

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 4

Spring 2004

RAILROAD DAYS '04 NEARLY HERE

By Fred Canfield, Railroad Days Coordinator

We have just one month left until the SIXTH anniversary of Fullerton Railroad Days on May 1st and 2nd, 2004. This is going to be a tremendous celebration of the Fullerton Centennial of the City and you. A lot of people have been working hard to bring this event to fruition.

Committee members are doing their jobs and many will need help in the coming month. If you can volunteer some time to Railroad Days please call me at (714) 871-8329 or e-mail fcanfield@cfcircus.com.

Volunteers are needed to canvas local merchants to deliver posters and fliers and ask 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:

- Facility helpers to assist participants in finding their places, distribute electrical equipment, tables and chairs, and keep traffic flow moving on Friday afternoon and Saturday morning.
- Staff for FRPA booths during the show (greeters, information booth, survey takers, museum booth, poster contest booth, kiddy train, and merchandise booth.)

So please fill out the volunteer sheet on page 11 and return it to the FRPA office, or e-mail me the information at fcanfield@cfcircus.com.



Railroad Days 2002. Photo Courtesy of Jim Rudai/Benchmark Studios

EXCITING NEW TOURS FOR 2004: DINNER TRAIN, HEARST CASTLE, COLORADO-N.MEXICO, MORE!

By Gary Herod, FRPA Tours/Charters Coordinator

We now have the Rail Tours Calendar set for 2004, and it is an exciting line-up of activities. We hope you'll join us for many if not all of them, because they will all be fun.

An important note: *we expect them to get sold out!* Between the FRPA and SCSRA membership, *and* the mailing list we assembled at last Railroad Days, *and* the list of those who have gone on the 2003 tours, we have several hundred people to invite on these trips. Plus, **each trip is limited to just 100 guests.** So if you are interested, make sure you RSVP as soon as you can.

Here's what we're planning for this year:

Fillmore and Western Dinner Train, May 15

Coming up first will be an evening of mystery and great food, all on a moving train! We will be traveling to Fillmore, CA, either in our private cars or via bus charter that will pick up in La Cañada on Saturday, May 15.

At Fillmore and Western Railway, we'll board their "Murder Mystery Dinner Train" for a three-course waiter-served dinner and a three-hour train ride. During the ride, we will be entertained by a 1930s mystery thriller performance entitled "Night Train to Murder." If you dress in 1930s garb, you'll feel right at home watching the show and also might be invited to participate in the action!

Dinner is your choice of prime rib or chicken cordon bleu, with garden salad, baked potato, vegetables, bread

continued on page 2

SCSRA 2004 ANNUAL DINNER

Saturday, June 19, 2004

Meet/Social 6 p.m., Dinner 6:30 p.m., Program 7:30 p.m.

at

Knott's Chicken Dinner Restaurant

8930 Beach Blvd., Buena Park, CA
714-220-5080

Three-hour Free Parking Available

Dine on Knott's World-Famous Fried Chicken!

Entree includes mashed potatoes, cherry rhubarb, corn, salad, buttermilk biscuits, iced tea/coffee/punch, and boysenberry pie for \$22 tax and tip included.

Child chicken leg dinners (4-11 yrs), \$10.

FRPA Members, Please Join Us!

Service Awards, Lots of Door Prizes

Mail in RSVP form on page 7 by April 30

Hope to see you there!

and butter, coffee/tea, and dessert. A full service no-host bar will also be on board.

If you drive, you must be in Fillmore to board the train by 6:15 p.m. for its 6:30 p.m. departure. If you take the chartered bus, it leaves La Cañada at 4:30 p.m. and arrives Fillmore at 5:30 p.m. The Dinner Train arrives back in Fillmore at 9:30 p.m., and the bus returns to La Cañada at 10:30 p.m.

The dinner, show, and train ride cost \$89/person (adults only). If you don't want to drive all the way to Fillmore you can take the charter bus from La Cañada for \$15 per person, roundtrip; the total with bus service is \$104/person.

Reserve your spot by sending in the reservation coupon on page 6. If you have questions, contact Gary Herod at (800) 272-4377, ext 208, or at GaryH@ArcherTravel.com. For more on the Fillmore and Western Railway, see their website at <http://www.fwry.com/>

Hearst Castle Rail/Bus Tour, July 24-25

Join us for another ride up the coast, but farther this time, and with an overnight stay! On the weekend of July 24 and 25, we plan to visit Hearst Castle and dine at Fess Parker's Wine Country Inn. Along the way we'll also visit gift shops, arts and crafts stores, and wine shops.

The trip begins with Amtrak leaving Fullerton at 8:16 a.m. on Saturday, July 24. Those leaving from Fullerton will join the rest boarding the Coast Starlight in Union Station, for departure at 10:15 a.m. Lunch will be available in the Coast Starlight's dining car. At 4:45 p.m. we arrive in Paso Robles and transfer to bus service to San Luis Obispo, where we will stay the night at the Apple Farm, at your choice of The Inn or the Trellis Court Motel (see below for price differences).

On Sunday, we'll enjoy a breakfast buffet and then take a bus to Hearst Castle for a tour which includes the movie "Building the Dream." (This two-hour tour is the least strenuous with 150 steps; those with health issues must advise us.)

Afterwards we'll travel to Los Olivos and stop for an afternoon buffet at Fess Parker's Wine Country Inn. There will be time for shopping and browsing stores before we leave by bus for Santa Barbara for the rail trip home, arriving back in Los Angeles at 9:45 p.m. and Fullerton at 10:42 p.m.

The Hearst Tour includes train fare, hotel, two meals (Sunday breakfast and lunch), the castle tour and movie, bus transfers, tax and gratuities. The pricing is as follows per person for double occupancy; for single, add a supplement of \$110 (Inn) and \$85 (Trellis) to below prices:

| Round-trip Fare | Hotel in San Luis Obispo | Lv. from Fullerton | Lv. from Union Station |
|-----------------|--------------------------|--------------------|------------------------|
| Adult | Inn* | \$350 | \$345 |
| Adult | Trellis† | \$330 | \$325 |
| Senior | Inn* | \$340 | \$335 |
| Senior | Trellis† | \$320 | \$315 |

* Apple Farm's Inn is rated a 4-Diamond hotel

† Apple Farm's Trellis Court Motel is a 3-Diamond hotel

If you plan to come, send in the reservation form on page 6 with your check or money order as soon as possible. Again, only 100 places will be available. For more on Hearst Castle, see <http://www.hearstcastle.com/>

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.

Colorado and New Mexico Tour, Sept 17-24

Perhaps the railroad enthusiast's dream trip is the one that we are just finalizing now, for September. Imagine a week riding four different trains, through the Rockies and beautiful fall scenery, truly a once in a lifetime experience!

The planned itinerary is to leave Los Angeles via the Southwest Chief at 6:45 p.m. Friday, Sept. 17. Sleepers and car chairs will be offered. We arrive Lamy, New Mexico, on Saturday at 2:16 p.m. for a bus ride to our hotel in Santa Fe.

On Sunday we ride the Cumbres and Toltec Scenic Railroad, then take a bus to our hotel in Durango, Colorado. On Monday, we ride the Durango and Silverton Narrow Gauge Steam Train, staying again overnight in Durango. Tuesday we ride through the Rockies by bus to Colorado Springs, where the next day we ride the Manitou and Pike's Peak Cog Railway, and the Royal Gorge line to the bottom of the Royal Gorge. After a second night in Colorado Springs, we leave Colorado on Thursday by bus and travel to Raton, NM, to board Amtrak at 10:57 a.m., for return on Friday to Los Angeles at 8:15 a.m.

continued on page 3

CHALLENGE MATCHING GRANT FINAL REPORT

FRPA expresses its sincere appreciation to its Founding President Bob Root who generously offered to match all monies raised up to \$10,000 in 2003, to be placed in a restricted account for the purpose of assisting FRPA to advance its efforts to develop a Southern California Railway Attraction at Fullerton.

At the end of 2003, a total of \$8,075 was collected. However, at the January Quarterly Dinner Meeting, Bob Root announced he would still contribute the full \$10,000 he was prepared to donate to the equivalent in matching funds. **Therefore the total collected has risen to \$18,075.**

Thanks once again to Bob for not only generating such a high return of donations, but for offering the full \$10,000 despite our inability to completely meet his challenge.

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Discounts for FRPA/SCSRA members

The Colorado/New Mexico tour price, still being worked at press time, will include train fare, hotels, some meals, the tourist railroad rides, and bus transfers. An optional package for those who wish to fly is also in the works, which would include airfare to Albuquerque on September 18, returning from Colorado Springs Sept. 23.

Read up on (and start to dream about!) this collection of wonderful rail trips at the following websites:

<http://www.cumbrestoltec.com/>
<http://www.durangotrain.com/>
<http://www.cograilway.com/>
<http://www.royalgorgeroute.com/>

A flyer will be sent to the membership around April 15. FRPA and SCSRA members will get the first opportunity to reserve seats before it is opened to our outside mailing lists.

Later in the year, we are also planning a return to San Diego on December 4 for a day trip which will likely include a city tour and visit to the docked aircraft carrier Midway. Stay tuned for that one, too!

FRPA ELECTS NEW PRESIDENT, EXECUTIVE VICE PRESIDENT APPOINTED, OTHER BOARD NEWS

The FRPA Board of Directors in January elected FRPA board member and Fullerton resident George H. Engelage IV as president for 2004. Outgoing president Dick Hopping moved into a newly created position of Executive Vice President. All other FRPA officer positions remain the same.

By way of introducing our new president, George Engelage has been involved in railroading in California for over 20 years. He is the owner of Coast Rail Services, a working car and locomotive service in Anaheim which owns, leases, rents, and repairs locomotives and cars. He does facility construction and management for BNSF's newest quality distribution center in Anaheim. A USC graduate and longtime member of SCSRA, Orange Empire, California State Railroad Museum in Sacramento, and many other rail interest groups, George's involvement with FRPA is a great boon to this organization. He not only has the railroad contacts that will benefit FRPA, he has the interest in our mission and the Fullerton community of which he is a part.

Also at the January meeting, Michael Vitale of Sylmar was elected to the FRPA board. Mike is a longtime SCSRA associate, serving as Treasurer since 1999 and board mem-



George Engelage.
Photo by Elliot Alper

ber since 2002. Mike graduated from Cal State Northridge and currently works as a software manager for an entertainment group. He is strongly involved in railroad preservation activities, being a member of the Railroad Passenger Car Alliance and California State Railroad Museum in Sacramento. He also owns two rail cars, a Southern Pacific caboose and Porter steam locomotive.

SPEAKER FROM MT. LOWE PRESERVATION SOCIETY, APRIL 14

By Stan Swanson, General Meeting Coordinator

Mr. Michael Patris of the Mount Lowe Preservation Society will be our guest speaker for the April 14th FRPA General Meeting, Wednesday, April 14, 6 p.m., at the China Buffet, Harbor at Orangethorpe, Fullerton.

Fifteen years ago as a hiker, Michael was introduced to Mt. Lowe and the incline railway that followed the contours of the mountain for 3,000 feet with its 18 trestles and 127 hairpin curves. What was then a mere interest has evolved into a passion.

Michael's past endeavors include writing, publishing, and producing shows for CBS. After working in the news, film, and automotive industries, he now works out of his home and speaks publicly about collecting antiques and, of course, the Mount Lowe Railway.

We hope you will join us to hear Michael and to get the latest update on Railroad Days and our exciting tour plans. With our growing membership, we expect to set an attendance record at this meeting. 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!

PRESIDENT'S MESSAGE

By George Engelage, FRPA President

First I want to thank outgoing president Dick Hopping for the truly phenomenal job he has done as FRPA's president. All of you either know or strongly suspect what a dynamo of activity Dick has been. His dedicated work for us with the City Council, his networking with political and business leaders, his financial savvy that has rocketed this group deep into the black in the last few years -- the list goes on and on to describe all the many things that he has accomplished.

It's because of his effectiveness and virtual omnipresence in every facet of FRPA business that we couldn't really let him go all the way when he decided to step down as president. Replacing Dick is the equivalent of replacing 6 or 7 people, and hard workers at that. So we've hung on to him, so to speak, by creating the position of Executive Vice President and bestowing it on him, so we can continue to benefit from his great knowledge, experience, energy, and skill.

While we expect to still have Dick working for FRPA, I must tell you that we need YOUR help more than ever to keep our progress going forward. As I understand it, Dick does not want to be the One Man Band of FRPA any longer. He, and I, need your help, and in a vast number of areas and a range of skill levels.

This is not to say that we do not have wonderful people at FRPA, as well as SCSRA and H&MC, knocking themselves out. There are a number of others who go the extra mile and who Dick has depended on, and I will depend on, to make things happen. Norma Goble, for instance, is a tireless worker and always there volunteering to help with

continued on page 4

tasks that she can do. Dennis White and Harold Benash and their group put together so many shows and the newsletter is filled with interesting research that they have done. Fred Canfield — nothing stops him, as once again he continues to coordinate the gigantic task of Railroad Days while again dealing with a recent physical setback. Stan Swanson and his care of our meetings, George Barlow and his efforts making sure we have interesting rail equipment for our big event, Bob Root's incredible donation challenge — I don't mean to leave anyone off who is working hard for us, I just mean to note some examples that come to mind, so forgive me for needing to be brief. You are *all* appreciated.

The trouble is, even with so many good people working, there's still a lot to do! The bottom line is, I will need your help this coming year. My job at Coast Rail Services does not allow me to spend the kind of time attending to all the many details the way Dick has, and as I've begun to settle into this job, I see there are a slew of such details — some that take coordinating skills, others as basic as picking up posters and delivering them to the library. There is a lot involved in our enterprise of realizing a first-class railroad attraction here in Fullerton, and running our annual Railroad Days activities. I hope that FRPA, and I, can count on you to get involved in any way you can.

I know that I can move us forward towards our goals, with the people that I know and the experience I've built up these 20 years in the rail industry. I can see that this museum project is good for Fullerton financially and socially, and it is a dream that can be realized, albeit with patience, dedication, and of course a good deal of funding. I plan to do what I can do to bring us closer to realizing the Southern California Railway Museum at Fullerton. I thank you all in advance for helping me in the coming months.

SCSRA UPDATE

By Gordon Bachlund, SCSRA President

Caboose Status — The cabooses are still at Travel Town as SCSRA pursues what is called a *cy pres* petition to ensure that there is no question whatsoever about their connection with Travel Town, so that we can avoid any legal wrangling with the City of Los Angeles about moving them to Fullerton. This action was taken after the SCSRA was contacted by the State Attorney General's office, who was investigating a complaint that we are misdirecting our assets.

The complaint, which appears to originate from 2001, was almost certainly not aimed at our cabooses, since at that time we had no earthly clue that we were ever moving them from our (at the time) happy home at Travel Town. But as the representative for the Attorney General reviewed what assets we have, she informed us that the only things she questioned was our moving the cabooses out of Travel Town, and the disposition of our rail crane and flat-car. A loan agreement the City signed, that listed as terms that we keep the cars a minimum of three years at Travel Town -- a lease signed in 1989 -- did not persuade her that we own the cars, have always owned the cars, and as owners we should be able to move them to wherever we want.

While this holds up our plans to move the cabooses to Fullerton, we are encouraged by the fact that all donors of the artifacts in question have come to our support and furnished letters confirming their original intent, which was to donate them to SCSRA, not Travel Town. We expect that once our attorney Mr. Andrew Cervik, who has been such a great help to us for over three years now, files the required paperwork in court, that our petition will be granted.

Charters/Tours and Movie Nights — At its January board meeting, FRPA accepted the transfer of these SCSRA functional areas pursuant to a Memorandum of Agreement

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signed by both organizations' presidents and ratified by both organizations' boards.

So What's Up With Movie Nights? Currently Movie Nights have been in transition. We are close to finalizing a new venue but as this newsletter goes to press, we still await confirmation. As soon as a new venue is firmed up, we will send out a mailing and update both the FRPA and SCSRA websites to announce the next Movie Night. We promise that the movie which will open our upcoming venue will be worth the wait!

Track Design — Mitch Alderman is making arrangements with his firm to enable him to sign the design drawing and provide support during construction. Barring complications, the work will probably commence right after Railroad Days.

Railroad Days — The planning for the event is proceeding on schedule and Sue Kientz has done her usual excellent job of getting the word out to our members. A work roster for SCSRA's booth will be e-mailed to all who have responded that they wish to volunteer. At this time, Sue has not collected very many names and expects a few phone calls are in order to fill out our staff roster. If you wish to volunteer to help staff the booth and have not yet contacted Sue, e-mail her at sue@scsra.org or call (626) 296-2969.

While there may be no major steam powered equipment participating this year, the four tenant private cars will be open for tours and George's caboose will be open for us to provide tours.

FRPA DISPLAY AT FULLERTON PUBLIC LIBRARY

Once again this year FRPA will have a rail-themed display at the Fullerton Public Library right before Railroad Days, in the month of April. Included will be one of the scale models of the proposed Fullerton Transportation Center and railway depot, historical photos from the Historical and Modeling Committee, and a collection of railroad books, some donated by FRPA members (which are on loan to the library) and some by other donors.

In addition, all the school poster winners in each classification will be displayed at the Children's Library for the entire month of May. You will be able to tell who the six citywide winners are, as we plan to leave on their ribbons throughout the month.

In June, the poster winners will be duly recognized by the Mayor at the City Council meeting.

SCSRA CHRISTMAS LUNCH

By Sue Kientz

On December 14, 2003, SCSRA, FRPA, and H&MC members met for a well-attended Christmas Luncheon at the Fullerton Station's Spaghetti Factory. We were able to acquire the long room with the glass windows towards the track, affording a fine view of passing locomotives and train cars. The food and fellowship was very enjoyable as we all looked back at the year's happenings, discussed future plans, both personal and related to the mission of the several groups in attendance.

Joining us at lunch was SCSRA's first woman engineer, Darlene Sexton, her new husband Brad, and son Mikey. Recently married just a few weeks before in what sounded like a very interesting and exciting time in Las Vegas, we were able to obtain this photo at right of the happy couple with their very proud best man. Go, Darlene and (dare I say it?) Go, Brad! Congratulations and Best Wishes.



FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

As of this publishing date, FRPA had 175 paid members for 2004 as compared to 212 for 2003. There are 14 new members so far this year. There are, however, still 51 who have not yet renewed their membership. "Friendly Reminders" have been mailed.

If you have not yet responded, I would appreciate your early consideration so that at the next General Membership meeting I can report a 100 percent renewal for 2004. Thank you for continuing to hand out membership applications.

HISTORICAL & MODELING COMMITTEE SPRING REPORT

By Dennis White, H&MC Secretary and Editor

The New Year brought new and interesting activity to the Historical & Modeling Committee. While members are continuing to take our well-traveled photo and layout display on the road, the excitement centered around three new projects.

I. H&MC members Mark Carnighan, Bryan Hunnell, Harold Benash and Dennis White are assisting the Board of Directors in developing important data to guide the FRPA in negotiations for the long anticipated Southern California Railway Museum at Fullerton. The preliminary planning chart presented to the general membership at the January General meeting is a product of this ongoing collaboration.

II. H&MC now has possession of the Sunny Hills aerial photo, circa 1947, and is constructing an interactive display entitled "Rails Through Sunny Hills." The display features 22 indexed push buttons that will illuminate various points of interest on the aerial photo. A special, self-contained, low voltage circuit will allow for operation when a power outlet is not available. Having learned that an aerial map is a "magnet" for fingerprints from young and old alike, the map and electrified index are protected by a Lexan cover. The H&MC team who built the display is lead by Don Lawver with assistance from Rick Bremer, Martin Kluck, Scott McKemy, John Nestegard, Jeff Schulze, and Dennis White. The photo

was a gift of Harold and Peggy Benash and the expense of constructing the display was covered by donations from Jeff Schulze, Rick Bremer, Don Lawver, Martin Kluck, and Dennis White.

III. The committee is developing a database to catalog its growing collection of photos, artifacts, microfilm, books, maps and railroad "paper." While classification will, for the immediate future, primarily benefit the H&MC, it will eventually be the backbone of a cataloging system for the Southern California Railway Museum at Fullerton. The cataloging team is lead by Bryan Hunnell and Steve Tibbetts with help from Don Cole, Jack Barich, and John Nestegard.

Our "Road Show" continues to be very well received and H&MC members deserve a big thank-you for making this happen. We've participated in 16 shows over the past 18 months, not counting Railroad Days or the month-long Fullerton Public Library display. The Friday night set-up, staffing the booth for two days, Sunday tear-down and the late night trek to the storage facility couldn't be done without the dedicated help of our team members. Jack Barich, Rick Bremer, Mark Carnighan, Jamie Carroll, Don Cole, Paul Gerhardt, Bryan Hunnell, Martin Kluck, Don Lawver, John Nestegard, Jeff Schulze, Bob Toohey, and Dennis White have all put in many long hours. Special thanks go to Harold Benash and Ted Johnson, who have taken primary responsibility for making sure the Fullerton Depot module arrives on time, is set-up, wired, dressed, and tested and then carefully packed away at the end of our shows.

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 is a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 PM. Please contact Dennis White (714-871-7341) or Rick Bremer (714-990-1394) for location of meeting and directions.

HISTORY

FULLERTON'S NEIGHBORS ALSO INFLUENCED BY RAILROADS — SANTA FE SPRINGS

Article and Photos by Dennis White

The railroads crossing Southern California had an enormous effect on every community they traversed and the history of each town is fascinating to study. One town just 10 miles up the tracks from Fullerton has a particularly keen interest in protecting their railroad heritage, going so far as to find an old locomotive, cosmetically restoring it and placing it in a place of honor within the city. This story is about that town, its history, and its locomotive.

The area now known as Santa Fe Springs, California, was home first to the Tongva/Gabrieliño Indians. Then came the Spanish Conquistadores, the Missionaries, Mexican ranchers and finally, Americans of every stripe.

One early remnant of the European influence still in existence is the foundation of an old Spanish fort, built in the late eighteenth century. Preserved near the Southwest corner of Telegraph Road and Norwalk Boulevard, inspecting the ancient foundation of stone causes the mind to ponder what it might have been like for a Spanish soldier in this foreign land where no trees grew and the largest animal was a coyote. The only vegetation was dry, brown brush, mainly tumbleweeds.

Just after the beginning of the nineteenth century, the King of Spain offered land grants to Spanish loyalists and

continued on page 8

RAIL TOURS RESERVATION COUPONS

Fillmore/Western Mystery Dinner Train

RESERVATION FORM -- FULL PAYMENT DUE BY APRIL 26, 2004

(see event details on page 1)

Name _____ **Desire Bus Service (\$15):** Yes No

Day Phone () _____ Eve Phone () _____ E-mail _____

No. Adults _____ **Dinner Choice: Prime Rib:** _____ **Chicken:** _____

TOTAL ENCLOSED: \$ _____

Send this Coupon with your Check or Money Order, payable to FRPA Tours, to

Archer Travel, P.O. Box 1041, Montrose, CA 91021-1041

Attention: Gary

Your tickets will be mailed on May 3 along with directions to F&W or bus pickup

Cancellations made 35 days in advance of event are fully refundable; if less than 35 days, no refund unless we sell your ticket

Hearst Castle Rail/Bus Trip

RESERVATION FORM -- FULL PAYMENT DUE BY JUNE 1, 2004

(see roundtrip ticket price schedule and hotel choices on page 2)

Name _____ **Boarding: Fullerton** **Union Station**

Day Phone () _____ Eve Phone () _____ E-mail _____

No. Adults (Inn) _____ **(Trellis)** _____ **No. Seniors (Inn)** _____ **(Trellis)** _____

TOTAL ENCLOSED: \$ _____

Send this Coupon with your Check or Money Order, payable to FRPA Tours, to

Archer Travel, P.O. Box 1041, Montrose, CA 91021-1041

Attention: Gary

Your tickets will be mailed mid-June with full instructions for the trip

Cancellations made 35 days in advance of event are fully refundable; if less than 35 days, no refund unless we sell your ticket

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Southern California Scenic Railway Association

2004 Annual Dinner RSVP and Ridenour Award Nomination

Use this form to RSVP to the Annual Dinner and nominate a candidate to receive the Twelfth Clarence Ridenour Award; send to president's address below

ANNUAL DINNER RSVP

NAME: _____

will attend/will not attend (circle one) the 2004 Annual Dinner, to be held at

Knott's Chicken Dinner Restaurant, 8039 Beach Boulevard, Buena Park, CA, 714-220-5080
(Three-hour free parking available; see <http://www.knotts.com/park/guest/parking.shtml>)

on Saturday, JUNE 19, 2004
Seating/Social 6 p.m., Dinner 6:30 p.m, Program 7:30 p.m.
(assemble at 6 p.m. at the EXIT of the restaurant)

Enclose a check/money order (payable to **Sue Kientz**, Dinner Coordinator) for each attendee:
\$22 (adult) and \$10 (child 3-11). All prices include tax and tip.

No. of adults attending: _____ **No. of children attending:** _____

Total Amount Enclosed: _____

2004 RIDENOUR NOMINATION

The twelfth Clarence Ridenour award will be awarded at the 2004 SCSRA Annual Dinner. This award is given to a current associate who displays leadership, inspiration, and dedication to the organization. Candidates are nominated by the association at large and a winner is selected by the president. **Mail this RSVP and Ridenour nomination by April 30 to:**

Gordon Bachlund, SCSRA President
312 S. Mountain Ave.
Monrovia, CA 91016-3039

[you can e-mail just the nomination to gordon@scsra.org]

I, _____, hereby nominate _____ to receive the 2004 Clarence Ridenour Award. I believe that he/she should receive it because _____

Past Winners: Joe Barilari, Gordon Bachlund, Chell Hurdle, Sue Kientz, Dan Price, Brian Moore, Jim Vicars, Jeff Barrow, and Doug Stephens.

Continued from page 5

soldiers who had gained favor with the crown and promised to settle in Alta California. What would someday become Santa Fe Springs was a part of one such Spanish Land Grant — Rancho Santa Gertrudes — a cattle and sheep rancho. The Ranch flourished until California statehood when taxes and the pressures of being part of the United States forced it to be subdivided and sold off.

After California's statehood, farming replaced cattle ranching in the area with grapes, corn, wheat, beans, cabbage, onions, tomatoes, alfalfa, and sugar beet crops. Popular tree crops were oranges, walnuts, apples, peaches, and plums.

Doctor J.W. Fulton moved to the area in 1872 and purchased land north of Telegraph Road and a half-mile east of Norwalk Boulevard. By 1875, he had developed a resort hotel, health spa, and stage stop on the property and catered to those hardy souls traveling between Los Angeles and San Diego. Dr. Fulton was very successful and created a sizeable income for himself while offering non-farming employment for many of the locals.

The Los Angeles and Anaheim Railroad passed through the area in 1888. Later to become part of the Southern Pacific Railroad, the LA&ARR established a station and named it Fulton Wells, in honor of the doctor's spa and resort.

One year later, California Southern, part of the Atchison, Topeka & Santa Fe Railway, came through the area



with tracks about a mile east and paralleling those of the LA&ARR, and constructed a depot (photo above), naming it Santa Fe Springs to commemorate both the local hot springs and the corporate name of the parent railroad.

Discovery of oil in the early twentieth century near the corner of Bloomfield and Telegraph Road changed everything. Farming quickly took a back seat to oil production and soon derricks rose in every direction as far as the eye could see. Oil quickly became the number one commodity shipped from the area. Farming continued to decline until World War II when the need for more oil became a matter of national defense. The plowing under of the last vestiges of farming allowed the oil fields to expand and prosper.

Property values soared at the end of the war when what little farmland survived was turned into tracts of affordable housing for the returning war veterans. The little town claimed virtually no unemployment as every able-bodied man worked the refineries or the oil fields or in nearby communities in other businesses.

By May 1957, community leaders knew that they must incorporate and save their little town or lose it to a neighboring city via annexation. The leaders could not agree on a name for the neighborhood, with most leaning toward some

tie-in with Whittier while others favored Norwalk. Because most people had adopted the habit of describing themselves as being from Santa Fe Springs, the name on the ATSF depot became the official name of the city with the November 1957 election. Santa Fe Springs covers 8.67 square miles, is 87% industrial, and generates considerable rail traffic for both Union Pacific (ex-SP) and BNSF (ex-ATSF).

In 1980, the City of Santa Fe Springs began taking a strong interest in its history and developed a new park to promote and protect that heritage. Named Heritage Park, the city utilized the buildings and land of one of the last ranches in the area, the estate of Margaret Slusher. The home had burned, but its foundation and fireplace still stood, as did its beautiful gardens, a caretaker's house, and an aviary. The City built a reproduction of the 1880 carriage house (photo below; the original house burned in 1967) and restored the various outbuildings and the windmill. City fathers, mindful of the town's rail heritage, de-



cided they needed a steam locomotive and other rail equipment to honor that important segment of their past. A search was undertaken and finally, a suitable locomotive was found — ATSF 870, a 2-8-0 Consolidation.

ATSF 870, a 1905 product of Baldwin Locomotive Works for St. Louis & Rocky Mountain and Pacific Railroad and given number 101, the first of five locomotives built for that railroad, was found in New Mexico.

The StLRM&P and its five locomotives worked hard, drawing coal from the coal fields near Raton Pass. The railroad became a part of the Santa Fe system in 1913, operating as a subsidiary, changing its name in 1915 to Rocky Mountain & Santa Fe. Engine 101 kept her original number until 1924 when a Santa Fe renumbering program changed her to ATSF 870. Eventually, ATSF sold 870 and two of her sisters to the Albuquerque and Los Cerrillos Coal Company in Madrid, New Mexico. The locomotives (still wearing their ATSF lettering and numbers) worked until the mine shut down in the late 1950s and were left to rust with the abandoned mine buildings and equipment. Madrid was a ghost town by 1970. The Madrid property was subdivided and sold off bits at a time in 1979. Number 870 and her sister 769 remained abandoned and ignored. Particularly sad, 870 sat with her pilot wheels derailed out in the middle of a field, forgotten and unloved.

The City of Santa Fe Springs heard about the derelict 870 and purchased her for their Heritage Park. Re-railed, they towed her on the embargoed track to the closest operating railhead, removed her stack, loaded her onto a flat car, and placed her tender on a second car. She arrived in Santa Fe Springs in late 1989 and was cosmetically restored by City employees and placed in the park. She now represents the Santa Fe's post 1924 rebuild.

The little Consolidation sits in a fenced railroad plaza on the Southeast side of Heritage Park near the corner of Telegraph Road and Norwalk Boulevard. She is coupled to an ancient all wood refrigerator car complete with billboard siding, truss rods and arch bar trucks while an all steel ATSF caboose rests beside her on a siding. Also in the



plaza is the restored ATSF Santa Fe Springs Depot with its train order boards, an ATSF section Hand Shed, ATSF semaphore block signal and nicely maintained grounds. The fences are far enough away from the equipment and buildings so that they do not interfere with photographers.

The Santa Fe Springs Public Library administers Heritage. Visit the library and the park soon and be sure to complement the docents and library staff for a job well done.

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HISTORY

TROOP TRAINS — IMPORTANT FOR THE WAR EFFORT

By Dennis White

Mention transportation of freight and passengers during World War II and visions of high volume rail activity immediately come to mind. The mind conjures visions of overburdened ticket agents struggling to serve thousands of passengers crowded around their ticket windows or waiting anxiously on platforms as second and third sections of trains are hurriedly spotted and loaded.

The railroads were already operating at full capacity when the attack on Pearl Harbor thrust the country into war. The extra burden of moving troops from base to base and assignment to assignment pushed the railroads even further. When scheduled passenger trains could no longer handle the influx of military travel, special trains were made up to move troops utilizing old heavyweight coaches, Pullman sleepers, and baggage cars. To feed the troops in transit, the railroad converted baggage cars to kitchen cars, building a sand filled box upon which an Army coal fired range sat. A flue pipe ran from the stove to a ceiling vent, exhausting the fumes.

It soon became clear that not enough equipment was available for troop trains, so the U.S. Office of Defense Transportation placed emergency contracts with The Pull-

2004 Calendar

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

- Apr 14** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Apr 17** **SCSRA Railroad Days Kickoff Luncheon**, Spaghetti Factory, Fullerton Station, 1 p.m.
- Apr 27** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- May 1-2** **Fullerton Railroad Days 2004**, Fullerton Station
- May 15** **Fillmore-Western Mystery Dinner Train**, all aboard 6:15 p.m. for 3 hr. train ride, dinner, murder mystery performance. See cover for details.
- May 25** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- June 19** **SCSRA Annual Dinner**, Knott's Chicken Dinner Restaurant, Train Shop Tour 5 p.m., Meet/Social at rest. 6 p.m., Dinner 6:30 p.m., Program 7:30 p.m. RSVP page 7
- June 22** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- July 14** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- July 27** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- July 24-25** **Hearst Castle Rail/Bus Tour**. See page 2 for details.
- Aug 24** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Sept 17-24** **Colorado-New Mexico Rail Tour**. See Colorado in fall colors. Details on page 2
- Sept 28** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Oct 14** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Dec 4** **San Diego Rail Day Trip**. City tour, Point Loma, and tour of aircraft carrier Midway.

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

man Company to build 2,400 troop sleepers and American Car & Foundry (ACF) for 440 kitchen cars. ACF also received an order for 200 hospital cars. The railcars were essentially A.A.R. 50-foot boxcars fitted according to need. Sleepers had three tiers of berths and were claustrophobic and dark, having a low nine-foot ceiling height and few windows. Each car had a door in each end and a single door in the middle of each side; each car rode on Allied Full Cushion freight trucks. Delivery of the special troop cars began in late 1943 and continued through the end of the Korean Conflict. Typical troop train consists had about twenty cars consisting of four kitchen cars, sixteen troop sleepers and a full 80' Pullman sleeper on the end for the use of senior officers.

Initially, troop trains stopped at trackside diners and canteens so the soldiers and sailors could eat. Local volunteers operated almost all of the canteens. One such rest stop, North Platte Canteen, operated for 51 months, 24 hours a day, throughout World War II, providing food,

continued on page 10

treats, and hospitality to an astounding 3,000 soldiers per day. Feeding the troops while underway required the aforementioned baggage cars converted to kitchen cars and the new ACF kitchen cars. The soldiers walked through the kitchen cars, loading their kits with food and returned to their bunk or seat to eat. By all reports, the food was good on all troop trains, but for those lucky enough to be riding on the Santa Fe rails, kitchen cars were staffed by Fred Harvey chefs who considered it their patriotic duty to create the best food on rails, especially for America's servicemen.

Security demanded that troop train movements be secret. Only railroad operating personnel knew when troop trains were moving and where. Typical of military life, enlisted personnel usually didn't know where their train was destined. Walter Boland, a waist gunner with the 602nd Squadron relates in his autobiography, "After a week of getting shots, uniforms, KP duty and learning to march at snowy Fort Dix, New Jersey, I was put on a troop train. Everything was so top secret they could not tell us where we were going. After three days sitting on an old coach seat, I arrived in Miami, Florida."

Maintaining a tradition begun with the first Pullman Palace Cars, The Pullman Company assigned a full-time porter to each troop sleeper they built and these men traveled with the troops, helping make the trip as comfortable as possible. Pullman also stocked its military sleepers with plenty of playing card decks to keep the men occupied. A WWII era Pullman pinochle deck is a rare find for today's collector.

Today, Troop Sleepers, Troop Kitchen Cars and Hospital Cars are a fading memory. Shortly after the Korean Conflict ended, troop train equipment was sold to the railroads at extremely competitive prices. The railroads converted these specialty cars to baggage cars, maintenance-of-way cars, and express boxcars. A few survive in museums, but most have already felt the burn of the cutting torch.

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LOCAL INTEREST

SAN PEDRO'S PACIFIC ELECTRIC CARS — ARE THEY HISTORIC ARTIFACTS?

By Bryan Hunnell, H&MC Member

I wrote in the Fall issue of *Hot Rail* about the recreated Pacific Electric streetcar line along the San Pedro waterfront and mentioned briefly that cars #500 and #501 were

newly constructed replicas of P.E. 950 series trolleys and would operate in conjunction with the historic P.E. car 1058. Further digging has since revealed the 1058 itself to be a replica.

The mystery began when I discovered Pacific Electric's wooden "Ten" cars carried numbers 1001 through 1057. Where did 1058 come from and how did she happen to carry her number? Further digging provided some of the answers.

Phoenix Rises

Number 1058 began life as car 963, built in 1907 by St. Louis Car Company for the Los Angeles Pacific Railway, a line ultimately absorbed into the Pacific Electric. After a long life, 963 was retired and somehow ended up stored behind a water heater company in Compton, California. When Richard J. Fellows found her in 1960, she was without trucks or mechanicals, a bulldozer had crushed one end, and the other end burned beyond use.

Fellows purchased the damaged car body and removed it to his shops on nearby Terminal Island where he added seven and one-half feet to its length along with two new five-window ends, creating a close approximation of a class 1001 car. Fellows cleverly built 1058 to operate on the street without benefit of rails or overhead wire. Mounted on rubber-tired military bogies, Fellows' creation (re-creation?) performed in various public and civic excursions until his death and was used in several movies, most notably, *Who Framed Roger Rabbit*. Fellows went to his grave without recording why he chose the number 1058, but utilizing a number one digit above the last authentic example of a class number is acceptable to most people and is not without precedent when attempting such a tie-in.

Preparing 1058 for San Pedro Cruising

To prepare 1058 for her new job as a real streetcar in San Pedro, the refurbishing crew removed the military bogies and modified her underframe to accept railroad trucks purchased in Japan and similar in design to Baldwin interurban trucks originally provided under the 1200 class PE cars when delivered. All electrical and air brake components used in the rebuild are off-the-shelf equipment designed for modern light rail applications and readily available in the United States. The idea is to make the car easy to maintain and ensure high reliability while not compromising the original feel of a 1911-era interurban car. In this final rebuilding, it is indeed hard to tell that 1058 is not an authentic class 1001 car.

What This Means to History

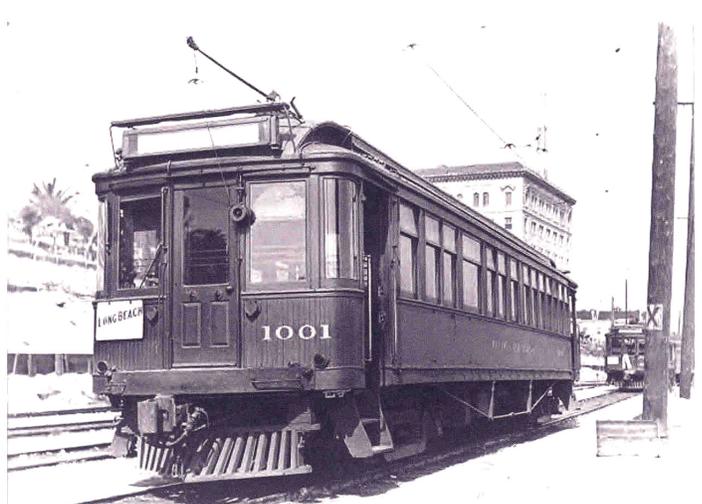
Consider the cars in the context with which they perform and where they run:

- They share some of the original rail used by the Pacific Electric along the docks of San Pedro.
- The cars capture the look and feel of the original equipment.
- The sound of the motor, gears, brakes, and creaking body are authentic, as is the E-flat whistle unique to the Pacific Electric.

Tough Questions for Historians

What constitutes a restoration? Is the 1058 an interpretation or a true artifact of history? She contains original pieces and construction from the St. Louis Car Company. She did rumble along the Pacific Electric for almost half a century (as 963). Is her remarkable metamorphosis enough to make her historic?

The 1058 never existed on the historic Pacific Electric. She was never a part of the 1001 series. She is not even an



Compare this historic shot of 1001 with an identical pose of 1058, left

exact recreation of a Ten. Though extremely beautiful and authentic in many of her features, she is a caricature of a 1001 class interurban car.

For the 1058 to qualify as a historically acceptable artifact she must represent history for both laymen and academic historians, and there is the rub. Builders must keep the record honest as to which items are original and which are new fill-ins. When one views a display, questions have to be answered. What is changed from the original? What has remained the same? So, while the 1058 might not be a good candidate for a museum, she is undoubtedly qualified to run along the San Pedro waterfront as an interpretation of what once was.

What Does This Teach Us?

Proper historical research requires original sources of information, or as close as can be found. Some of my information was original source, but some was gleaned from an article by George Huckaby in the January 2001, issue of Trolleyville Times and from other Internet sources. Therefore, what I have presented is the story behind the story, so to speak.

I have attempted to show that history is not just a laundry list of salient facts and dates. I hope I have shown that sometimes history is philosophic in nature too. As we of the FRPA travel down the path toward the creation of a museum, we must be cautious not to cross the line from historical to artful. May our "journey" lead us to a world-class institution.

Research References and Sources

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Read the entire Trolleyville article on #1058:

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Address Correction Requested

IN THIS ISSUE

- **Railroad Days 2004, May 1 & 2.**
Come on out! And there's still time to volunteer; see cover article
- **Speaker from Mt. Lowe Preservation Society, April 14**
Dinner Meeting; see page 3
- **New Rail Trips Planned.** Join us for mystery and adventures! See cover
- **FRPA Elects New President,**
George Engelage, President/Owner of Coast Rail Services, Anaheim
- **SCSRA Annual Dinner.** All FRPA is invited to Knott's Chicken Dinner Restaurant for food, fun, awards, prizes. RSVP by April 30