

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

HEARST CASTLE, COLORADO/NEW MEXICO TRIPS – WOW!

**By Gary Herod, FRPA
Tours and Charters
Coordinator**

No other word quite does it. For all those who went on the two trips sponsored by the Fullerton Railway Plaza Association, the July trip to Hearst Castle via rail and bus, and the week-long September rail trip to Colorado and New Mexico, taking in steam, diesel, and cog-wheel tourist trains, the reaction was just about unanimous: AWESOME!

You can get a taste of just how lovely the scenery was and authentic the trains were, by perusing the photos on the following pages (see the photos in color at www.scrmf.org!). Gordon Bachlund's article on page 3 about the delicious food served at each stop of the Grand Tour will give you a literal taste of how that trip went.

I am especially amazed at how the weather actually added to our enjoyment in Colorado and New Mexico. While the nation was watching the continuing effects of Caribbean hurricanes, there was one that came up from Mexico, dropping copious volumes of moisture in the very area we were traveling in, and in no other area as far as I know. On Sunday, Sept 19, we had the good fortune of a break in the weather as we travelled up from Antonito on the train, to our lunch stop at the summit, 10,000 feet, at Cumbres Pass. We had awesome views of quaking aspens in all their gold glory for over two hours. On the way down to Chama at the west end of the trip, we passed through clouds and rain for an entirely different perspective of mountain railroading.

After boarding our bus at Chama for the rest of the drive to Durango Sunday afternoon, the rain really picked up. It rained hard Sunday night and into Monday morning.

Then on our ride Monday on the Durango & Silverton, the clouds broke again, so we had great views of the mountains and the canyons we passed through. But the real thrill came when the Animas River, which we followed all the way up to Silverton and back, exploded from a



Durango & Silverton Narrow Gauge Railroad. Photo by Paul Hammond

creek on Sunday to a raging torrent on Monday. This was nature at its finest. (Photo on page 7.)

Finally, nature provided another thrill as we experienced a full fledged snowstorm on the top of Pike's Peak. (Photo on page 5.)

A few anecdotes: At about 12:30 a.m. Saturday morning, as we proceeded into Arizona while we were all asleep, we experienced a very sudden thud and a quick stop, from a speed of 90 MPH. Some thought we had hit something. Fortunately it was not that, the air hose had come apart between two cars, releasing the air used in the airbrake system. It was pitch black outside. The engineer had to shut off the electrical system so the train crew, using flashlights, could reconnect the hose without receiving an electrical shock.

Another, it was great to see how many of our group took advantage of the opportunity to ride in open cars and

on vestibules, to get great photos and better views of the passing scenery.

AMTRAK arranged for all of our group to have a full dinner on our departure from LA and Fullerton on Friday. They also arranged for our group to sit down for lunch ahead of the rest of the passengers prior to arrival in Lamy, and for an early (5 a.m.) breakfast on our return to Fullerton on Friday.

Indeed, this trip, like all of our's this year, was a resounding success, fun for everyone who attended. And the year's trips aren't even over. I hope you'll join us for a day trip on the train down to San Diego, aboard AMTRAK's Pacific Surfliner, for a tour of the USS Midway and downtown San Diego; see page 10 for full details, and send in the reservation coupon on page 11.

We're already planning more such trips for next year and beyond. Hear more on October 13 at the China Buffet in Fullerton when I'll give a rundown on all the upcoming rail trips, as well as a slide show of photos from the most recent trip to Colorado and New Mexico (see below for more on the dinner).

Hope you'll be joining us and joining in the fun!

COLORADO/NEW MEXICO TRIP AND FUTURE RAIL TRIPS PREVIEWED AT DINNER, OCT 13

By Stan Swanson, FRPA Dinner Coordinator

The FRPA Rail Tours Calendar for the balance of 2004 and 2005 will be the subject of a video and electronic presentation by Gary Herod, FRPA Tours and Charters Coordinator. Gary will preview future trips on his list of possibilities. We will also hear his comments regarding past trips including San Diego, Fillmore and Western, and Hearst Castle. With years of experience in travel planning, Gary has produced a series of very successful excursions and we can be assured of many more in the future.

Harold Benash and the writer will prepare a slide review covering the Colorado/New Mexico trip of September 17-24 which included touring four major tourist railroads: the Cumbres & Toltec, the Durango & Silverton, the Royal Gorge Route, and the famous Manitou & Pike's Peak Cog Railway. Trip timing was perfect for comfortable temperatures and beautiful fall colors.

Plan now to attend and bring your friends. You will hear about news regarding the museum and Fullerton Railroad Days 2005. Again, that's on Wednesday, October 13, at the China Buffet, 104 West Orangethorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and tip.

RAILROAD DAYS 2005 PLANNING BEGINS

Need Volunteers for Committee Positions

By Fred Canfield, Railroad Days Coordinator

Fullerton Railroad Days 2005 will be on May 7th and 8th which is still about eight months away. This will be the SEVENTH annual event and will be a tremendous celebration with the support of the City of Fullerton and YOU.

Fullerton Railway Plaza Association

Our Vision Is

To create a large community-supported premier interactive railroad attraction that would include a Santa Fe heritage railroad museum and restoration facility for the purpose of bringing together businesses, government and the community to preserve our national rail heritage and provide an educational experience for our youth in a meaningful, exciting, and fulfilling manner.

Our Mission Is

To educate our youth and provide all people an historical insight into the numerous contributions the railroads have made to the creation and economic development of the City of Fullerton, the County of Orange, and Southern California from the 19th century to the present and into the future.

The Railroad Days committee has started working and there are still several opportunities for YOU to help.

We are especially looking for a couple of missing committee members. We need help with Publicity/Public Relations, Merchant Donations, and Volunteer Coordination. If you can help in any of these positions or would like some more information, please give me a call today at (714) 871-8329 or e-mail fcanfield@cfcircus.com.

- **Publicity** involves updating and sending out press releases and press kits. Were we not mentioned in your favorite publication or your favorite radio or TV station? Then help us get the word out to them for inclusion.
- **Merchant Donations** requires soliciting and picking up drawing and auction goodies from area merchants. All monies from the drawing and auction end up in the Museum Fund and help us reach our objective sooner.
- **Volunteer Coordinator** is needed to make sure all volunteers are contacted and scheduled to work in one of the many FRPA booths during Railroad Days.

So contact me, either by phone or e-mail, and let me know what you can do. Thanks!

PRESIDENT'S MESSAGE

By George Engelage, FRPA President

Rail Trips Continue to Succeed – I'm sure many of you will join me in thanking Gary Herod for all he's done to arrange such interesting rail trips for us this year. Quite a few of us wondered if such things could really come to pass, the ambitious Colorado-New Mexico trip especially, but Gary covered all the bases and pulled it off. From what I hear at presstime, the trip to four tourist railways was just outstanding, and I look forward to the October 13 Dinner meeting to see and hear more.

Museum Update – Work towards the museum continues to progress and is going exceptionally well. We have recently renamed our effort the **Southern California Railroad Experience**, which we feel is an exciting and all-en-

continued on page 3

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compassing name, one that truly reflects what we plan to do. I look forward to the time when Dick and I can make a more detailed report to the membership, but we still have some hurdles to go through. Suffice to say that Dick and others we depend on are clearing those hurdles, slowly but surely. I am very pleased at our progress.

Renew for 2005 – Meanwhile I hope you will all continue to support the FRPA when you get your upcoming 2005 membership renewal letter. Your support is crucial at this time, in that it shows those we are dealing with the substantial interest we have accrued in Fullerton and the surrounding areas in this ambition project. You might not think your \$25 goes very far, when you consider the cost of a museum complex, but each and every membership adds up to more than money – it shows others that FRPA is worth investing in, worth supporting in many ways. By accruing and keeping 225 members (and we hope this number continues to grow), FRPA can command attention. Please help us maintain and grow in strength in the coming year. Thanks in advance for your support.

TERRY GALVIN RETIRES FROM REDEVELOPMENT AGENCY

Terry Galvin has retired from the City of Fullerton Redevelopment Agency after 30 years, the *Fullerton Observer* reports. His retirement as Redevelopment Operations Manager was effective July 1. The *Observer* went on to report how instrumental Galvin has been in the redevelopment of the downtown area, saying that it is due to him that downtown Fullerton is “one of the finest transportation and entertainment centers between Los Angeles and San Diego.”

“The Transportation Center became the motherhood and apple pie project for the community,” Galvin was quoted as saying in a recent interview. “Groups that normally opposed each other came together in support of the projects and that assured its success.”

Terry Galvin has also been one of FRPA’s most valued supporters. FRPA President George Engelage, Executive Vice President Dick Hopping, and the entire FRPA Board wish to thank Terry for his enthusiastic support for our railroad museum at the Fullerton Transportation Center, and for his continued support and guidance.

Dick relates that Terry seems even more enthused and openly supportive of FRPA and the museum since he has retired. Dick confers with Terry sometimes three or four times a week, and meets with him regularly, reporting that Terry is indeed someone who loves trains. “He’s got a ping-pong table at his house, and there are trains all over it!”

ZUR SCHMIEDE NAMED NEW REDEVELOPMENT DIRECTOR

Robert M. Zur Schmiede has been named director of the Fullerton Redevelopment and Economic Development Department, writes the *Fullerton Observer*. Formerly with the Long Beach Redevelopment Agency, Mr. Zur Schmiede worked for Fullerton’s Redevelopment Agency in the late 1970s. His appointment fills the vacancy created by the 2002 retirement of former director Gary Chalupsky. Mr. Zur Schmiede graduated from Cal State Fullerton with a masters in business administration, and went on to assemble an outstanding background in city and project planning and development in the midwest and here in southern California.

FRPA welcomes Mr. Zur Schmiede back to the City of Fullerton. We are encouraged by his experience and foresight, and we’re look forward to working with him in the further development of the Fullerton Transportation Center and incorporating the railroad museum into those plans.

FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

If you have not renewed their membership for 2004, you are being dropped from the mailing list **and this will be your last mailing!** Please check your membership card. If it does not read “Through December 31, 2004,” you are on my delinquent list and will be dropped.

All in all, 2004 has been a successful year. We have had 48 new members join FRPA for a total membership of 225. With your support, we will make 2005 even better.

As a reminder, renewal notices for 2005 will go out sometime in November. Please do not let my membership role drop to zero on January 1. I would appreciate your quick response after you receive the renewal notice. Thanks for your consideration.

THE GRANDE COLORADO - NEW MEXICO RAIL TOUR

A Galloping Gourmet's Perspective

By Gordon Bachlund

I was fortunate to have as traveling companion a friend of over twenty-five years standing, Paul Hammond of the California State Railroad Museum Foundation. Paul’s Craftsman home in Sacramento boasts a full and varied wine cellar, and Paul is every bit a gourmet. I, for my part, have similar aspirations, though my cellar is tiny by comparison. Inasmuch as Paul and I enjoyed some excellent meals during the FRPA rail tour, I am taking the liberty of recording these experiences, partly for your amusement and partly to show that even a managed tour can boast culinary adventures of a high order.

The eastbound Southwest Chief’s dining car managed to emulate with considerable success the Santa Fe’s culinary traditions, owing more to the efforts of the enthusiastic Amtrak staff than to the stultification of its corporate bureaucracy. Friday night’s dinner menu featured a variety of entrees, and we opted for the flavorful Steak Delmonico with baked potato, and a competent cabernet to fill any possible voids. The service was excellent and the dessert menu quite adequate. The following morning’s breakfast menu offerings included a quiche, the obligatory railroad French toast and a Denver Omelet. We enjoyed the latter with flagons of good coffee and sides of sausage and bacon. When asked about the luncheon selections, the waiter recommended the Angus Burger over the quiche, and this proved a sound choice. It is likely that microwave ovens and quiches are not compatible.

When we detrained at Lamy, NM, we were bused to our hotel in Santa Fe, and, after checking in, were offered the pleasant option of being bused into town for sight-seeing and dinner. In Santa Fe, following a brief walking tour, we entered the historic La Fonda Hotel. The La Fonda is one of 167 hotels that Historic Hotels of America has identified that have faithfully maintained their historic architecture and ambience. Built in 1922, it was acquired by the AT&SF Railway and leased to the Fred Harvey Company in 1925, which operated it until 1968. Its architecture is distinctively South West and it was a joy to explore its rustically opulent public spaces and shops and to discover, in an enclosed courtyard, La Plazuela Restaurant, where we opted for Margaritas and Guacamole for starters. While the drinks were excellent, the most pleasant surprise was the arrival at our table of a waiter bearing a tray that included a large mortar (sans pestle), two perfect Haas avocados and bowls of spices and condiments such as chopped onion, chilies,

continued on page 4

cumin, lime, tomato and cilantro. The waiter deftly halved and pitted the avocados, emptied their flesh into the mortar and did a course chop. He then enquired as to our preferred condiments and additions, and prepared the mixture tableside with all the aplomb of a Benihana of Tokyo chef. Paul quipping that he might be called a Gauchahana of Santa Fe chef. Chips from homemade tortillas were provided and we were off to a fine beginning.

Shortly we ordered from the dinner menu and found the fare of a high order, served with traditional New Mexico sopaipillas. We were stuffed and happy, and pleased to have been made so at venue that was once a real Harvey House!

The breakfast buffet at the Marriott Courtyard was up to Marriott's usual high standards, so we were well prepared for our first tourist railroad trip on the Cumbres & Toltec Scenic Railway. I will leave it to others to describe the scenic beauty of the route, and I will instead describe the trip's halfway point, a stop called Osier, where the railroad has provided a dining facility with an all-you-can-eat buffet, a welcome occasion as the weather was turning rainy. There were three buffet lines: meatloaf, turkey and soup/salad. Both the east and west bound trains meet here, and the trick is to feed all passengers and crews in an hour. I can attest to the excellence of the meatloaf, served with potatoes, gravy and veggies, homemade rolls and butter. Others spoke highly of the succulent turkey. Paul added a salad, while I eschewed the temptations of the dessert bar (buttermilk pie, pumpkin pie, peach cobbler, and more) in lieu of another generous helping of meatloaf and gravy. The food provided at Osier was plentiful and yummy!

After arrival at Chama, we were bused to Durango, where our exploration of the downtown streets adjacent to the Best Western Railroad Inn led us to Randy's Restaurant and Bar, an upscale local favorite with a delightful Victorian atmosphere. We felt right at home as we were served quite generous drinks and French bread, with butter balls like grandma used to prepare, while perusing the menu. Paul opted for trout and I chose a glazed chicken breast with a Dijon mustard sauce, and a second round of drinks. Randy's filled the bill to a tee. The dessert menu was tempting, but the meal at Osier was still weighing heavily in favor of restraint.

The next morning's continental buffet at the hotel was not noteworthy, but the Durango & Silverton's café car had

SAN DIEGO RAIL TRIP

December 4, 2004

Visit the USS Midway

Come spend a day in San Diego and visit the Aircraft Carrier USS Midway, now a museum. We will also tour San Diego, including Old Town, Point Loma, and La Jolla.

Dinner at Seafood Restaurant included.

Make Reservations Now!

See trip details and reservation coupon on pages 10-11.

some interesting offerings including the local steam beer, and we found a satisfying lunch at a café in Silverton. As seating is assigned, everyone is assured of enjoying the scenery on both sides of the train, and we were glad we were booked in an open car. The recent rains caused the Animas River to rage abnormally, and the waterfalls from the adjacent mountains to swell majestically (bottom photo, page 7. All this added to our dinner appetite, and it was an easy decision to return to Randy's for perfect martinis and prime rib dinners. The management, remembering us from the night before, was very cordial and the cocktails, wine and ambience were memorable. An interesting dessert offering was a confection of kahlua, vodka and local vanilla ice cream, and we had to order it. The waitress had bad news - the kitchen was out of vanilla ice cream, but would we be willing to try the mixture with mocha ice cream? We so opted and were more than happy.

After the following morning's meager buffet offering we were bused toward Colorado Springs, and a lunch stop was made in Alamosa at K-Bob's Steakhouse. This proved a great choice and we enjoyed an ample and delicious meal that nicely tided us over until arrival at the Doubletree Hotel in Colorado Springs. The hotel was not convenient to downtown eateries, but had an adequate and slightly understaffed atrium café where Paul and I feasted on excellent shrimp cocktails and salads. Here I should mention that we had the foresight to bring along a few bottles from our respective collections, so we were not without good spirits at all times. In fact, a tasty Cucamonga Valley Port, that my brother and I discovered at the Geissinger Winery in Fillmore when we joined the FRPA tour group on the Fillmore & Western dinner train earlier in the year, was our usual nightcap.

The Doubletree did itself prouder with its breakfast buffet and we ate heartily prior to being bused to Canyon City for the Royal Gorge train ride. Inasmuch as there was little slack in the schedule between that ride in the morning and the cog railway ride in the afternoon, box lunches awaited us on the bus as we were conveyed to Manitou Springs, and these tided us over nicely. The 14,100' summit at Pike's Peak was cold and a light dusting of snow greeted our arrival. When we departed the snow flurries were more intense (see photo, page 5), the temperature had dropped to 10 degrees F, and visitors who had arrived by car were being advised to leave. By the time we were back in Manitou Springs at an elevation of 6,571 feet, the weather was again pleasant, and we were whisked back to the Doubletree where Paul and I repeated the previous night's dinner choices.

After another hearty buffet breakfast at the Doubletree, we were bused to Raton, NM, and were soon aboard the westbound Southwest Chief, where lunch and dinner were again a pleasant adventure thanks to the obvious dedication of Amtrak's on-board personnel. Lamentably, however, the waiter announced that they had run out of red wine to accompany the steaks, this owing to commissary plan-

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Manitou and Pike's Peak, at the summit. Photo by Paul Hammond

ners who must spend more time behind desks than riding their trains. However, our personal supply had not been exhausted, so the return trip was pleasant.

We congratulate Gary Herod for planning this scenic rail adventure, and we encourage readers of *Hot Rail* to take advantage of these wonderful tours as they are offered.

HISTORICAL & MODELING COMMITTEE FALL REPORT

By Dennis White, H&MC Secretary and Editor

Fall signals the start of a busy display season for the Historical and Modeling Committee. We spent our summer evenings restoring and updating the picture boards; some had warped or delaminated because of the extreme heat of Railroad Days 2004. The boards are now good as new, thanks to the hard work of Harold Benash, Scott McKemy, Don Lawver, Bryan Hunnell, Jeff Schulze and Dennis White.

FRPA's "road show" closed out summer by traveling all the way to Carson City, Nevada, over Labor Day Weekend to participate with the Orange County Module Engineers HO model railroad club at a modular railroad meet, held in Nevada's capital city. Thanks to Harold Benash and Ted Johnson, for hauling the 4' x 8' Fullerton Depot display, setting it up and promoting FRPA's vision and mission to all the guests in Carson City.

H&MC members Bob Toohey, Rick Bremer, Jeff Schulze, Jack Barich, Harold Benash and Dennis White helped staff the Fairplex Garden Railroad during the Los Angeles County Fair, September 10 through 26. The popular outdoor train layout has been in its present location since 1935 and is owned by Fairplex. Staffed by a volunteer organization within Fairplex, over 80 volunteers donate their time and talent to continue to make improvements and maintain the railroad year-round. Fairplex Garden Railroad promotes the hobby of model railroading while providing an educational exhibit of California's railroad history.

The Los Angeles Division, Pacific Southwest Region, National Model Railroad Association (NMRA) hosted its fall meet, "Rails to the Verdugos," September 15 - 19, at the Glendale Hilton. FRPA's Bryan Hunnell and Harold Benash, pre-

sented a clinic entitled, "Building Historical Models." Two of our H&MC picture boards representing the Fullerton Depot area along with our models of the Santa Fe Fullerton Depot and the Blue Goose Packing House, were the main subjects of the clinic. A presentation of FRPA's vision and mission were part of the clinic script.

October 30, 2004, FRPA will display at Glendora's Rail Expo, commemorating the centennial of the Glendora Public Library, presented by The Glendora Library Friends Foundation. GLFF is well aware of the high-quality FRPA historical photo display and extended a special invitation asking that we participate. Don Cole, Harold Benash, Jack Barich, Jess Lomas and Dennis White will staff the booth for this special event.

Other display dates coming up are Great American Train Show (GATS) Pomona, at Fairplex, November 6-7, and Anaheim GATS, December 11-12, at Anaheim Convention Center. H&MC has also committed to a rail show at the Orange County Fairgrounds, tentatively set for either the last weekend of February 2005 or the first weekend of March. More information will be available in the Winter issue of *Hot Rail*.

Sad news came our way in August when we received word that member Deby Richards' father passed away after a long illness. Our prayers and love go out to Deby, her mother, and her family during this difficult time.

On a much happier note, we celebrated the news that committeeman Paul Gerhardt married his sweetheart, Elizabeth McFarland. Paul missed the July meeting due to his honeymoon, and was unable to attend our August meeting because his bride presented him with tickets to an Angel game for that evening. We're not sure we accept his choosing an Angel game with his bride over one of our scintillating meetings, but do wish the happy couple many years of bliss.

Paul Gerhardt received international print in "Notes on An Old Timetable," a column by Harold Carstens, published in the September issue of *Railroad Model Craftsman*. Hal notes that he, Paul and five other New Jersey teens formed a railroad club 61 years ago while in high school. Three of those charter members, Paul, Les Dvorzak and Hal Carstens recently reunited in Seattle during the NMRA National Convention.

Harold Benash and his wife Peggy, along with newlyweds Paul and Elizabeth Gerhardt, enjoyed the FRPA sponsored weekend trip to Paso Robles and Hearst Castle on Amtrak's Coast Starlight last July. From all reports, the trip was a great success and everyone had a great time. We are still awaiting pictures, guys. *See page 8. Ed.*

Dennis White, Kathy White and Jack Barich had the opportunity to travel to San Diego for the home-porting ceremonies honoring the newest Nimitz class aircraft carrier, CVN 76, USS Ronald Reagan, July 23, 2004. All three are convinced that watching the Reagan steam up the channel from Ballast Point to her berth at North Island for the very first time was every bit as exciting as watching ATSF 3751 fight her way up Cajon with a string of varnish in tow.

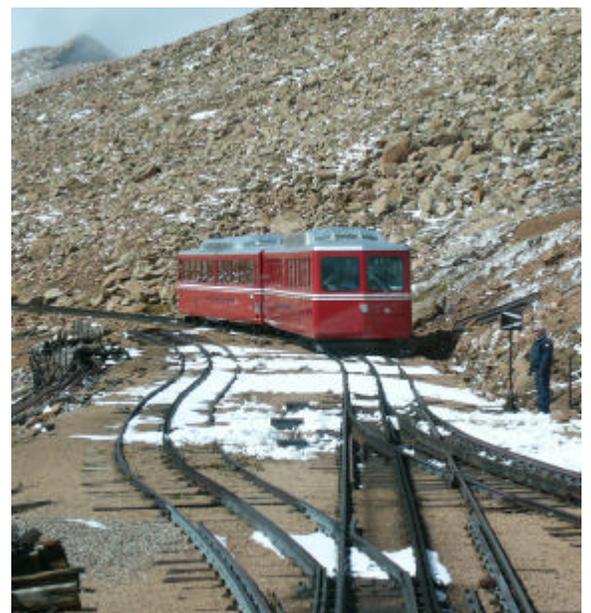
The Historical & Modeling Committee is always looking for members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with people who share these interests, we invite you to become a part of our growing committee. It's a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 p.m. Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

COLORADO/NEW MEXICO TOUR...

*Photos by
Paul Hammond*



Above, FRPA's Stan Swanson and Bob Root are in railfan heaven. At left and middle left, Durango & Silverton train. Directly below and lower left, Royal Gorge. Lower right, Manitou and Pike's Peak Cog Railway.



... A SEPTEMBER TO REMEMBER!



Upper left, Doug Stephens and others view D&S 487 loco with snow catcher; D&S 486 above. Below, Cumbres & Toltec loco and car. Far below, the Durango & Silverton passes the raging Animas River.

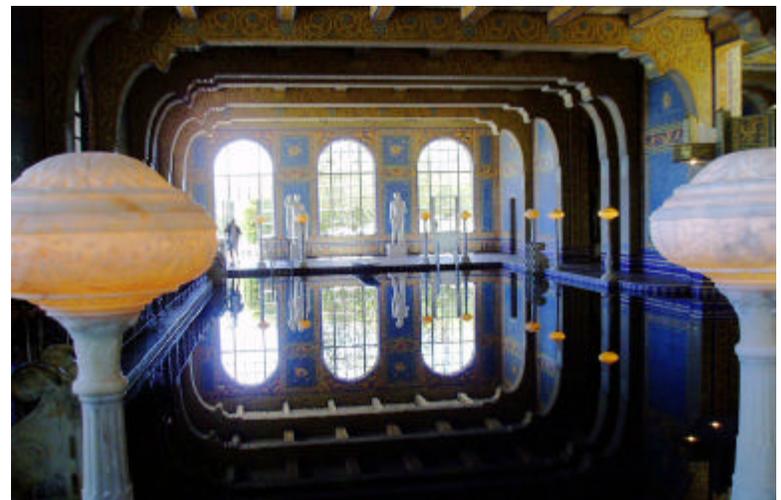


Check out the pictures on the web, in living color – <http://www.scrmf.org/>

HEARST CASTLE, JULY 2004



*Photos by
Doug Stephens*



You must see these in color – Visit <http://www.scrmf.org/>

HISTORY

SANTA FE'S OLINDA SPUR

Packed a Lot of Traffic into Four Miles

By Dennis White, H&MC Member

Research and GPS Data by Bryan Hunnell

Additional site exploration by Donald Cole & Bryan Hunnell

In the late nineteenth century, men did not know what to do with oil. They did not know how to pump it, they did not know how to refine it and they did not know what future it held, other than for lubrication, sealing leaks in boats or paving roads. Oil was synonymous with tar or pitch, mined by digging ditches or tunneling into areas known to have it. Nobody in California had the resources or ambition to drill a well similar to Drake's 1859 Pennsylvania effort until primitive efforts at Newhall ranch north of San Fernando brought in a gusher in the early 1880s.

Edward L. Doheny created the first oil boom in Southern California in 1892. With a partner, he leased a three-lot parcel near Los Angeles' Westlake Park (now McArthur Park) and began excavating "brea," Spanish for pitch or tar. When gas fumes in the oil-soaked soil made digging impossible, he brought in a drill and erected a derrick. On April 20, 1893, he struck oil at a depth of 200 feet. Sale of that oil enabled Doheny and his partner to buy more property and drill more wells throughout Los Angeles and Orange County. Doheny had convinced both the Southern Pacific and Santa Fe Railroads to convert to oil burning locomotives and helped both railroads enter the oil business.

Doheny helped the Santa Fe establish wells in Olinda, discovering light crude that would burn in railroad locomotives without any refining. This was key to the success of the Olinda oil fields because the only known means of refining in those days was "topping," which consisted of pumping crude into a tank, letting it settle naturally, allowing the lighter petroleum products to rise to the top and be drawn off. "Cracking" oil with heat would not come about until 1910.

The arrival of the Santa Fe Railroad had created a land boom in Orange County and farmers and ranchers, believing they had found an agricultural haven, flocked to the area. Cattle and sheep soon pastured in the hills of Olinda. However, farming rapidly gave way to oil production when Doheny's drilling brought gusher after gusher. Olinda became an oil town with company houses and company stores, all sitting on land grabbed up by Doheny and other oilmen.

Southern California Railway began building to Olinda from a location in Anaheim called Richfield. The track to Olinda traveled up the hill 4.2 miles to the Olinda oil fields with a passing siding half way up the hill at Daum. Completing the line in 1899 Southern California Railway immediately started sending railcars of "Olinda gold" to market. Several spur tracks were located at Olinda, but the area lacked a run-around track. Run-around moves at Daum, 2.3 miles down hill made switching difficult.

At Olinda, a 10 x 20 wooden depot with platform was ready for business when the line opened, but the volume of freight required an expansion to 20 x 20 within the first year. The first freight agent at Olinda was Mr. F.S. Weber.

The Olinda oil fields lie in the west end of Carbon Canyon at an elevation of 440' msl. Richfield, on the edge of the Santa Ana River flood plain, is only 249' msl. While a climb of only 191' in four miles sounds minor, the rugged terrain between Richfield and Daum created a ruling grade of 2.3%.

2004-05 Calendar

NOTE: Movie Nights arrangements are still in flux at press time; check for updates at <http://www.scrmf.org/>.

- Oct 13** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton; see page 2
- Oct 26** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Oct 30** **Glendora's Rail Expo**, Glendora Public Library. Visit H&MC display.
- Nov 6-7** **Great American Train Show**, Fairplex, Pomona. H&MC will be there.
- Nov 23** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Dec 4** **San Diego Rail Day Trip**. Tour of aircraft carrier Midway, city tour, and dinner at Anthony's Fish Grotto; see page 11
- Dec 11-12** **Great American Train Show**, Anaheim Convention Center. H&MC will be there.
- Jan 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton

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

The Santa Fe leased the Southern California Railway, June 1, 1904, and purchased the railroad outright, January 17, 1906. (Some sources record the date of sale as July 1, 1906.) Completion of the Placentia Cut-Off on February 18, 1910 and initial operation commencing July 1, 1910, gave Santa Fe a direct route between Santa Ana Canyon and Fullerton, removing the need run down to Orange and wye the train for a run to Los Angeles. Richfield was renamed Atwood in 1920.

Santa Fe Time Table No. 69, May 13, 1923, advised that the Olinda track crossed the Pacific Electric at grade, the only protection being a gate that was normally across the P.E. tracks. Special rules dictated that the Santa Fe train stop-short of the crossing and a trainman walk a safe distance down the track and flag any approaching Pacific Electric train. That timetable also noted that the freight station at Olinda had an agent during daylight hours, while the depot at Atwood was staffed 24 hours.

ATSF Timetable 125, July 9, 1944 noted that Atwood was milepost 41.1 (41 miles from San Bernardino). Daum was at MP 43.7 with a 14 car passing siding, and Olinda at MP 45.6, longest siding 58 cars long. By 1944, the gate across the Pacific Electric was gone but a flagman was still required. All moves on the Olinda spur were by train order and the maximum speed was 15 mph. The timetable noted that fueling facilities were located at Olinda, but the water plug was at Atwood.

The Olinda oil fields began to shut down in the 1940s. The Santa Fe closed the line to Olinda in 1945 when pipelines replaced rail as the preferred means of removing what petroleum still flowed from the Olinda wells.

As Orange County grew, the need for protection from floods also grew. One source of potential flood damage was Carbon Canyon Creek itself. The Army Corps of Engineers concluded that an earthen dam at the mouth of the canyon would be needed. Work began on the project in 1959, burying what was left of the little town of Olinda under millions of tons of rock and earth. The area behind the dam, now completely cleared of homes, streets, foundations, oil wells and railroad right-of-way, (everything was pulled up and used as fill for the dam structure), became a

continued on page 10

flood control catch basin protecting the people of Brea, Placentia, Yorba Linda, and Anaheim from disaster. In 1965, a 114-acre area upstream from the dam became the site of Carbon Canyon Regional Park. Landscaping, walkways, a lake and service buildings completed the transformation from catch basin to park and the park opened to the public in 1975. As the plaque at ranger headquarters says, "All evidence of the community of Olinda became a memory with the construction of the dam."

Through the years, evidence of the once busy track south of the dam has disappeared as the terrain has been graded, filled, and leveled, and homes, a golf course, and new streets were built. For many years, the only remaining piece of the line was the wye at Atwood, but it disappeared sometime after 1987. Even the location of the wye and the old Richfield topping refinery are gone, covered now by condominiums and homes. A new and modern Atwood sign marks the location on the BNSF San Bernardino Subdivision (MP 40.5), but nothing is as it was. New track, new alignment, new signals – in short, a new railroad.

For all its changes, one can still follow parts of the old line from Atwood up to Carbon Canyon Regional Park. Needed is a good road map, an old topo map and a GPS receiver to accurately locate points along the way. Here are some notes to help retrace the old Olinda right-of-way.

1. The wye at Atwood was located immediately west of Van Buren at Orangethorpe. Look for the curving wall behind the new homes on the north side of Orangethorpe. The wye followed that wall. (GPS coordinates N33 degrees 52.376 minutes x W177 degrees 49.887 minutes.)
2. The Olinda branch climbed the hill from the tail of the wye, using the right-of-way that is just east of Van Buren below Yorba Linda Boulevard. Draw an imaginary line connecting Merienda Lane, Palomino Lane and Collins Lane, as those streets sit atop the siding at Daum.
3. The track crossed Yorba Linda Boulevard at GPS coordinates N33 degrees 53.2 minutes x W117 degrees 49.7 minutes.
4. The north end of the Daum passing siding (MP 43.7) was located near the intersection of Prospect and Palomino Lane, about 300 feet south of Bastanchury Road.
5. The Pacific Electric Yorba Linda line ran along the south side of Imperial Highway in this area. The rails to Olinda crossed the P.E. at grade between Prospect and Rose Drive (GPS coordinates N33 degrees 54.211 minutes x W117 degrees 50.450 minutes). Look for the Mobil Oil Pipeline "DON'T DIG" sign, as that pipeline ran just east of, and parallel to the Olinda tracks.
6. North of Imperial Highway, the track continued on a northwesterly heading for about a half mile and then curved due north to the center of the dam.
7. The Olinda depot and loading dock sat at the point of the East Gate ranger office for the Regional Park (GPS coordinates N33 degrees 55.286 minutes x W117 degrees 49.797 minutes.) The tank car loading facilities were about one half mile east of this spot, south of Carbon Canyon Road.

What about Edward Lawrence Doheny, the man behind Olinda's transformation from farming community to oil town? After becoming rich from the successes of Olinda, and other oil fields in Orange County, he turned his attention to Mexico. He was successful in developing the Tampico Oil reserves on the Gulf of Mexico. His Mexican Petro-

leum Co (PEMEX - Petróleos Mexicanos, now the world's fifth-largest oil company) was the largest and most lucrative concern in Mexico before the government nationalized it, creating a legal monopoly. He also extended his oil exploration to the Maracaibo oil fields of Venezuela and to the British Isles.

Doheny came home in 1922 and worked the oil fields of Kern County, earning an indictment on conspiracy and bribery charges in connection with the Elk Hills Naval Petroleum Reserve in Kern County, CA. Acquitted, but stripped of his holdings in Kern County, he then developed the Naval Petroleum Reserve at Teapot Dome, Wyoming. Though not convicted in the Teapot Dome Scandal, his partner, Harry Sinclair of Sinclair Oil, was found guilty of criminal contempt and fined. Doheny died in Los Angeles, at 79 years of age, September 8, 1935.

Branch, Spur or District? Local rail enthusiasts disagree on what the proper term for the Olinda tracks should be, being especially repulsed by the term "Branch." The track from Atwood to Olinda had at least five names according to printed literature. Rail historians Donaldson and Meyers, in their book, *Rails Through The Orange Groves*, Volume One, call the line the "Santa Fe Spur" on page 196. On page 197, they refer to it as the "Olinda Branch." By page 202, it has become the Olinda Spur, but by the time the reader arrives at the first sentence of paragraph two, page 203, the authors refer to it as both the Santa Fe Spur and the Santa Fe Branch.

Referring to official railroad employee timetables further muddies the water. ATSF Timetable 69, May 13, 1923, calls the rail to Olinda, "Olinda District," but ATSF Timetable 125, July 9, 1944, refers to the little line as "Olinda Spur." Call it what you like. It was a fascinating part of Orange County's rail history.

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Note: All GPS locations taken from a 1932 USGS topographical survey map on file at Pacific Rail Society Museum, San Dimas, CA, and verified by Bryan Hunnell using a hand-held Global Positioning System receiver.

AMTRAK TRIP TO SAN DIEGO AND THE MIDWAY, DEC 4

By Gary Herod, Tours & Charters Coordinator

The FRPA cordially invites you and your family and friends to join us on Saturday, December 4, 2004, for our second annual one-day tour to historic San Diego, CA.

On Saturday morning, December 4, we board Amtrak's southbound "Pacific Surfliner" which departs at 7:52 a.m. from the Fullerton Transportation Center. There's ample free parking at the train station. Please plan on checking in at the platform in Fullerton no later than 7:30 a.m.

On arrival in San Diego we board deluxe chartered motor coaches that will take us to the Aircraft Carrier USS Midway, now an interpretive museum. The tour group boards the ship at approximately 10:30 a.m. Tour guests who may find it difficult to climb stairs should note this on your reservation form and arrangements will be made for you to be transported between decks on the ship. For those interested in visiting the engine room area, you may purchase a special ticket (not included in the tour package price) to enter this area.

As we plan to depart from the USS Midway museum at 1 p.m., you're encouraged to enjoy a no-host lunch at the Fantail Cafe on the Hanger Deck. The cafe serves freshly made sandwiches and salads, snacks, and beverages. Plan to finish lunch by 12:30 p.m.

Departure from the museum's parking area will be at 1 p.m. promptly, after which we'll enjoy a leisurely narrated bus tour of San Diego. The tour includes the downtown business area, Old Town, Point Loma, and neighboring La Jolla. Rest stops will be made along the way.

The end of our tour will be dinner at Anthony's Fish Grotto, adjacent to the tall ship Star of India, the world's oldest seafaring ship and now an exhibit at the Maritime Museum of San Diego. Our reservations are for 4:15 p.m. for the group and the price of dinner is included in the tour package price. You'll have a choice of three entrees (two seafood and one non-seafood). Anthony's famous clam chowder is included for everyone, plus your choice of two other side items such as salad, vegetables, potatoes, or rice. There will be no excuse for anyone to leave the restaurant

unfilled. A no-host bar is available for those who may wish to purchase alcoholic beverages.

At about 5:45 p.m. those who cannot walk the two blocks to the AMTRAK depot will be bused to it. We will assemble in the south end of the waiting room and board the train as a group. Our train will leave San Diego at 6:20 p.m. and arrive in Fullerton at 8:27 p.m.

Ticket prices include AMTRAK fares, charter bus fares, admission to the USS Midway Museum, and dinner at Anthony's restaurant:

Roundtrip Fare, Fullerton Departure Only	
Adult	\$110
Senior 65+	\$105
Child 14 and under	\$95

If you would care to join us, please send the completed ticket order form below with your check as soon as possible. Only the first 100 fully-paid ticket orders will be guaranteed a seat on this trip. Confirmed orders will be acknowledged by letter on receipt of your check. When we reach 100 orders, we will notify additional guests that they are on a wait list, and will hold their checks until we can confirm a place. Unfilled wait-list guests will receive their uncashed checks by November 8, 2004. There will be no refunds after October 15, 2004.

Confirmed guests will be mailed their tickets on November 15, 2004.

We hope you'll be joining us!

Rail Trip to San Diego, Midway, City Tour

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

**THE FULLERTON RAILWAY PLAZA ASSOCIATION, INC., &
THE SOUTHERN CALIFORNIA SCENIC RAILWAY ASSOCIATION, INC.**

124 East Santa Fe Ave., Fullerton, CA 92832

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*FRPA and SCSRA are California Nonprofit Public Benefit Corporations
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Editor: Sue Kientz

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IN THIS ISSUE

- **Talk and Slides recount recent rail excursions to Colorado/New Mexico and future trips, Oct 13, Dinner Meeting;** see page 2
- **Gorgeous photos** of Hearst Castle and scenery in Colorado/New Mexico, throughout the newsletter
- **Railroad Days 2005 Picking Up Steam.** We need YOUR help!
- **San Diego Rail Trip includes visit to Carrier Midway, Dec 4.** Sign up now, space is limited! See page 10.
- **Local History on Santa Fe's Olinda Spur,** pages 9-10.