

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 I, Number 2

Fall 2003

TALK ON FULLERTON RAILROADING IN THE 60s AND 70s

By Stan Swanson, FRPA Dinner Meeting Chair

The history of railroads in Orange County and Southern California will be the keynote topic at the FRPA Fall General Meeting on Wednesday, October 15, 6 p.m., at the China Buffet, Harbor at Orangethorpe, Fullerton. Our guest speaker will be Clifford Prather, Social Editor for the Orange County Railway Historical Society, who will give a slide presentation entitled **Fullerton Railroading in the 60s and 70s**.

Mr. Prather's life-long interest in trains, especially in the local history of railroads and passenger trains serving Orange County and Mexico and their branch lines and operations, has led to his involvement with numerous rail-interest groups, including the Orange Empire Railway Museum, Orange County Railway Historical Society, and Santa Fe Railway Modeling and Historical Society, to name a few. He had been an editorial contributor to *Pacific Rail News* and *Passenger Train Journal* and is Editor of *The Merry-Go-Round Local*.

With our growing membership, we expect to set an attendance record at this meeting. The record attendance of 92 was set in April. We are looking forward to 100 plus. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and tip. Come and bring a friend!

NEXT AMTRAK TRIP DECEMBER 6 INCLUDES SAN DIEGO, MODEL RR MUSEUM, AND HARBOR CRUISE

By Gary Herod, SCSRA Public Relations Manager

At press time, nearly 180 people are scheduled for our October 18 Amtrak rail/bus trip to Santa Barbara and Solvang (see *Hot Rail*, Summer 2003). The response has been so encouraging that we have scheduled another Amtrak day trip in December, this time to San Diego.

On this next trip on Saturday, December 6, not only will we enjoy a relaxing train ride along the coast, but included in the trip will be admission to the San Diego Model Train Museum and a two-hour harbor cruise. There will also be time for shopping and enjoying the Christmas decorations at the Hotel Del Coronado, where the movie *Some Like It Hot* was filmed. Departures will be offered from either Los Angeles Union Station or Fullerton.

The total price, including all transportation to and from San Diego, the model train museum, and the Del Coronado, admission to the museum, and the two-hour cruise, is only \$80 (adults) for those boarding at Union Station, and \$70 for those boarding at Fullerton. Seniors and children are even less (see table at right).



Photo from a recent trip to San Diego by Elliot Alper

The schedule of events begins with the train departing Union Station at 7:20 a.m. and stopping at Fullerton at 7:52 a.m. for more passengers. On arrival in San Diego we switch to chartered motor coaches to go to Balboa Park, where we will visit the San Diego Model Train Museum, the premier operating model railroad display on the West Coast.

At 12 noon, our bus will take us to the Hotel Del Coronado on Coronado Island. You may dine in any of the numerous restaurants or cafes in the hotel, or down Orange Avenue in the village. The Del will be decorated for Christmas. After lunch, shopping, or just wandering through the Del, we will board our bus at 2:30 p.m. for transfer to the pier for our two-hour harbor cruise. Our return to the dock will be about 5:15 p.m. It is a two-block walk to the Amtrak station, where we will board our 6:20 p.m. return train.

For those who do not have enough to eat at the Del, there will be snacks on the cruise, and sandwiches and snacks on the train. We arrive back in Fullerton and Los Angeles at 8:27 p.m. and 9:05 p.m. respectively.

| R/trip Fare | Lv. Los Angeles | Lv. Fullerton |
|-------------|-----------------|---------------|
| Adult | \$80 | \$70 |
| Senior 65+ | \$75 | \$65 |
| Child 2-12 | \$40 | \$35 |

Full payment is due October 17, 2003. After that date, remaining seats will go on public sale. Your tickets will be mailed to you on November 21. Once you board the train,

continued on page 2

you'll receive an information packet describing the day's activities.

Send in the order coupon on page 7 today with your check or money order to reserve your spot on this wonderful holiday trip. If you need more information, contact Gary Herod at gary@scsra.org or call (818) 949-4108.

FRPA PRESIDENT'S MESSAGE

By Richard L. Hopping, FRPA President

The response and overwhelming reaction to the newly designed newsletter as developed and edited by Susan Kientz has been outstanding from every corner of our membership. My thanks to Sue, former President of SCSRA, for accepting the challenge and making it all come together in our first issue, and it was on time as well. Sue, you have taken us to a new level and we are indeed very grateful.

Great appreciation goes to FRPA member James Bremer, owner of **Tall Mouse Arts & Crafts**, for his gracious sponsorship of publishing *Hot Rail!* Thanks to Jim and to his key staff person Mary Anne Geriak for all they have done in producing the publication. It turned out first class. A small ad for Tall Mouse is on page 3. Please note they have four locations in the Southland. Your visitation and patronage of this wonderful supporter and their hobby superstore would be greatly appreciated.

The FRPA has, in addition to an operating account, financially established a Railroad Days Reserve Account and a restricted Museum Development Fund account to enable FRPA to actively pursue its stated Vision Statement. Monies received from the Challenge Matching Grant and the Phelps Grant were placed into this fund.

Our General Meeting under the direction of Stan Swanson continues to flourish. The membership's participation in the general meetings and at the other sponsored events is most encouraging. Please bring a friend and potential members to these meetings.

The response to the train trip organized and promoted by Gary Herod of SCSRA has been an overwhelming success. Those who did not get their reservations in on time before the deadline will be pleased to learn that Gary has planned another trip in December (see page 1).

My personal thanks to each one of you for your continued enthusiasm and support.

Thanks is extended to all those within FRPA, SCSRA, and the Historical and Modeling Committee for all your continued efforts and support to grow and sustain our organizations. We are becoming much better known, as well as respected, for that which we are doing. Thanks for your sustained interest, enthusiasm and continued service to growing our own organizations.

\$50K PHELPS GRANT WILL FUND WORK ON MUSEUM DESIGN

By Richard L. Hopping

In April 2003 FRPA submitted a grant request to the Wilson W. Phelps Foundation requesting financial support to assist FRPA in retaining a qualified person(s) with appropriate experience in interpretive design of museums and cultural attractions to move FRPA to the next level in concept design based upon the research, information and

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.

data that we have acquired through the two previous Gobar studies and several meetings we have held with key individuals. **As President I am pleased to report that the Foundation board saw fit to generously fund FRPA the amount of \$50,000 to further our stated objectives.**

Due to the reported activities of a nearby community and some of the comments relayed by some of their citizenry, it is obvious that some of our activities and plans have been discussed and have ended up in their plans (see *Placentia* item below). Therefore it is unfortunate that we will have to be less outgoing in what we are doing and plan to do. It is regretful but there is nothing we can do about it at this time.

We are most appreciative and grateful to the Phelps Foundation for their continued support and encouragement.

CITY OF PLACENTIA PROPOSAL INCLUDES RAIL MUSEUM PLAN

Placentia's Gateway project proposal merges the city's 440 million dollar rail lowering effort with downtown revitalization and a planned Metrolink station. The gateway's master developer was approved in April 2003 but has been met with significant and mounting controversy. Legal action has already begun.

The initial releases speak of a phased development of approximately 200 acres proposed to be developed over the next decade. The core area within the Old Town district will center on a Transit Terminal complex, integrating a Metrolink/OCTA transportation station with a major retail component and a multistory office tower. Other features proposed by the developer include a state-of-the-art "Southern California Rail Museum," theaters, restaurants, a community center, hotel with large conference center, and a variety of mixed-use residential units.

FRPA leadership is monitoring the evolution and public and private reactions to this proposal. We find the aspect of the proposed rail museum, including the use of a name FRPA adopted several years ago, to be quite interesting. We obviously will not be able to openly discuss all matters connected to this.

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FULLERTON RAILROAD DAYS 2004 PLANNING ALREADY IN GEAR

By Fred Canfield, RR Days Coordinator

We have started planning for the SIXTH annual Fullerton Railroad Days on May 1st and 2nd, 2004. This is going to be a tremendous celebration with the support of the City of Fullerton and you.

With your help we are going to make it better than ever.

We had a lot of volunteers last year but we can use more including YOU! Committee members have started their jobs but we still need a few more. If you can volunteer some time to Railroad Days please call me today at (714) 871-8329 or e-mail fcanfield@cfccircus.com.

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** to assist participants in finding their places, distribute electrical supplies, tables and chairs, and keep traffic flow moving on Friday afternoon and Saturday morning.
- **FRPA Booth Staffers** for during the show (greeters, information booth, survey takers, museum booth, poster contest booth, kiddie train, and Merchandise booth.)

So please call today and volunteer your time!

UPCOMING ELECTION OF 2004 FRPA OFFICERS AND BOARD

By Richard L. Hopping

The FRPA Board recently appointed a Nominating Committee consisting of Charles Munson (chair), Robert Root, Paul Simons, and George Barlow, who will be responsible for assembling a slate of officer and board member candidates for 2004, for election by FRPA's Board. The election is currently scheduled for November 10, 2003.

The current terms of Board members Gordon Bachlund, Norma Goble, Peter Godfrey and Richard Hopping expire at the end of this year. They are eligible for re-election. Up to three other individuals may also be elected to the Board.

Individuals who wish to be considered for election to the Board should contact any member of the Nominating Committee and/or write or call the FRPA office.

The Association is only as good as the Board and the Officers that are elected.

CITY OF FULLERTON STUDIES EVALUATION PROCESS

By Richard L. Hopping

The City of Fullerton is considering development of a process whereby it will evaluate funding requests received from groups hosting promotional events and activities in the downtown Fullerton area.

Since FRPA has sought City support for cosponsorship on an annual basis for each of the last five years and currently has a request before the City for Railroad Days 2004, this planned action could have a future impact on us. The FRPA leadership will monitor and participate in these hearings as needed. The fact that each of our Railroad Days events draws a larger annual attendance than does any single City event or other sponsored group should be beneficial to our cause.

MATCHING GRANT PROGRAM

Bob Root, founding president of the Fullerton Railway Plaza Association, through the Board of Directors, has offered a challenge grant whereby he will match any donation of \$500 or greater up to an aggregate maximum of donations of \$10,000 made to FRPA during the 2003 calendar year.

To date FRPA has received generous donations totaling \$3,300, for an aggregate contribution of \$6,600 to date. Your interest and support of this opportunity is solicited.

All monies received through this challenge grant will, in accordance with the donor's wishes, be specifically restricted for the purpose of assisting FRPA to advance its efforts to develop a Southern California Railway Attraction at Fullerton. The development of this plan is an integral part of the planning process necessary for FRPA to achieve the Vision Statement (see page 2).

FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

As of September 8, 2003, FRPA has 208 members, the highest number for our organization to date. Anyone joining FRPA after October 1 will receive their membership through December 31, 2004.

I challenge each member to bring in one new member this coming year, so we can double the total membership.

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SCSRA UPDATE

By Gordon Bachlund, SCSRA President

Caboose Status — Construction of the Train Shed at Travel Town continues at an agonizingly slow pace, and this is undoubtedly the reason we have not yet been notified by the City of Los Angeles to remove our cabooses and remaining assets there (once notified, we have 60 days to remove them). Earlier in the year we had an estimate of \$5,000 to relocate the cabooses to Fullerton, and I hope that when the move actually happens the price will not be too much higher. Our upcoming October 18 charter to Santa Barbara and Solvang and our upcoming December 6 charter to San Diego will raise a little money for the move, so I don't foresee a big problem when the day finally arrives.

I want to thank Dick Hopping for facilitating the lease agreement, and Mike Vitale for handling insurance issues.

Charters and Tours — I would like to thank Gary Herod for undertaking our new members event, special charters and tours. Thanks to Gary we can add several charters each year to our Movie Nights and other members' events to maintain a menu of activities that will appeal to most everyone's interests. Gary is, as most of you know, a travel professional, and actually began his career working for the Union Pacific Railroad handling special tours and charters, so he knows the ins and outs of dealing with the railroads. The next time you see Gary, give him a pat on the back for a job well done.

Movie Nights — I would like to thank Tim Dulin for his continued support for our Movie Nights. We began this series of retrospective screenings in October 1994, so next month marks their ninth year. As you probably don't know, Tim works for a major cinema equipment manufacturer and installs cinema projection and sound equipment for this firm. During the past six months Tim has been working in Mexico where many new first class multi-screen theatres are being built. When we have a Movie Night scheduled, Tim makes a special trip back to Los Angeles to handle the technical aspects. The next time you see Tim, why not give him a pat on the back, too?

Unfortunately, Tim was unable to support the September 17 screening of *Dodge City*, nor will you see the film soon, since Tim's work schedule has him tied down and he cannot arrange a special trip to L.A. We will try to re-schedule *Dodge City* for a later date.

SCSRA Member Status — Several attempts (letters, e-mails, and phone calls) to attract renewals from fallen away members have been made with only moderate success, though we have attracted new members to replace many of them.

For many years we continued, often for as long as six months or more, newsletter mailings and events announcements to members whose dues had lapsed. Notwithstanding our thoughtfulness, many members so accommodated failed to renew, or renewed late. As our relationship with the FRPA grows, we must become more businesslike, so members are hereby advised that our new policy, effective September 30, will be three months' grace following mailing of the invitation to renew in early December of each year, and then cancellation if renewal has not been made by April 1.

Sad News from Northern California — The California Western Railroad, home of the famous "Skunk Trains," has cancelled the remainder of its 2003 operating season due to the exorbitant cost of insurance. They hope to continue next spring if affordable insurance can be found.

The H&MC will staff an FRPA booth at the Great American Train Show in Pomona, Nov 8-9. Get details and a discount coupon at <http://www.greatamericantrainshow.com/>



More sights from San Diego above, here the San Diego Trolley. Thanks to Elliot Alper for shooting such timely pictures, considering our next scheduled trip in December, and sending them to Hot Rail!

We always appreciate anyone who submits photos, especially of FRPA, SCSRA or H&MC events. Just e-mail them to sue@scsra.org

FRPA/SCSRA 2003-04 Calendar

NOTE: Movie Nights are held at Brea 5 Theatres, 453 S. Associated Rd., Brea CA, 7:15 p.m. The event is free for members and their guests. **Dates and location subject to change;** always check for updates at <http://www.scsra.org/>. Bring your SCSRA Associate's Pass, FRPA membership card, or this newsletter for free entry. Parking is also free.

- Oct 15 **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Oct 18 **Santa Barbara/Solvang Rail/Bus Tour**
- Oct 28 **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Nov 8-9 **Great American Train Show**, Fairplex Pomona, 11 a.m.-5 p.m.
- Nov 19 **Fantasy Movie Night: *Who Framed Roger Rabbit?***
- Nov 25 **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Dec 6 **San Diego Rail Trip** (see cover story)
- Dec 9 **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Dec 14 **SCSRA Christmas Party** with the movie ***Meet Me In St. Louis***
- Jan 15 **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Feb, tba **Western Movie Night: *Dodge City* (1939)**

MOVIE NIGHT?

Wonder where and when the next movie night is going to be? Due to possible changes in the schedule, your best bet is to check SCSRA's website at

<http://www.scsra.org/>

Sometimes we must change dates and locales, due to circumstances beyond our control.

So check the web! You'll be glad you did.



The Third District Local

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Historical and Modeling Committee

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www.trainweb.com/frpa/fmrhs/

Summer 2003

H&MC Summer Activities Keep Members Busy

The Historical & Modeling Committee kicked off its summer quarter by holding its June meeting on the platform of the Fullerton Depot in the courtyard between the pedestrian bridge and the bumpers for the private car sidings. Bill Hatrick and George Engelage were on hand to provide tours of their private rail cars for the assembled group.

A dinner of foot-long cold-cut sandwiches accompanied by chips, dip and various sodas served on tables complete with linen and beautiful plastic "silverware" was provided and enjoyed while a fairly constant parade of trains provided the required railroad "ambiance" for the evening. After the meal, H&MC member Ted Johnson and his wife Diane presented a slide show of their recent trip to the UK with two carousels of neat English railroading. The slide show and commentary would necessarily pause while trains passed through.

A most enjoyable evening was had by all and a big thank you goes out to Bill Hatrick and George Engelage for their hospitality, and to Ted and Diane for their wonderful slide presentation. Also appreciated was the work of Mr. and Mrs. Rick Bremer, Mr. and Mrs. Jeff Shulze, Randy Shapiro, Mr. and Mrs. Harold Benash, Mark Carnighan, Marty Kluck and Mr. and Mrs. Don Cole for their efforts in making this meeting so much fun.

H&MC's popular HO module and photo displays were taken to two railroad themed shows this summer; TCA's annual convention and show at the Ontario Convention Center and the Great American Train Show at the Orange Show grounds in San Bernardino. Participation in both shows was coordinated with the Orange County Module Railroaders HO modular group and our module of the Fullerton Depot area was incorporated into OCMR's large and great running layout.

Our modeling subcommittee has been busy with plans for additions to the existing Fullerton Depot HO module. Construction of a scale replica of the Blue Goose Packing House that once stood on the south side of the ATSF mainline on Spadra (Harbor) just west of the depot is well on its way toward completion. Wall sections have been completed and erected as has the bracing for the saw tooth style roof and transoms. The office portion of the structure is also under construction and coming along quite nicely with fine detail work progressing on the brick fascia panels. The modeling subcommittee has also developed several sets of plans for the construction of additional modules to complement the existing 4' x 8' unit and will be deciding which ones best support the committee's goal of presenting a realistic representation of the Fullerton Depot circa 1950.

The Historical research subcommittee is gathering information on the Sunny Hills packing houses which were located in the Sunny Crest area of Sunny Hills and served by Santa Fe, Union Pacific, and Pacific Electric. Both aerial and ground level photos are being researched as well as written documentation, maps, and plans. While not directly tied to rail history, the huge ranch of Domingo Bastanbury is important to the overall development of citrus and

sheep ranching in the area that became Fullerton, so is of great interest to committee members.

Other projects in various stages of development include the acquisition of a covered trailer to store and transport our displays; the direct participation of individual committee members with the Orange County Module Railroaders; further research and additions to our three-year-old photo display; and continued support of FRPA in its efforts to grow membership.

The committee is now completing its twelfth month since reorganization and has been quite successful in building member interest, increasing our historical knowledge of Southern California Railroading, progressing with modeling projects, and participating in railroad functions throughout the area. The committee has participated at 10 outside functions this past year, not including our own Fullerton Railroad Days.

RAILFANNING

Train Watching Still Safe and Fun if You Follow Rules and Are Creative

Because of the continued threat of surprise terrorist attacks against American infrastructure, including transportation, the Department of Homeland Security rules have made it more difficult for railfans to enjoy watching trains at some of our favorite old haunts. Homeland Security has declared tunnel portals, bridges, overpasses and rail yards off limits. Instructed by the Federal agency, a zero-tolerance stance is in force and law enforcement personnel will arrest those who trespass or loiter - even railfans.

The drought and extreme fire hazards of the past two years have closed some other Southern California areas favored by train watchers, especially Forest Service areas in and around Cajon Pass.

So what can we do to continue to pursue one of our favorite pastimes? Plenty.

Consider watching trains while having a picnic in a public park that just happens to be located along the railroad right-of-way. A few ideal locations are Fullerton's Independence Park, the grounds of the Hunt Library in West Fullerton, or a day on the beach at San Clemente or San Onofre. One might even keep a camera in the golf bag while playing a round at Green River Golf Course. Watching trains along the north side of the course may not improve your game, but will certainly ensure a more enjoyable time out on the links.

When traveling, consider staying at a hotel or motel with a view of the railroad tracks. My family and I spent a week this summer at Oceanside Harbor. From our fifth floor balcony we watched the old ATSF Surfliner as it crossed River San Luis Rey and we enjoyed an unobstructed view of an almost half-mile right-of-way including a beautiful eight span deck bridge over the river and a sweeping curve as the tracks disappeared into a cut on their way to downtown Oceanside and beyond. We

watched and photographed the Coaster, Metrolink, Surfliner, Del Mar race trains and BNSF freights, sometimes as many as three or more trains per hour. With a telephoto lens and our birds-eye view, photos that would have been difficult or impossible with restrictions both physical and legal, were easily and safely recorded. After a day at SeaWorld and another at the San Diego Zoo, my feet needed a rest and the time spent "train watching" from my balcony was good for the body as well as the soul.

Plan your next rail outing with an eye toward casual train watching while doing something fun with the family. Be creative — there are sure to be many "new" train watching areas that may have escaped notice in the rush to be the first on the knoll (MP 57.1) Saturday morning up on the Pass.

LOCAL INTEREST

History Alive and Well in San Pedro

Restored Interurban Line a Part of Historic Area

By Bryan Hunnell

The Port of Los Angeles is a treasure trove for the history buff. Whether drawn by significant historic architecture, marine exhibits, a restored WWII Victory ship or a glimpse of the gone-but-not-forgotten Pacific Electric Railway, everyone will find something of interest in the little port town of San Pedro, California. Being rail enthusiasts, my friend Jeff and I visited "Pedro" to check out the recently restored Pacific Electric line linking the cruise ship terminal with Ports of Call Village. We found out there was more than Red Cars to keep our interest.

It's been more than 40 years since Pacific Electric Red Cars operated along the docks of San Pedro but thanks to the City of San Pedro teaming with the LA County Economic Development Corporation, a 1½-mile section of the original Pacific Electric track has been restored between the Swinford Street Cruise Center and Ports of Call Village. Pacific Electric Red Car #1058, placed into storage and held for posterity by Richard Fellows upon abandonment of the famous interurban electric line, was purchased from his estate by the LACEDC and restored to full operation. Two new cars, almost exact copies of the 1058, have also been constructed. The cars operate Monday through Friday coinciding with arrival and departure times for cruise ships.

We boarded replica car #501 in the shadows of the Vincent Thomas Bridge at the Swinford St. - Cruise Center station (quite a long name to be hanging from the depot eaves) and rode to the end of the line at Marina. Along the way we saw the old San Pedro Municipal Power and Light Station, the SS Lane Victory moored at birth 94, passed the old tugboat docks, Fire Station 112 (fireboats!) and the Ferry Building, now housing the Marine Museum. At the end of the line (Marina), we saw the restored #1054 and the tent-like car barn. #501's sister car, #500, is not yet on site, but due to be delivered within the next few weeks. We discovered the



Northbound Surfliner crosses River San Luis Rey one mile north of Oceanside Depot. Photo by D. White

501's motorman to be from OERM. He was training an employee of LACEDC to be one of the permanent motormen who will operate the interurban cars. Our motorman instructor was quite congenial and took time to explain to us that the area along the restored P.E. tracks is targeted for redevelopment and will feature a promenade along the waterfront.

We decided to ride back to the Downtown station and visit the Marine Museum. A fascinating display of historic black and white photos from 1899 and before shows views of the harbor and the growing city of San Pedro. Maritime artifacts, ship models, and nicely organized displays of local memorabilia abound.

A visit to the SS Lane Victory is recommended for anyone with even the slightest interest in World War II, the merchant marine, or steamships. The ship is fully restored, operable, and features displays in her holds. The ship is used extensively for location filming by Hollywood and does go to sea from time to time. One wanders the decks and into the bowels of the ship unescorted. I even visited the engine room. A nice bookstore, well stocked with historical writings, occupies one hold. The \$3 admission is money well spent.

Jeff and I visited each stop along the restored line for run-by photos and by the end of our visit were well known to the crew of the 501. After a most interesting time in downtown San Pedro, we returned to our automobile near the Swinford St. - Cruise Center and continued our exploration of the harbor area, but that is another story or another day.

Good sturdy and comfortable walking shoes are recommended for this trip. Climbing the ladders aboard the Lane Victory, especially, is not a job for sandals or flimsy footwear.

Additional information on the revitalized Pacific Electric in San Pedro and the SS Lane Victory:

<http://www.railwaypreservation.com/page10.html>
<http://lanevictoryship.com/>

Additional information on Pacific Electric in LA Harbor area:

<http://www.erha.org/pesspl.htm>
<http://www.laokay.com/sanpedro.htm>
<http://www.railwaypreservation.com/SanPedro.htm>

HISTORY

John Brown's Toll Road

Understanding Cajon's History *Before* the Arrival of the Train

Cajon Pass has been a gateway to Southern California for as long as man has inhabited the area. First used by Indians, the cleft between the San Gabriel and San Bernardino Mountains was the only possible passage from the high desert to what has become the Inland Empire.

Cajon means "box" in Spanish and perfectly describes the box canyon that forms the pass. Early Spanish settlers used the Old Spanish Trail to transit the mountains. Later, the Mormon Trail followed a similar path. The head of the canyon is a sheer cliff, which required early travelers to disassemble their wagons and hoist them up or down piecemeal along with their belongings and the horses, mules or oxen that pulled the wagons. The original Mormon Trail came from the Oro Grande crossing of the Mojave River to west Cajon, then worked its way down the canyon following what was later to become the South Track alignment of the Santa Fe Railroad. Later groups of Mormons followed the Mojave River to its headwaters in Summit Valley then crossed near the location of the Santa Fe rail summit and proceeded down into Cajon Canyon.

Around 1860, John Brown (a cousin of the abolitionist) built a toll road from Blue Cut to the Summit, building his first tollhouse in Blue Cut, so named because of the unique rock coloration. The excavation of the foundation for the original tollhouse is visible in the cliff-side under the freeway near the western end of the cut. In 1860 John Brown moved his tollhouse from Blue Cut about two miles north to Cozy Dell. Ever-increasing traffic over the toll road and the requirement to maintain it were a burden to Brown and, hearing of plans for a railroad through the pass, he gave the road to the County of San Bernardino in 1880, at which time it became a free public road.

The former toll road followed a path directly up the mountain. It was paved by the county in 1911. The old road was closed and abandoned in 1926 with the opening of Hwy 66. Used years later by Southern California Edison to access and maintain its power lines from Hoover Dam to Los Angeles, it remained closed to the public. Starting in

about 1945, the road began appearing on forestry maps as "Powerline Road" and was open to the few brave, hardy souls willing to risk it. The road is still open to the public today and goes up to the top of the pass and emerges right behind the Summit Inn, at the current Highway Summit for Interstate 15. Most drivers don't realize that the broken asphalt road is the original paving from 1911 and they are literally driving on history. A bit of warning, the road is suitable only for four-wheel-drive SUVs.

Near Cleghorn Road, midway up the canyon, is Crowder Ranch. The ranch, now owned by the San Bernardino County Museum, is in the process of being restored to its pioneer appearance. On the property is a monument marking where the Mormon Pioneer Trail passed through the area and several areas containing Indian artifacts. Exploration of this area is possible, but advance permission to visit is required by the Museum.

Mormon Rocks are named for the campsites occupied by the early Mormon settlers who had been sent from Utah to colonize the San Bernardino Valley as part of Brigham Young's expansionist plans for a road to the sea from Salt Lake City.

Prior to the arrival of the Mormon settlers in San Bernardino, the Mormon Battalion was stationed at the Rancho San Bernardino to protect Mexican settlers from Indian raids. The soldiers arrived on January 29, 1847, having marched from San Diego. The first Mormon settlers came through the pass in February of 1848. Among those pioneers were the Lytle, Cleghorn, Crowder, Sherwood and Williams families. An interesting fact about the Mormon pioneers was that several non-Mormon "gentiles" traveled with them, including several Jewish merchants led by Jacob Rich. He would later recall that he was amused to be considered a gentile by the Latter Day Saints.

Sources:

California Historian - Nicholas R. Cataldo, San Bernardino Historical Society

Cajon Pass - Albert Bowen, History Professor, Victorville Jr. College

Chard Walker's Cajon - Rail Passage to the Pacific, by Chard Walker

True Community - Latter Day Saints in San Bernardino - Marilyn Mills genealogical report

<http://www.pueblohistory.org/history/john%20brown.htm>

Rail Trip to San Diego, RR Museum, Cruise

RESERVATION FORM -- FULL PAYMENT DUE BY OCTOBER 17, 2003

(see roundtrip ticket price schedule on page 1)

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Attention: Gary

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Address Correction Requested

IN THIS ISSUE

- **Clifford Prather of Orange County Railway Historical Society** to speak at Oct 15 FRPA Dinner Meeting (see cover story)
- **Reserve Now for Amtrak trip to San Diego** with included activities, **Sat., December 6** (see cover story)
- FRPA gets \$50,000 grant for museum design work
- Tips on railfanning under today's stricter security rules
- And much more!