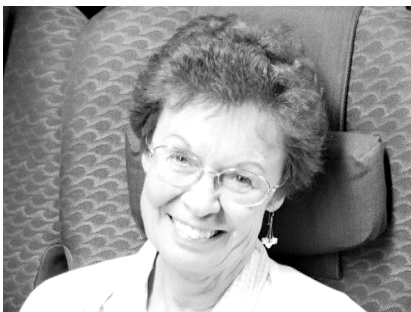
San Diego December 6

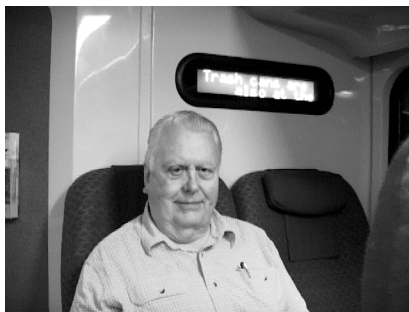
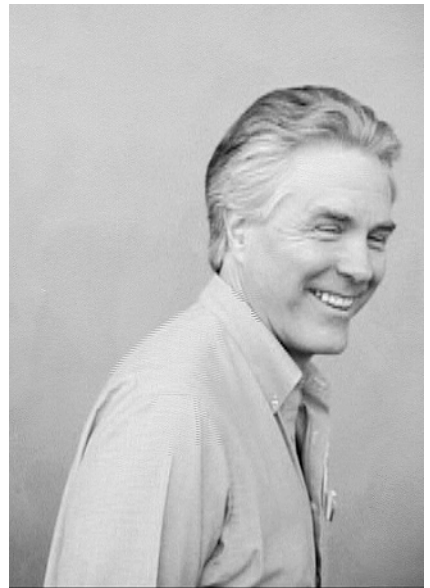


MORE ↓

... AND HAPPY FACES!

Photos by Elliot Alper





FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

January 1 every year is usually a devastating time for a membership chairman. Because memberships cover only the calendar year, at the beginning of each new year the membership dues drop to zero. But I am so pleased to report that FRPA's members are wonderful. At press time, the memberships for 2004 are already at 118. The total membership for 2003 was 212, the highest number thus far. With your help, we hope to exceed this figure during 2004.

Please keep the renewals coming so that at the General Membership Meeting on January 14 I can report that 100 percent renewals have been received. Thanks for your help!

A NEWSLETTER'S EVOLUTION...

By George Barlow

The FRPA started out 2003 with a newsletter called *The Newswire*. This newsletter began when FRPA was formed in 1999 and was intended only to inform the small membership of the progress being made by the organization.

Since then, FRPA has blossomed into a full grown organization that serves many different facets of the railroad enthusiast. That growth required *The Newswire* to expand in editorial content and size in order to serve the ever increasing membership and their interests.

During 2003 we expanded *The Newswire* to include the 3rd District Local. This was a great addition and it was edited and published by the Model RR & Historical Committee, to be included with the regular *Newswire*. Next came the affiliation with the SoCal Scenic RR group and the inclusion of their great publication *The Headlight*. All this was well and good, except it created a nightmare of coordination. During the spring, the FRPA board authorized a study of alternatives for the newsletter and Sue Kientz, editor of *The Headlight*, stepped forward and volunteered to manage, coordinate, edit and get the whole thing published! WOW! Could this really be done? Well, you have in your hand the answer. Sue has done an absolutely outstanding job of creating and publishing — *The Hot Rail*.

In closing, I would like to thank all the folks that assisted me in writing, publishing and distributing *The Newswire*. In particular, I would like to thank Gordon Walker who did all the electronic typesetting, scanning, and other technical aspects needed to help me publish *The Newswire*. I cannot thank him enough, for without his help I surely would have never gotten an issue out on time.

HISTORICAL & MODELING COMMITTEE WINTER REPORT

By Dennis White, H&MC Secretary and Editor

The Historical and Modeling Committee continues to showcase its historical photo display and HO scale Fullerton module at train shows throughout Southern California. The module has seen much action spliced into the Orange County Modular Railroaders HO club layout. Everyone gets a kick out of watching long freight trains of 100 cars or more blasting past our scale reproduction of the Fullerton Depot.

Regular visitors to the FRPA - H&MC booth this past year have witnessed the ongoing construction of an HO scale replica of the Blue Goose citrus packinghouse once located just south of the Santa Fe main line on Harbor Boulevard in Fullerton. The highly detailed model is nearing completion and will have a permanent place on the module. The combination brick and wood structure with its varying roof styles has been a challenge to construct but the artistry of

2004 Calendar

NOTE: Movie Nights arrangements are still in flux at press time; check for updates at <http://www.scsra.org/>. Movie Nights are free for members and their guests. Bring your SCSRA Associate's Pass, FRPA membership card, or this newsletter for free entry. Parking is also free.

- Jan 15** FRPA Quarterly Dinner Meeting, 6 p.m., China Inn Buffet, Fullerton
- Jan 27** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Feb 21*** Western Movie Night: *Dodge City* (1939)
- Feb 24** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- March*** Rail Tour, TBA. Details will be mailed to members when finalized
- Mar 23** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Apr 14** FRPA Quarterly Dinner Meeting, 6 p.m., China Inn Buffet, Fullerton
- Apr 27** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- May 1-2** Fullerton Railroad Days 2004, Fullerton Station
- May 25** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- June 19** SCSRA Annual Dinner, Location TBA, may include movie screening of *Silver Streak* (1934)
- July 14** FRPA Quarterly Dinner Meeting, 6 p.m., China Inn Buffet, Fullerton
- August*** Rail Tour, TBA.

*Dates Subject to Change; See <http://www.scsra.org/> for updates

Harold Benash, Paul Gerhardt and others have created a truly beautiful representation of this interesting building.

Coming up January 31 and February 1 is the Great American Train Show at the Anaheim Convention Center where once again the H&MC will team with the Orange County Modular Railroaders. One of the largest train shows in Southern California, the Anaheim train show will feature many modular model railroads in various scales. Come and spend a few hours with fellow train lovers.

Members of the H&MC enjoyed the recent SCSRA/FRPA sponsored train trips to Solvang and San Diego. What a great way to enjoy railroading and visiting with friends while experiencing the sights and sounds of Southern California.

The Historical Team has purchased a large aerial survey photo of the Sunny Hills area of Fullerton showing the Bastanchury Ranch packinghouses and rail spurs at Sunny Crest cir-



Dennis and Kathy White enjoy the fruits of their wine shopping in Solvang. Photo by Don Cole

ca 1947, and development of a display featuring the aerial shot and supporting photos from the ground is underway. Look for its debut at Fullerton Railroad Days 2004.

The Historical & Modeling Committee is open to all FRPA members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with guys and gals who share these interests, we invite you to become a part of our growing committee. It is 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. in the Fullerton Chamber of Commerce. Come, enjoy and learn about the symbiotic relationship between Fullerton and the railroads.

HISTORY

FRED HARVEY AND HARVEY HOUSE

By Dennis White

Few enterprises have benefited the traveling public more than Fred Harvey and his famous restaurants. Sponsored by the Santa Fe Railway, a Harvey House Restaurant served travelers and railroad employees at many ATSF passenger depots throughout the west. At their peak, the Harvey Company grew to almost one hundred restaurants and operated dining cars on almost every Santa Fe passenger train.

Frederick H. Harvey

Frederick H. Harvey was born in London, England, June 27, 1835. Shortly after his 15th birthday, Harvey and his parents immigrated to the U.S. through New York City. Fred found work in the restaurants of New York, where his intellect and enthusiastic work ethic inspired his superiors to teach him the restaurant business, including the proper way to prepare and present quality food.

By 1853, Harvey had traveled to New Orleans, finding jobs in some of the finest restaurants of that city. Fred Harvey migrated north to St. Louis, Missouri in 1855 working as a jeweler and tailor. Harvey married Barbara Sarah "Sally" Mattas shortly after arriving in St. Louis.

In 1859 and with the help of a partner, Fred Harvey opened his first restaurant in St. Louis. The business was successful until the upheaval of the Civil War took its toll and the restaurant folded. Harvey had sided with the Union, while his partner supported the Confederacy, causing a minor "civil war" among the partners.

Penniless after the squabble with his partner, Harvey went to work for a steamship company but contracted typhoid fever, cutting his river boat career short. After regaining his health, Fred Harvey took several minor jobs in the St. Louis area.

Eventually Harvey became a mail clerk with the U.S. Postal Service and shortly thereafter began sorting mail aboard railway post office cars as they traveled the rail of the Hanni-

bal & St. Joseph Railroad. Discovering that the railroad paid better than the post office, Fred Harvey obtained railroad employment as a ticket clerk with the Hannibal & St. Joseph Railroad. A promotion to Freight Agent afforded the opportunity to relocate his bride to Leavenworth, Kansas. The Chicago, Burlington & Quincy Railroad, better known as the Burlington Route, acquired the Hannibal & St. Joseph Railroad and shortly thereafter promoted Harvey to General Freight Agent.

In 1876, Fred Harvey met Thomas Nickerson, President of the Atchison, Topeka and Santa Fe Railway and lamented the poor quality of food available to railroad passengers. Food was overpriced, greasy and slow service caused many a passenger to either miss their train or miss their meal, according to Harvey. He told Nickerson that he could provide quality food, excellent service and a sanitary environment at a reasonable price. He must have been persuasive, because Nickerson and Harvey entered into an agreement and the first Harvey House opened that same year in the Santa Fe Depot at Topeka, Kansas.

Fred Harvey and the Santa Fe grew that first depot eatery into a chain of 100 restaurants and railroad hotels throughout the Santa Fe system. The Harvey Company operated Santa Fe's dining cars and eventually even had offline restaurants in other major eastern rail terminals.

Fred Harvey passed away, February 9, 1901, in Leavenworth, Kansas.

Harvey House

Harvey House

In the days before dining cars, trains stopped for meals at huge eating-houses adjacent to the tracks. The experience was, by all reports, horrible. Stops were limited to 15 minutes, the service was either rude or non-existent, and the food was terrible.

Travel was hard in those days. Passengers faced freezing temperatures in the winter, oppressive heat in the summer and other perils all the time. Train wrecks, Indian attacks, train robbers only added to the real terror of the day—train food! Fred Harvey and the Santa Fe changed that.

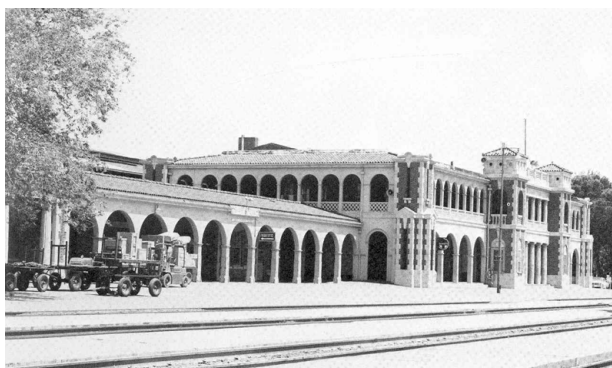
ATSF (Santa Fe) provided the money and Fred Harvey the management. The first restaurant, in Topeka, Kansas, opened with scrubbed floors and windows, clean tables and quality china, linen and foodstuffs. The place was an immediate hit.

The Santa Fe decided to expand and began opening restaurants in depots along the way, staffed by the best chefs the Santa Fe could find. Fresh fruit, meat and vegetables purchased from local farmers were served quickly and at good prices. The food and service at the Harvey Houses became the Santa Fe's finest advertising tool. Ridership suddenly improved on all routes served by Fred Harvey.

The Harvey organization kept meal prices very low and the restaurants never broke-even financially, but increased ridership on the Santa Fe more than



The Harvey House within the San Diego Santa Fe Depot was ready to serve lunch when photographed in 1915. Photo from the National Archives



Casa del Desierto, the Barstow CA depot and Harvey House, was only a few years from being abandoned in this mid-sixties photo. The station stood boarded up, damaged by the Loma Pietra earthquake and abandoned until complete restoration in 2000. Photo by Chard Walker

made up for the losses. Santa Fe pulled riders from competing railroads, primarily because of Fred Harvey's food and service. The Harvey Company began serving food onboard Santa Fe trains in 1888 and continued operating Santa Fe's dining cars almost to the end of passenger service on the ATSF.

Fred Harvey always demanded the highest standards for his food, his linens, flatware, and his servers. When Fred Harvey died in 1901, the company passed to his sons who continued his formula for success.

The Harvey Company served the servicemen aboard troop trains during both world wars and, though not served on fine china and linen, GI's were surprised to find that the quality of Harvey food had not diminished one bit.

Harvey House left the control of the Harvey family with the death of the last Harvey son in 1933, but by then, the Harvey "touch" was ingrained into the minds of all who worked for the company and quality never faltered. Commercial aviation in the 1950s changed the way America traveled and Harvey House Restaurants began closing as business declined.

The Harvey House inside Los Angeles Union Passenger Terminal closed in 1964 and its staff transferred to the restaurant inside the then new Los Angeles Music Center's Dorothy Chandler Pavilion.

Amfac Corporation acquired the Harvey Company in 1968 and ended a 92-year tradition of providing outstanding food, service and quality under the Harvey name. Amfac, a Hawaii-based hotel and resort properties management company continues to operate several former Harvey operations (including the Music Center) to this day, though none are rail oriented.

The Harvey Girls

The first Harvey House in Topeka began with the same surly and gruff waiters common to rail travel in that era. Harvey, after several attempts to retrain his staff failed, decided to hire young, unmarried, well-educated ladies from the "civilized" east to wait on his customers. He recruited these women utilizing advertisements in major Philadelphia, New York and Boston newspapers. Jobs that offered good pay, room and board, travel and adventure to women were not common and his recruiting efforts were successful.

For many years, Mrs. Sally Harvey personally interviewed every Harvey Girl before approving of her employment. Candidates were to be single, 18 to 30 years old, well educated, have a pleasant manner, be articulate, neat, and of good moral character. Strict conduct was demanded.

Harvey provided a black dress, black ribbon tied just below the collar, black stockings, black shoes, a white starched apron that must hang exactly four inches from the floor and a white hair ribbon. Should an apron become soiled while serving, rules demanded the girl immediately return to her living quarters and don a clean garment before serving another customer. Later, a black skirt and white blouse replaced the black dress.

Harvey girls attended classes that covered grooming and etiquette. No makeup or jewelry could be worn, whether on or off duty, and chewing gum was prohibited. All Harvey Girls lived in a dormitory, two to a room and closely monitored by a housemother. The Harvey House dormitory provided a downstairs parlor for girls entertaining gentlemen callers, provided the housemother chaperoned all meetings. Harvey Girls signed a contract that they would not marry the first year of their employment. Girls worked on renewable six-, nine- or twelve-month contracts.

Harvey Girls worked a rotating six- or seven-day workweek, 12 hours a day, with a day off between work weeks. Shifts varied with train schedules and a night train required getting up, dressing and presenting a good eating experience no matter the hour. Harvey Girls typically

served several dozen guests at a single seating. Harvey paid each girl \$17.50 per month in addition to free room, board, clothing, travel passes, use of laundry facilities and allowed them to keep all tips. Wages and benefits were considered high by the standards available in eastern cities.

Will Rogers once stated that "Fred Harvey kept the west in food and wives." Harvey was called the "Cupid of the Rails," because so many Harvey Girls married railroad men or passengers. Harvey Girls were in high demand for more than just waiting tables. Women were scarce in the West. A cultured girl was rare and any man wanting to carve a quality life out of the wilderness considered a former Harvey Girl a real asset. Many Harvey Girls married ranchers, railway men and professional men such as doctors and lawyers.

Fred Harvey brought decent, respectable women to work in his restaurants at a time when "there were no ladies west of Dodge City and no women west of Albuquerque."

Though Harvey Houses and meals by Fred Harvey are only a memory, the impact of Fred and Sally Harvey on taming the old west is a lasting legacy.

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LOCAL INTEREST

RAIL CAR RESTORATION IS A FAMILY MATTER

By Bill Hatrick

New FRPA member Bill Hatrick wants to make tracks with two of his three post-war streamliner passenger cars. Bill, his wife Debbie, and now even his two daughters have been steadily restoring two vintage rail cars since first purchasing them from private parties in the 1980s. Their "feature" car is a 1949 Pullman Standard built, former Southern Pacific lounge car No. 2981, a 39-seat Club Lounge with barbershop and shower. After many hard years with both Southern Pacific and Amtrak, the car was purchased by the Hatricks in 1987 (virtually a rail yard derelict) who set about to restore the car to its former glory as a first-class lounge for use as a "for charter" Amtrak certified private car.

After four years of initial restoration, the car, now named the Overland Trail, made its maiden voyage behind the SBRHS's restored steam engine 3751 in late 1991. By that time, though, Amtrak had changed the rules and required Head End Power (locomotive generated 480-volt electrical system) and a complete truck/wheel assembly overhaul. So, after one run, the car went back to the shop for another three years and finally made a "second maiden run" in August of 1994. The Hatricks currently operate the car an average of eight trips a year, mostly between Los Angeles and San Diego, as a charter and excursion business. Unfortunately, according to Bill, "The car has one major drawback: it doesn't have a vestibule (steps to ground level). Because Amtrak's 'double deck' Pacific Surfliners

board at ground level and pass through on the upper level, there is no way to board the Overland Trail." Because of this dilemma, the Hatricks have in mind to move their dead storage coach from "back burner" status to "hot plate" status.

Stored right here on our very own future Fullerton Railroad Museum tracks since April of this year is the former Union Pacific 44-seat chair car 5430—with a vestibule! This was actually the Hatricks' first car of the "fleet," bought in 1983. Under their ownership, the car has traveled several Amtrak routes (before the Amtrak HEP and truck overhaul requirements) and participated in several steam excursions, though it has sat idle for almost 10 years at the Golden Gate Railroad Museum (in the Bay Area) before returning to Southern California.

Bill is often asked by savvy railfans, "Hey, what's this UP



Overland Trail club car fully restored to her former glory. Photo by Bill Hatrick



Ex-UP coach 5430 wearing Daylight paint and named Amber Trail gleams in the afternoon sun during a photo stop behind ex SP 4449. Photo by Bill Hatrick

They did a wonderful paint job with very good paint, I see no reason to cover that famous 'SP Daylight' color scheme!"

Their plans are to perform the Amtrak required upgrades so that this car can once again burn up the mainline at speeds up to 90 m.p.h.—and provide that much needed vestibule. Bill said, "The Amtrak upgrades should go very

car doing painted SP?" He replies, "Our last lease for the car was in the early '90s with the folks who operate the ex-SP GS-4, 4449.

men's and women's dressing/restrooms at either end of the car. After service on the UP, Penn Central bought it and used it on the Broadway limited; Amtrak became owner of the car in the early 70s and used it systemwide until retirement in 1979.

The Hatricks won't have the Amber Trail ready for their next public excursion on Valentine's Day, but are confident it will be ready by their May 8 "Mother's Day" excursion. Their next patriotic trip honoring Veterans of WWII and Flag Day will be on June 12. "These trips (Flay Day and Pearl Harbor Day excursions) are absolutely wonderful as we lift up America, our Veterans who fought to preserve our freedoms and the glorious era of the '40s Streamliners," Bill said, "they are certainly a 'time travel experience' as we endeavor to recreate travel in the romantic era of the '40s."



WWII Reinactors pose at vestibule of ex Pennsy Colony Craft. Photo by Bill Hatrick

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