

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 V, Number 2

Fall 2007

FRPA GENERATES 11.5% OF FULLERTON'S ARTS AND CULTURE ECONOMIC ACTIVITY

A recent study revealed that FRPA's Railroad Days generates in one weekend over 10% of the economic activity for Fullerton's arts and culture community. Such a result would appear to bode well for the expected economic impact of FRPA's proposed rail museum, the Southern California Railroad Experience (SCRX), which would be a year-round draw for visitors to the Fullerton area.

Fullerton's arts and culture community generates \$69 million in economic activity every year, reports the study conducted by Americans for the Arts, a Washington DC-based nonprofit group. Fullerton's arts scene supports the equivalent of 1,349 full-time jobs and produces \$4.14 million for the local government (see *Orange County Register*, Sept. 11, 2007, LIFE section, page 3.)

The FRPA, as an active member of the arts and culture community, participated in the study by providing responses to the group's questionnaires. Dr. Hopping summarized the various activities of the FRPA including the annual Fullerton Railroad Days event, the city's

largest yearly attraction. Here are Dr. Hopping's inputs compared to the totals for Fullerton:

Study Category	Fullerton Total	FRPA Total	% from FRPA
Active Volunteers	1,832	103	5.6
Volunteer Hours	87,051	12,755	15.7
Visitors to Events	Not reported	40,424	-
Visitor Spending	\$9,090,000	\$1,044,556*	11.5

* Based on Study figure of \$25.84 spent per event visitor during visit

These figures show that spending by visitors to FRPA events in 2005 constituted 11.5 percent of the total spending reported for all arts and cultural event attendees in Fullerton, and the FRPA represents a volunteer resource of 15.7 percent of the total of the Fullerton of arts and cultural community. FRPA's impact is stunning when you consider it represents just one weekend, and it seems more than reasonable to assume that the SCRX would further profit the community by building on this impressive base.

The report's findings came at a propitious time to defend FRPA's good intentions toward the Fullerton community, as a recent editorial in the *Fullerton Observer* implied that FRPA has been angling to receive \$20M of City redevelopment funds for the SCRX (*Fullerton Observer*, Early Sept. 2007, www.fullertonobserver.com/artman/uploads/foseptsm.pdf). FRPA president George Engelage, FRPA founding president Bob Root, and Railroad Days Coordinator Fred Canfield wrote immediate rebuttals to the opinion piece, with Fred pointing out that the article implies there's \$20M in City funds somewhere ready to be spent, which is misleading and untrue (*Fullerton Observer*, mid-Sept 2007, www.fullertonobserver.com/artman/uploads/fomidseptsm.pdf).

FRPA's clear intention has always been to found a railroad-themed, family-oriented attraction which would make Fullerton a "destination point" rather than a pass-through city, and bring visitors and therefore business and tax revenue to the area. Perhaps this study's results will encourage City leaders to formally include the SCRX in the Transportation Center's final plans.

Movie Night: October 27

The General (1927)

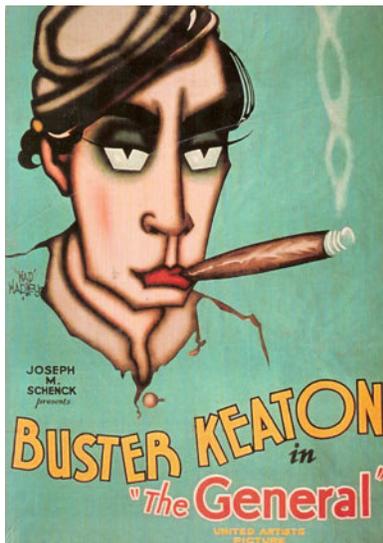
Wine Tasting: 6 p.m.;
Movie: 6:30 p.m.

Fullerton Museum
Center Auditorium
301 N. Pomona
Ave., Fullerton

Free for FRPA/
SCSRA members
and guests

FREE PARKING
ACROSS THE STREET

Wine tasting sponsored
by SCSRA



See the 2007-08 Calendar on page 9

METROLINK MANAGER OAXACA, FUNDRAISER WAGNER, TO SPEAK AT OCT 10 DINNER

By Stan Swanson, FRPA General Meeting Chair

For over 20 years, Francisco Oaxaca has managed sophisticated company relations, media relations, internal and external communications, print and electronic publishing, broadcasting, and policy developments for Metrolink in both the public and private sectors of Southern California. He heads the staff and oversees all media and community relations for the sixth largest regional commuter rail agency in the U.S. Metrolink serves nearly 40,000 passengers daily over a 500-mile system serving five counties. He has a Bachelor of Science degree from University of Southern California, and an M.B.A. from the University of Redlands. His presentation will include the past, present, and planned future successes of Metrolink.

We will also hear from Jon Wagner, Executive Director of the Fullerton Historic Theatre Foundation where he is helping to raise funds for the restoration of the Fox Theatre, Orange County's first and only surviving stage and movie palace. Jon began his fundraising career at the Orange County Performing Art Center. He has held positions as a senior development officer at the Saint Joseph Ballet and as Director of Development at the Laguna Playhouse. His topic will be fundraising for the Fox Theatre.

We are again expecting a large attendance of over 100, so plan now to attend. Bring your friends and acquaintances interested in railroading and railroad history as it applies to Fullerton and southern California. You will hear about Fullerton Railroad Days 2008 and news of the various activities of our association. That's Wednesday, October 10, 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.

FRPA MEMBERSHIP AT 231

By Norma R. Goble, Membership Chair

FRPA has 231 paid members as of September 2007. There are still 34 of you who have not yet renewed for 2007. Do you know that if all or even most of the 34 past-due members were to pay their 2007 dues, we would have the highest number of members in FRPA history?

With this worthy goal in mind, please take my "friendly reminder" from the bottom of your mail and put it in your "priority" pile. Hope-



Doug Archer, Martin Kluck (partially hidden), and Harold Benash measure and document one of Fullerton's historic buildings. Photo by Dennis White

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.

fully, I will be able to add you to the "paid up" member list by the next Quarterly Membership Dinner Meeting in October, and announce our largest membership ever!

HISTORICAL & MODELING COMMITTEE FALL REPORT

By Dennis White, H&MC Secretary and Editor

Official H&MC projects always slow down during the summer months when members are otherwise engaged with family outings, trips, or special projects around the house.

Paul Gerhardt traveled by train to the National Model Railroaders Association annual convention, held this year in Detroit, Michigan. Paul, who is a transplant to Southern California, visited with old friends from his native New Jersey, attended the many functions, and had a wonderful time. Upon returning home, he questioned why anyone would travel any other way but train.

Doug Archer spent late spring and summer constructing his beautiful model of the Cheyenne Depot for his son's HO scale model railroad. See his handiwork on pages 3 and 4 of this issue.

FRPA members Gordon Bachlund and Dennis White traveled to Bakersfield to check up on the changing scenery in the Old Kern Town area near the Southern Pacific depot. They spent time touring the historic Granada Theatre and listening to its wonderful Wurlitzer theatre pipe organ and exploring the projection booth,

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H&MC and SCSRA folks provide entertainment at FRPA's quarterly movie nights. A popular feature is the complementary wine tasting, sponsored by individuals and organizations within the FRPA family. Photo by Jack Barich.

and other "behind the scenes" areas of the old building. The old Southern Pacific Depot still stands and is in use as offices for the Union Pacific, but not much else remains. The Roundhouse and engine fa-

ilities are gone with the exception of sanding and fueling racks and the old turntable. Most of the yard is also gone, with a huge dirt field marking where the classification yard once stood.

The Committee continues its tradition of supplying "worker bees" to the FRPA when needed. With the cooler fall weather, committee members will be cleaning and re-organizing the storage facility, salvaging and then dismantling the old 4 x 8 diorama, continuing to upgrade our historical displays, and presenting the FRPA/Southern California Railroad Experience story at the train shows in Del Mar and Anaheim.

The Historical & Modeling Committee is always looking for members. If local history, rail history, railfanning or model railroading (any scale), interest you and you would enjoy fellowship with others 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 7 p.m., the fourth Tuesday of each month (except December) at St. Paul's Lutheran Church, (corner of Las Palmas and Harbor Boulevard), Fullerton. Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.



Historical and Modeling Committee members Jack Barich and Harold Benash enjoy a morning of watching trains at Fullerton Depot. H&MC membership provides an opportunity for FRPA "P.O.M.s" (Plain Old Members) to enjoy railfanning, promoting SCRXX, digging for little known historical facts, modeling, or just plain fellowship with like-minded folks. Photo by Dennis White

FRPA MEMBER "JUMPS IN WITH BOTH FEET"

Doug Archer Builds Scale Models of Historic Railroad Buildings

By Dennis White, FRPA Historical & Modeling Committee

For most of us, building a plastic model kit was a natural part of growing up. However, building an accurate scale model of a building, car, ship, or train is a skill that few of us ever really mastered. Luckily, for the Fullerton Railway Plaza Association, we have several talented model builders on board who can turn pieces of wood, paper, brass, and plastic sheet into accurate representations of buildings that are gone forever and now only exist in our memories.



Street-side of model Union Pacific Cheyenne Depot backdated to reflect the station as it was in 1947. Photo by Dennis White

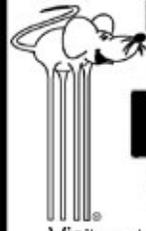
Doug Archer, an active senior living his retirement in Southern California, visited a Great American Train Show exhibit at Pomona's Fairplex a while ago just because he has a long-time love of railroading and model building. Coming across the FRPA's Historical and Modeling Committee Fullerton Depot display module neatly spliced into the large HO train layout displayed by the Orange County Modular Engineers, Doug

Continued on page 4

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Street-side photo of prototype Cheyenne station in spring of 2007. Photo by Doug Archer

stopped short. After inspecting the model of Fullerton Depot, studying the many historic photos, and talking to the Historical and Modeling Committee members, he quickly joined FRPA and started attending Historical and Modeling Committee meetings.

Doug's first project with H&MC was measuring and photographing the historic Elephant Packinghouse on West Truslow Avenue. It had been more than forty-five years since he had built a scale model of a building, but that did not deter Doug. He collected tools, knives, supplies, and glue, began work, and surprised committee members with a beautifully detailed model of the Elephant Packinghouse. Recognizing obvious talent, Harold Benash drafted Archer to help build and detail a cutaway model of the Blue Goose packinghouse for the new modules then under construction by the committee. Once again, committee members were surprised by a completed model with rows of orange packing equipment, pallets, crates, and oranges, all done in a scale of 3.5 mm = 1 foot. A third project quickly presented itself with a need for a cutaway model of the Granada Packinghouse, which used to sit on the south side of the Fullerton station platform. Pictures of the exterior were scarce, but a photo of the in-

terior gave hints of the roofline and once again, a museum quality model appeared.

Doug's adult son, Mark, who lives in Wyoming and is a model railroader, came to visit in the spring of 2007 and saw firsthand the handiwork of his dad. A light went off in Mark's head and he proposed that Dad build a model of Union Pacific's Cheyenne Passenger Depot, complete with clock tower. Mark, you see, has an HO layout under construction, which includes the UP Cheyenne yards and depot area. Doug was not so sure he would be able to model this magnificent structure because of its unique rose granite block construction and unusual window design. A set of elevation drawings and roof plan (but no floor plan) came from an architect friend in Cheyenne along with about 30 photos of the historic structure. Somebody had reduced the plans to HO scale, but they lacked dimensioning, so Doug studied the photos and interpolated the necessary numbers.

The model slowly came together, with Doug having to develop techniques and new ways of using familiar tools to come up with the proper shapes and curves. The walls are laminations of poster board overlaid with additional layers of paper and card stock to represent the depth and detail of the structure. No commercial stone or brick building material matches the unusual shape and color of the prototype stone, so a photo of the actual building wall was scanned, reduced to scale, color adjusted, and glued onto the exterior sub-walls. Scanning photos of such things as the clock face, Union Pacific herald, and other details and then adjusting color and sharpness created much of the fine detail work apparent on the model. When the station was near completion, Doug made a trip to Cheyenne to verify details and make adjustments to backdate the building to how it looked in 1947, the year of Mark's birth.

The completed model is over four feet long, about two feet tall, and features almost 200 miniature light bulbs. The Union Pacific herald on the clock tower has twenty grain-of-wheat bulbs lighting its face. The depot took three months to complete, with Doug working at least 8 hours a day, sometimes working 7 days a week.

Doug's next project is the Union Pacific Fullerton Depot, which now houses the Spaghetti Factory Restaurant in the Fullerton Transportation Center. The model will represent the building as it looked when still serving the railroad at 101 West Truslow Avenue in Fullerton. Any photos, drawings, data, or remembrances of the depot prior to its move to FTC would be helpful. Please e-mail Doug at dougarcher@roadrunner.com

Next time you see Doug Archer at a FRPA quarterly dinner, supporting our efforts for SCRXX at a city council meeting, enjoying a FRPA Movie Night at the Fullerton Museum, or at a monthly H&MC meeting, thank him for "jumping in with both feet."

H&MC AND SCSRA COMBINE FOR FESTIVE ANNUAL DINNER AT DEPOT 2007

Forty-four H&MC and SCSRA brethren broke bread at their combined Annual Dinner/Dinner at the Depot on Saturday, July 28, held beside the SCSRA's two cabooses and the Coast Rail Services caboose, trackside at Fullerton Metrolink



Track-side of Cheyenne Depot. Photo by Dennis White

Station. The fare of sandwiches, chips, and soda was catered by the Santa Fe Cafe, supplemented with pasta salads and desserts brought by H&MC and SCSRA members who wanted to make sure no one left hungry.

After dinner, H&MC President Harold Benash spoke to the crowd and thanked all for coming. He was followed by SCSRA president Gordon Bachlund who presented the annual Ridenour Award to SCSRA's official photographer/videographer **Elliot Alper**, who has captured on film and video numerous Railroad Days, FRPA rail trips, the SCSRA's caboose move, and many many other FRPA and SCSRA events. Elliot's photos are a staple of the *Hot Rail* newsletter, and record our groups' activities not just for now but for posterity. Congratulations, Elliot!

After Elliot's award, it was time for the door prizes, moderated by Sue Kientz and her partner Ron Baalke. Thanks to the many people who generously donated prizes for what turned out to be a mammoth drawing, with so many prizes that we went through the tickets nearly a full second time. Everyone went home with something. See below our generous donors, the happy winners, and a list of all the wonderful and interesting rail-themed (and some wine-themed!) prizes:

Door Prize	Donated by	Winner(s)
Railroad Songs Audio Cassette Tapes	Gordon Bachlund	Diane Johnson; Curtis Raymond; Mary Proctor; Don Lawver
VHS RR Tapes	Harold Benash	Carol Lawver; Charles Forsher; Jerry Price; Darlene Slosar; Sue Kientz; Chris McCarter
Roundhouse HO-scale freight car kits	Harold Benash	Carol Bennett; Jeff Barrow; Dan Price; Greg Smith; Jim Hoffmann; Ron Baalke; Dennis Pisala
Locomotive Earrings	Sue Kientz	Ted Johnson
Matted Print: "Lightning Express Train"	Sue Kientz	Scott McKemy
Winner's choice of 3 HO-scale Cars	Lee Culp	Jerry Price; Jeff Schulze; Doug Archer; Mike DiCerbo; Jim Hoffmann; Leslie Engelage
Steeple cab electric loco tie bar	Norma Goble	Dave Norris
VHS: <i>Fullerton Railroad Days 2001</i>	Dennis White	Don Hampton; Doug Archer
NMRA 1996 Long Beach Limited Pin	Gordon Bachlund	Mike Vitale
Book: <i>AMTRAK Superliner II Operating Instructions</i>	Gordon Bachlund	Kathy Norris

Door Prize	Donated by	Winner(s)
Book: <i>America's Colorful Railroads</i>	Gordon Bachlund	John Nestegard
Timetable: <i>No. 19</i> (last of its format)	Dave Norris	Laurie Schulze
Hat	Jeff Schulze	Marty Kluck
Matted/Framed Photo: California Surfliner	Dennis White	Gordon Bachlund
Matted Photo: BNSF GP-30u #2401	Dennis White	Vanessa Goulet
Matted/Framed Photo: BNSF Dash 9s at Cajon	Dennis White	Stu Proctor
Interurban Coach tie bar	Norma Goble	Charity Vitale
Matted/Framed Photo: BNSF block signals during thunderstorm	Dennis White	Elliot Alper
Microsoft Train Simulator	Dennis White	George Engelage
Book: <i>Working Steam</i>	Dennis White	Marty Smith
Timetable: <i>No. 3</i>	Dave Norris	Lee Culp
Book: <i>Cable Car</i>	Dennis White	Harold Benash
VHS: <i>San Diego Model RR Museum</i>	Dennis White	Harold Benash
4-6-0 SP Sierra steam loco tie bar	Norma Goble	Mary Proctor
VHS: <i>Steam to Los Angeles</i>	Dennis White	Don Lawver
750ml Sterling Central Coast 2005 Chardonnay	Dennis White	Stu Proctor
Wells Fargo Stage Coach tie bar	Norma Goble	Carol Bennett
750ml Rosemont Estate 2005 Diamond Label Traminer-Riesling	Dennis White	Laurie Schulze
Book by Lucius Beebe	Jeff Schulze	Ron Baalke
DVD: <i>The Train</i>	Bennett Family	Charles Forsher
Timetable: <i>No. 5</i> (last Santa Fe timetable)	Dave Norris	Scott McKemy
Orange Empire Trolley Museum watch fob	Norma Goble	Mike and Charity Vitale
T-shirts	Jeff Schulze	Jerry Price; Elliot Alper
BNSF Barstow LMIT Employee Recognition Award presentation calendar wristwatch	Dennis White	Dan Price

Before the festivities broke up for the evening, H&MC President Harold Benash thanked everyone present for their continued support of FRPA and SCSRA. Future events will soon be planned by the caboose, as it was truly enjoyable just sitting there, enjoying the fellowship of fellow railfans, and having conversation periodically drowned out by a huge, endless container train roaring by.

*Photos of the Annual Dinner at Depot 2007 are on pages 10-11, and in full color on the web!
Read and/or print out our PDF newsletter found at <http://www.scrmf.org> to fully enjoy the high-resolution color photographs*

BNSF ADDING THIRD TRACK THROUGH CAJON PASS

Will Remedy Current Traffic Jam

Article and photos by Dennis White

Steadily increasing eastbound container freight continues to challenge BNSF and Union Pacific, the two major rail carriers serving the twin ports of Los Angeles and Long Beach. The recently completed Alameda Corridor eased congestion through Los Angeles, but in reality, only moved the choke point 50 miles east to Cajon Pass. The Los Angeles Harbor Commission reports it handled 7.9 million containers in 2006, a 13 percent jump over the 2005 figure of 7 million, and expects freight traffic to triple by 2030. With similar forecasts out of the Port of Long Beach, BNSF realized they had to increase capacity over the pass.

It's been more than 40 years since the last major railroad line was built through Cajon, when Union Pacific predecessor Southern Pacific built the Palmdale-Colton Cutoff so trains running between California's Central Valley and SP's Sunset Route to New Orleans could bypass the congestion of Los Angeles' Taylor Yard. The cutoff did not significantly affect the movement of UP traffic between Los Angeles and the Midwest until after the SP-UP merger in 1996 created the opportunity for the addition of crossovers between the BNSF and UP tracks. The crossovers, one at Keenbrook near the bottom of the hill, and another at Silverwood near the Summit, created a third east-west route and allowed UP trains running via trackage rights on the BNSF to shift over to the Cutoff, effectively bypassing San Bernardino.

However, the two mainline tracks operated by BNSF and the "cutoff" operated by Union Pacific reached their saturation point several years ago. BNSF reported in the local press that an average of 90 freight trains traversed Cajon Pass every 24 hours in 2006 with that figure expected to grow to more than 140 freight trains a day by 2010. The BNSF spokesman also said construction of the new 18-mile third track between Verdemon and Summit would cost \$80 million with completion in early 2008.

It seemed that with the print media quoting BNSF, television news coverage of the activity up in the pass, and the chatter of local railfans, it was obvious that a trip



A pile driver works the west end of the new right-of-way near Mormon Rocks

to Cajon was in order. The only problem, of course, was a two-week heat wave, as Cajon is always a little uncomfortable in the summertime, so the trip did not get underway until September 14. A cool fall breeze blew down the canyon on that day and provided nice clear skies to enjoy the sights, sounds, and smells of Cajon.

Construction of BNSF's new third mainline through Cajon Pass began in spring 2007 at Verdemon (MP 73.9) and is working its way up the pass to Summit (MP 55.9), where it will connect to the existing Martinez Spur before reverting back to a two-track main at the east end of Martinez. The third track is complete between San Bernardino and Keenbrook and sits west of the already existing BNSF double track. Work continues north from Keenbrook to a point just south of Blue Cut with grading and sub-roadbed complete.

At Blue Cut, the new track will be on the north side of the stream between the existing right-of-way and Swarthout Canyon Road. With the exception of one small "scrape" along the road itself, the new right-of-way is staked, with no earthmoving having been done. Immediately east of the Swarthout Canyon grade crossing, the small hill between UP's track and BNSF's tracks is disappearing rapidly as scrapers work to widen the cut.

Through Cozy Dell and the old campground area, only the surveyor's stakes mark the intended right-of-way.

Cajon Siding is the first of several staging areas within the pass. BNSF's contractor, Ames Construction of Phoenix, maintains several portable offices, trucks, earth moving equipment, and supplies for the BNSF project at Cajon. The new right-of-way will be on the northeast side of the 1913 track as it swings left across Cajon Creek and up the hill to Sullivan's Curve. Pile drivers are working to place footings for the new bridge across Cajon Creek at the north end of Cajon Siding.

Track through Sullivan's Curve will be on the east side of the existing track. Grading has



West portal of Tunnel 1 at Alray



New right-of-way is complete and ready for track as it crosses Powerline Road near Little Knoll

not yet begun in this area, but pilings are being driven at the south end of the curve near the 1972 realignment.

Staking is complete through Pine Lodge and under Hwy 138 past Mormon Rocks. The right of way through this scenic area remains on the east side of the track. The only construction in evidence is another pile driver sinking bridge footings in the creek. The curve north through Cajon Ranch was unavailable for inspection due to construction activity, but there's little doubt substantial work is in progress from just out of sight at Mormon Rocks all the way to Alray.

Alray is another beehive of activity. One thing is for sure, nobody will recognize the area when the dust finally settles. The new right-of-way is north of the 1913 track and covers the location of the old Alray siding. Another staging area for Ames Construction sits between the BNSF and UP tracks near the forest service restrooms and ATV parking. The old tunnels with their picturesque cement portals will be lost to the new trackage. Speaking to the San Bernardino Sun, a BNSF representative explained that it is cheaper to dig a deep cut and "day-light" the old tunnels than it is to bore two additional tunnels for the new track. Earth moving equipment is



A brace of helpers return to San Bernardino through the freshly widened cut at the west end of Summit

steadily carving the hill down to size and will soon reach the roofs of Tunnel 1 and Tunnel 2.

The sub-roadbed and bridges between Tunnel 2 and the west end of Summit are complete, only needing the track crew to finish things up. The "Little Knoll" area just west of the old Power Line Road is a security area for Ames Construction. Security personnel watch as sightseers drive through the area. Should a "Looky-Loo" stop and exit his vehicle, the Jeep Cherokee from Ames immediately moves into action, intercepts the hapless foamer, and warns him to leave. Experience with these folks (thankfully, no relation to the rent-a-cops at Summit), indicates that as long as a visitor remains in his car and does not park for more than a minute or two, there is no problem.

Ames Construction's biggest job east of Silverwood was widening the deep cut at the west end of Summit. Access to Silverwood is not available at this time so the best places to inspect the new construction are the overlooks on Hwy 138. Of note: the widening of

the Summit cut completely removed the last evidence of the old Summit curve and wye with its unique TRAIN sign.

With the building of the new track, railfans will have to learn rule 6.26 from the BNSF employee rule-

Continued on page 9

These photos are in full color on the web!

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The west end of Martinez siding is visible in this shot looking east at Summit, CA. The new track will connect to the Martinez siding just beyond the grade crossing.

book: "In three-track territory, the track to the right facing in a westward direction is the No. 1 track. The track to the left is the No. 3 track, and the track in the middle is the No. 2 track." Adhering to rule 6.26, the new track will be either track one or track two, sharing its designation with the 1913 alignment. The original 1885 line will be track three for the entire distance between Frost and San Bernardino.

The San Bernardino Press Enterprise interviewed Bob Brendza, director of facilities development for BNSF, who indicated that with the completion of the three-track mainlines, train speeds through Los Angeles, Orange County, and the Inland Empire will be raised from the current 50 mph limit, to possibly as high as 79 mph. He also told reporters that track speed through Cajon would increase from the current 15 mph limit.

One fact is clear. Train watching in Southern California is rapidly becoming more interesting.

Sources:

- San Bernardino Associated Governments – Ty Schuiling
- San Bernardino Sun – Andrew Silva
- San Bernardino Press Enterprise – Kurt Miller
- Chard Walker's Cajon, c. 1985, Trans-Anglo Books, Glendale, California
- California Region Timetable 14, Altamont Press, Modesto, California.

FREE CD OF FRPA'S MUSEUM SCHEMATIC STILL AVAILABLE

The FRPA's SCRX Schematic Design, an 11"x17" color presentation book created by Barry Howard Associates, with assistance and support of the SCRX Strategic Planning Committee, H&MC's Museum Development team and the entire FRPA membership, is available to all FRPA members in PDF format on CD. View the entire booklet on a computer or take the CD to any Kinkos, Office Depot, Office Max, Staples, Best Buy, etc., and order a print. E-mail info@scrmf.org or write:

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



*Train watching at Fullerton.
Photo by Elliot Alper*

2007-08 Calendar

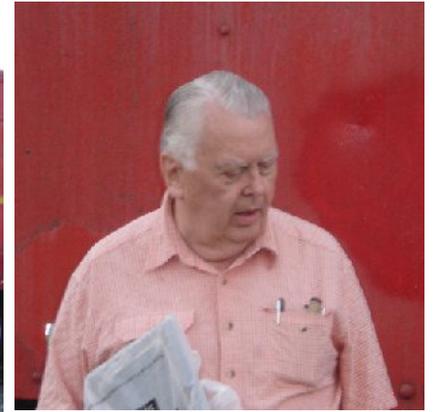
- Oct 10** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
- Oct 23** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Oct 27*** **Movie Night: *The General (1927)***,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
- Nov 27** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Jan 9** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
- Jan 19*** **Movie Night: *Danger Lights (1930)***,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
- Jan 22** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Feb 26** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Mar 25** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- April 9** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
- April 19*** **Movie Night: *Dodge City (1939)***,* 6:30 p.m. with Wine Tasting at 6 p.m. Granada Theater, Bakersfield. Roundtrip transportation from Fullerton to be arranged.
- April 22** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- May 3-4** **Fullerton Railroad Days**, 9 a.m.-5 p.m., Fullerton Metrolink Station
- May 27** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- June 24** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- July 9** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
- July 19** **H&MC/SCSRA Annual Dinner at the Depot**, 7 p.m.
- July 22** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- July 26*** **Movie Night: *Last Train from Gun Hill (1959)***,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
- Aug 26** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Sept 23** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Oct 8** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
- Oct 28** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Nov 15*** **Movie Night: *Von Ryan's Express (1965)***,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
- Nov 25** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.

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

ANNUAL DINNER AT DEPOT 2007

Photos by Award-Winning SCSRA Photographer Elliot Alper





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IN THIS ISSUE

- **FRPA Generates 11.5% of Fullerton Arts/Culture Economy.** See cover.
- **Metrolink Manager Oaxaca and Fox Fundraiser Wagner Speak at Oct 10 FRPA Quarterly Dinner.** See page 2.
- **Upcoming Movie Night with Wine Tasting:** Oct 27, *The General*, see cover & calendar, page 9.
- **Combined H&MC/SCSRA Annual Dinner at the Depot** photos, prize winners, and wrap-up.
- Historical pieces, photos, more!

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