

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

present the

Hot Rail!

newsletter



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

Volume XIV, Number 3

Fall 2016

Join the celebration on October 1

FULLERTON TRAIN MUSEUM!

By Donna Johnson, Media & Community Relations Chair

Saturday, October 1 is OPENING DAY for the first train museum in Orange County.

After more than 16 years of planning and dreaming about creating a venue dedicated to the region's railroading history, SCRPA's big day has arrived!

Come on down from 9 a.m. to noon, bring your family and friends, and take part in the **Fullerton Train Museum** debut celebration with special, free tours of our five vintage railcars.

The SCRPA's permanent exhibit is displayed on the house tracks at 200 East Santa Fe Avenue, at the east end of the Fullerton Train Station.

With our recent acquisition of three outstanding Union Pacific 1940s railcars and the rehabilitation of the historic Santa Fe and Southern Pacific cabooses, our collection represents significant examples of the three railroads that served Orange County in its early days. The collection includes:

- **1929 Santa Fe** cupola-style waycar (caboose)
- **1942 Union Pacific** cupola-style caboose
- **1961 Southern Pacific** bay-window caboose
- **1949 Union Pacific** Lunch counter-diner-lounge car
- **1949 Union Pacific** Dormitory-lounge car

MAKING A MOVIE

The museum is already attracting special visitors, including an independent film crew that set up scenes in our lounge car for three days. See **Pages 4-5** for more photos and the related stories. — By Raymond Liu



And our newly trained docent crew is ready to guide visitors in "a walk through time," to experience what traveling by trains was like in the early 20th century. The free tours will be available in the coming months from 9 a.m. to noon on the first and third Saturdays.

A major contribution in achieving our goal was the rehabilitation projects by the SCRPA Railroad Operations Committee (ROC) volunteers at Saturday "work parties" the last five years, under the leadership of Chairman Stu Proctor.

"They contributed a massive amount of time, energy and expertise – along with frequent bruised knuckles and some sore backs too," said SCRPA President Harold Benash, who was among the ROC group.

See more Fullerton Train Museum information, including color photos, at www.fullertontrainmuseum.org.

Conductors wanted

By Jim Hoffmann

Tour conductors, that is. The Fullerton Train Museum is getting up steam, ready to move ahead and we need docents to lead tours of SCRPA's railcars.

An invitation letter was recently sent to SCRPA members, inviting all to sign up for docent training. There was some concern that when we asked for a commitment for one year it meant all first and third Saturdays.

It would be nice, but we can't expect everyone to make

that commitment.

Rather, we will have a sign-up book in one of the cars on which you can indicate dates you are available. We would like to have as many docents as possible each day the museum is open.

It's easy; if you have mobility problems you can stay in one or two cars (there are connecting bridges between them). So get aboard!

E-mail Docent Coordinators Jim Hoffmann and Dennis White at fullerton-trainmuseum@gmail.com,

President's message

Autumn has arrived, the kids are back in school and there is excitement in the air at the Southern California Railway Plaza Association.

Your SCRPA is launching the largest endeavor of its history with the announcement of the Fullerton Train Museum at 200 E. Santa Fe Ave., east of the Fullerton Train Station. A "soft" opening will be held from 9 a.m. to noon October 1 at the new museum.

Come out and enjoy "*A walk through time*" in our permanent collection of vintage railcars.



Hope to see you there!
As a part of the Fullerton Train Museum, a Docent Training Program has been developed for volunteers who will guide visitors through our railcars.

The first training session will have been held by the time you read this.

Docents must be SCRPA members, and everyone received a flier with information regarding this program. More information is available by contacting me at 714-336-1690 or Docent Coordinator James Hoffman at fullertontrainmuseum@gmail.com.

We look forward to your participation with this program; ALL are welcome.

* * *

And the Fullerton Train Museum is already gaining attention.

It was the site of an independent production company's film shoot in August. The story and photos of the 1950s scenes that were set up in our lounge car are on Pages 4-5 in this Hot Rail.

A big thank you goes to Stu Proctor for spending the weekend with the crew.

In addition, we hosted a special visit from the Amtrak police, who arranged to bring three K-9 units to our compound. The training session was used to test their dogs' ability to detect bomb-making supplies hidden in various locations in several of our railway cars.

A story and photos of the K-9s are also on Pages 4-5.

* * *

And lastly, an update on our **History & Modeling Committee**: Our group continues to make progress on creating the HO-model train 4-foot by 8-foot layout. Additional bodies can be used as we have the scenery phase underway. Come by the Benash garage on Tuesday nights at 7 and get sticky-glue fingers -- and soon to be coated with plaster. It does wonders for your skin!

— **Harold Benash**

Southern California Railway Plaza Assn.

Mission

To become the premier nonprofit group in Southern California that preserves the history, the present and the future of Class One railroads in Southern California.

Vision

Create a venue where people can visit and take "a walk through time" to experience traveling by train in the early 20th century.

Goals

1. Open the first train museum in Orange County: the **Fullerton Train Museum**
2. Organize and host the largest annual railfan event in the United States – **Railroad Days in Fullerton**
3. Promote rail-safety education and awareness through the annual **Railroad Safety Poster Contest** that reaches about 10,000 students in the Fullerton School District.
4. Increase the SCRPA membership base by 100% and provide member benefits, such as rail-related excursions, museum programs and activities, the **Hot Rail** newsletter and quarterly dinner meetings.
5. Membership activities will include volunteer involvement through the **Fullerton Train Museum Committee**, the **Railroad Operations Committee (ROC)**, which helps preserve our railcars, and the **History & Modeling Committee** that provides historical research and modeling of significant sites and structures.

Fullerton Train Museum

Mission

Founded by the SCRPA, the **Fullerton Train Museum** will be the region's destination attraction that serves as a center for gathering, preserving and interpreting significant railroad artifacts -- including railcars, photos, charts, plats, maps, books and such dioramas as depots and model trains.

Vision

To provide an educational atmosphere that vividly brings to life the cultural and historical importance of rail transportation through the preservation, conservation and display of historic railcars and memorabilia.

***** NOTE: Campo trip canceled *****

The SCRPA fall excursion to the Pacific Southwest Railway Museum in Campo, east of San Diego, has been canceled. Unfortunately, we had a low response to the sign-ups. All RSVPs were refunded. Please check the website at www.scrpa.net and future Hot Rails for information about new excursion plans.



George Engelage, right, receives the Ridenour Award and congratulations from Stu Proctor. The plaque reads:

**Presented to
George H. Engelage IV
For Leadership, Inspiration and
Dedication
July 13, 2016**

Photo by Julia Proctor

George Engelage recognized for leadership

By Stu Proctor, ROC Chairman

This year's recipient of the *Clarence Ridenour Award* is George H. Engelage IV.

The prestigious award is the highest honor bestowed each year to an outstanding SCRPA member and acknowledges the hard work and dedication given unselfishly to our organization.

George has been a member of SCRPA for 15 years, as well as a member of SCSRA for several years before that. He has been on the SCRPA board of directors for 13 years and was our president for four years.

For the past year he has been very deeply involved in the acquisition of the latest additions to our collection of rolling stock.

In particular, George was an essential negotiator with Pacific Railroad Society for SCRPA to take possession of the Union Pacific caboose 25052, the Union Pacific lounge-diner car 5001 and the Union Pacific lounge

-dorm car 6101.

Following the successful agreement, he spearheaded the effort to prepare all three railcars to be transported from Commerce to Fullerton.

First, he arranged for the movement, by truck, of the UP caboose.

He then coordinated the repairs and preparation of the lounge cars for travel. Finally, he coordinated with both BNSF and UP for the inspection by each railroad and the subsequent movement, by track, of both cars to Fullerton.

George will be the first to tell you that he did not do this alone, that there were many others involved in the procurement of these cars.

But without his knowledge and enthusiasm for these pieces of railroad history, they may very well have ended who knows where, their history lost forever. For these reasons, George Engelage received the Ridenour Award at the summer members Quarterly Dinner Meeting.

Travel the incline on Mount Lowe Railway at fall dinner program

By Dave Norris Program Chairman

Our Quarterly Dinner and Members Meeting in October will present a program by Michael Patris on the Mount Lowe Railway, originally located near Pasadena.

Mount Lowe was the location of what was, for years around the turn of the last century, a very popular resort.

It was developed by Thaddeus Lowe, a noted balloonist for the Union during the Civil War. Lowe constructed a narrow gauge trolley to connect his resort with an incline railway that connected with the Pacific

Electric below.

We'll also hear all the latest details on the opening celebrations of our Fullerton Train Museum, with sign-ups available for the Docent Training Program.

So plan to join us for the fall get-together, beginning with dinner at 6 p.m. Wednesday, October 12 at the Sizzler restaurant, 1401 N. Harbor Boulevard in Fullerton.

Members and guests will again order and pay independently for their meals.

RSVPs are not required.



A rootin' tootin' Western Movie Night for our Members Retrospective

By Dennis White and Gordon Bachlund, Movie Committee

Our October 15 Movie Night will feature the 1946 MGM Technicolor musical "The Harvey Girls."

We meet at the Fullerton Museum Center, 301 N. Pomona Avenue, on the patio at 6 p.m. for a social toasting, then move into the auditorium at 6:30.

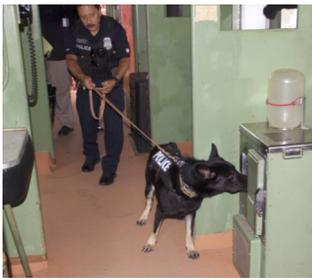
The film is based on the 1942 novel of the same name by Samuel Hopkins Adams, about Fred Harvey's famous waitresses. In the 1880s, Harvey House restaurants opened one after another at train stops along the way West. Young women boarded trains and followed, looking for jobs.

The film stars Judy Garland and features John Hodiak, Ray Bolger and Angela Lansbury, as well as Preston Foster, Virginia O'Brien, Marjorie Main and Chill Wills. It won an Oscar for best song, "On the Atchison, Topeka and Santa Fe."

We are grateful to Edith and Lee Culp for sponsoring the October wine tasting.

Amtrak tests K-9 crews at Fullerton Train Museum

Story and photos by Stu Proctor,
Railroad Operations Committee Chairman



On August 10, the rail cars at the Fullerton Train Museum were turned over to the dogs. Amtrak police brought three K-9 units to our compound to test their dogs' ability to detect bomb-making supplies hidden in various locations throughout several of our railway cars.

The three dogs and their handlers were: Teddy, a yellow Labrador and Officer Kenneth Wolf; Pal, a chocolate Labrador and Officer Robert Solomon-Billings; and Jim Beam, a black German shepherd, and Officer Joseph Tizcareno.

All three dogs and their handlers are K-9 explosives experts. Accompanying them was Dan Clary, Amtrak's official West Coast trainer. It was his responsibility to hide the bomb-making paraphernalia and judge each dog's performance.

The officers were very excited to be able to use our equipment because: it was local and our cabooses have open-grating between them, which is difficult for dogs to cross over and good training.

The grating lets them see the ground below, and that's what they think they should be walking on. According to Officer Wolf, the next closest location with this type of grating above the ground is at the Long Beach Harbor.

The explosive substances were placed at several points in our rail equipment, such as in the water cooler in the SP caboose, under the disconnected water fountain in the UP caboose, in the upper corner cupboard in the counter area of UP5001 and in the mail slot next to the writing table in UP6101.

The dogs went through the same course individually. Once instructed by their handler to begin, they became very excited to go through the cars, sniffing everywhere. If they

missed an area, the handler would give their leash a gentle tug and direct them back to the missed location.

Upon finding a scent of the explosive material, Teddy and Pal would each stop, wag their tails, then sit down facing the handler, indicating they had discovered something. Jim Beam was trained slightly differently; he would wag his tail, sit down facing the scent and point his nose at it.

After a find, each dog was given a favorite chew toy to play with for 30 seconds or so, then it was back to work.

According to Clary, the three dogs did a great job. The handlers were also very proud of their charges.

All the officers thought that our location was a great choice for this type of training and testing, due to the noises and distractions of all the activity going on around the train station and along the BNSF main line.

Officer Wolf said that Amtrak was very interested in bringing other K-9 units to our locations for testing and training.

We look forward to more of this type of interaction with Amtrak, as well as with local community police K-9 units. We want to help make a difference in our community, even if we have to let the dogs take over once in a while.



The Amtrak police K-9 training crews who recently conducted bomb-detecting exercises at the Fullerton Train Museum are, from left: Robert Soloman-Billings and Pal, Joseph Tizcareno and Jim Beam, and Kenneth Wolf and Teddy.



MORE VISITORS: At far left, Jim Hoffmann leads a docent training session on September 17 at the Fullerton Train Museum – Photo by Karen Sibrel
* * *

At left, we hosted 21 youths and their mentors from the Big Brothers Big Sisters of Orange County for a special group tour of the railcars and museum facility – Photo by Stu Proctor

Hollywood comes to Fullerton Train Museum: A dream come true

By *Stu Proctor, Railroad Operations Committee Chair*

I love movies! I sit through the whole movie, all the way through the end credits. As I read the credits I wonder what each job is: What's a gaffer, what's a grip and how is a best boy different from the others?

I've often thought it would have been wonderful to work behind the scenes at a Hollywood studio in the 1930s and '40s. Well, from August 12 to 14, I came as close to that dream as I probably ever will.

Matthew Hsu, an independent movie producer, recently contacted the Railroad Operations Committee, interested in shooting a short film inside one of our recently acquired Union Pacific 1949 lounge cars.

Harold Benash and I met with Hsu at our railcars, along with the director-writer, Matt Oats, and director of photograph Paul Marschall.

They were quite impressed with the condition of the interiors, considering how old the cars are.

The film is tentatively called "The Closer" and takes place in a 1950s-era lounge car. They could find only two in the L.A. area and the other is on Amtrak property, which is expensive to shoot a movie on. They wanted to stay within the Thirty Mile Zone (TMZ) around some mystical point in Los Angeles. Outside the zone, costs rise considerably due to certain state laws and union rules.

Our location is 29¾ miles away from the center of the TMZ.

After several more visits with the film crew, we signed a contract to lease to them SCRPA's two lounge cars for the shoot, including a provision for a deposit in case of damage to either railcar.

Set-up started at 6:30 in the morning Friday, August 12. A production assistant (PA) brought a table into the compound and piled a bunch of breakfast-type foods onto it.

Then a large box-truck arrived, about five guys started unloading the truck, pulling out large and small carts with metal poles of various lengths and a lot of connecting pieces. It looked like a cross between Tinker Toys and an Erector Set.

These workers were the grips, whose job it was to set these into place outside UP6101, to hang the blue screens on. They also had to put the camera dolly inside the railcar, so the camera could be pulled back and forth at the photo director's direction.

The Key Grip supervised all these grips. The Best Boy grip relayed the orders and was the primary one to move the camera.

While all this was going on, the lighting personnel (also known as gaffers) unloaded the lights and their stands.

Inside the car, the art department prepared the interior set to

look like it was an in-use railcar back in the 1950s. The bar had countless bottles of spirits and beers, most of them in '50s cans and bottles.

This setup took all day, and most everyone left around 5:30 p.m.

At 6:30 Saturday morning, the PA came in with a bigger table and much more food. The whole crew and all the cast showed up for the first day of shooting. Also mysteriously having arrived in the middle of the night was a fifth-wheel trailer loaded with costumes and make-up tables and two restrooms on the end.

Several lounge car windows are cloudy inside the double panes. This is one of the priority items that the Railway Operations Committee is hoping to take care of. One of the contract agreements was that they could replace a cloudy window where most of the filming was taking place with a cleaner window from the car's far end.

The art department finished decorating the car, including an ATSF freight train poster near the bar. I reminded the director



Our UP lounge-dormitory car recently provided the setting for a 10-minute, 1950s independent film, that is tentatively called "The Closer."
— Photo by Raymond Liu

that he was shooting in a retired UP lounge car and jokingly hinted that it might be a bad omen. In good spirits, he said he would make sure an actor was standing in front of the poster to hide most of it.

Saturday's filming finally got started after the catered lunch of street tacos. They shot several scenes multiple times as is apparently common in filmmaking.

UP5001 was used as the lunchroom and as the green room where the extras would hang around in costume until required on the set.

The crew had to deal with the noisy trains moving through the station. While the story takes place in a moving train, the director wants to create his own soundtrack, so it seemed easiest to just stop shooting when a train came along.

The director called it a day at about 7:30; for me, it was a very long day.

6:30 a.m. Sunday rolled around, regular as clockwork. Once the lights were turned on, filming started pretty early. Shooting again lasted all day. Cast would wander in and out, and conversation was allowed in UP5001 if kept to low volume. Sunday's catered lunch was a Greek-themed spread, the best meal of the weekend.

Finally, at about 9 p.m., the director called it a wrap and shooting came to an end. He seemed pleased with the results and profusely thanked Harold and me.

We were told the finished 10-minute film will be made available to us after post-production, maybe in two to four months.

And at last we locked up after another long day.

ROC REPORT: Work parties expand at Fullerton Train Museum

By Stu Proctor, ROC chairman

The Railroad Operations Committee's work parties have widened their efforts beyond preservation projects for our railcars. They include expanded time guiding visitors through our permanent collection, and we encourage SCRPA members to become docents to assist with the twice-monthly tours.

ROC members also are helping to set up our headquarters for opening the Fullerton Train Museum on October 1.

In recent weeks, we conducted the tour for a group from Big Brothers Big Sisters (see photo, Page 4) on one morning.

Then that afternoon, seven members tackled the move of SCRPA's office equipment from the rented space on Chapman Avenue to arranging the file cabinets and supplies in the Union Pacific dormitory-lounge car 6101 – our new office!

We've also completed numerous tasks for our railcars.

UP 3752 --Continued restoration work on the car's interior, which was closed to the public at times because of the work in progress. The crew removed the balance of the round molding blocking access to the rot-

ten plywood at the cupola and removed infected wood paneling.

UP5001 – The air filters, which had previously been pulled for scrubbing and air-drying, were reinstalled and overhead drop panels locked back into their closed position. The Venetian blind repairman visited the cars and test-fit one set of blinds. He will continue until all lounge windows are restored & functional.

UP6101 – Scrubbed air filters were reinstalled and the overhead drop panels locked back into their closed position. Permanent repair of the rotted threshold in the "B" end was completed.

ATSF999110: Discovered new rust accumulation along the top of the window by conductor's desk; must repair the leak that is causing the rust.

SP4049 – We scheduled a meeting with the paint contractor to repaint the incorrect font used to number the car's sides and to finish re-applying the "Roseville" rose. — Dennis White contributed to this report

Trains magazine: 'HOT SPOT'

Check out an impressive, quick peek at the Fullerton Train Station on the September **Trains** magazine "HOT SPOTS" page by assistant editor Brian Schmidt.

The article notes the numbers of passenger and freight lines that stop in this "urban railfan oasis," along with featuring a photo of some of those railfans at the cafe in June.

It also has lots of useful details on parking, a location map and more.

The final line reads: "**There is also equipment on display at the Fullerton Station.**"

With the new banner signs recently installed on the railcars, folks will now know "the anonymous equipment" is SCRPA's permanent collection for our **Fullerton Train Museum.**

Knott's steam locomotive reborn



The Knott's Berry Farm Roundhouse crew that worked on the rebuild of Engine #340 of the Ghost Town & Calico Railroad for more than a year. The engine had been shut down seven years ago and taken apart. These three put it back together again, and refurbished the whole engine. Pictured are (from left) Woodrow Gilreath, Joe Modes and Jason Ellis. — **Photo by Mark Eades** (Published with story by Mark Eades on August 17, 2016 in the O.C. Register)

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

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Holiday hot pot celebration on December 10

Come one, come all! **Saturday, December 10** will be SCRPA's traditional potluck and fourth annual holiday celebration.

Of course, our hobo stew theme or other crock pot-type creations like we've had in years past is a good choice

We will meet at 3 p.m. for setup in the Fullerton Train Museum's lounge-dining car.

This will be a test run for the dining car counter and upgraded electrical improvements, (should be just fine for all the crock pots, I am told, because we have a back-up generator. So no fretting allowed!).

Remember to bring wondrous food or hearty eats for sharing, i.e., a main dish, pre-dinner snack OR dessert/treat. To be clear, two items of your choosing, please.

SCRPA will supply soft drinks, utensils, coffee, tea, water and paperware – along with whatever else we can think of.

OK, so it's not the traditional holiday dinner, because it is our **first time in the dining car**. But it's always fun to be with this group, and we have a lot of firsts going on.

We'll also have more information at the Quarterly Members Dinner Meeting on October 12 at the Sizzler restaurant in Fullerton.

Thank you in advance to ROC members for your help in setting this event into being.

See you all at the potluck for sure!

-- **Peggy Benash, Activities Chairman**



By Julia Proctor

MEMBERSHIP RENEWALS

Don't forget, membership renewals for 2017 are [due January 1](#). If you or any of your family or friends wish to be docents for the Fullerton Train Museum, membership is required. We've already started seeing renewals come in as people become interested in being involved with the new museum; we hope you are interested too! Also this year, we are requiring an e-mail address to be included with your renewal as we start focusing on going digital.

— **Karen Sibrel, Membership Chairman**

MEMBERSHIP APPLICATION OR RENEWAL

SOUTHERN CALIFORNIA RAILWAY PLAZA ASSN., INC.



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Please check appropriate level

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PLEASE PRINT — Also see "FAMILY" category at www.scrpa.net/membership

Name: _____

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

SCRPA, P.O. Box 5195, Fullerton, CA 92838-5195 — Dues are based upon a calendar year.

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Postmaster: Please deliver between Sept. 26 & 30, 2016

O HOT RAIL! O

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

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

P.O. Box 5195, Fullerton, CA 92838-5195 / E-mail: info@scrpa.net

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SCRPA and SCSRA are California Nonprofit Public Benefit Corporations

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

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