



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

Issue II, Number 4

Spring 2005

BAY AREA EXCURSION OFFERS FIVE VACATIONS IN ONE, MAY 12-19

This spring's upcoming rail trip is one that proves to be all things to all lovers of San Francisco and mid-California.

In one week in May, we plan to visit Monterey's Aquarium, sail on Franklin Delano Roosevelt's yacht *Potomac*, take the Napa Valley Wine Train for a three-hour ride and gourmet meal, tour San Francisco in our own chartered San Francisco Municipal Railway PCC car, explore Sacramento's California State Railroad Museum, and spend two days relaxing in Yosemite National Park.

There will be lots of train action throughout this exciting trip. Besides riding the Napa Valley Wine Train and the visit to CSRM, we'll ride up to Salinas on Amtrak, and return from San Luis Obispo via the private car *Pony Express*.



Trolley car at San Francisco waterfront. Photo © 2004 Market Street Railway, San Francisco, CA

All rail transportation and bus transfers, hotel accommodations, all hotel breakfasts, admission to the aquarium, the *Potomac*, PCC car tour, Napa tour (and dinner), CSRM, and Yosemite (with one dinner), are included in the package price of \$1,600 per person. No senior or child pricing is available. Boarding is from either Fullerton or LA Union Station. See the itinerary on page 5.

Reservations due by March 31, 2005 with full payment at that time. The tour is limited to 40 guests; we need at least 25 for the tour to happen. Signup form is

on page 11 or call Gary Herod at (818) 236-4208.

Can only spare one day?

If you can only take a one-day vacation in May, consider the **One-Day Private Car Excursion** with the ***Pony Express*** which will travel from LA Union Station to San Luis Obispo to pick up the main tour group on Thursday, May 19. Cost is \$160 per person and includes lunch and dinner. Contact Gary Herod at (818) 236-4208 as soon as possible if you wish to take this one-day ride up the coast.



Scene from Railroad Days 2004. Photo © Trainweb.com

FULLERTON RAILROAD DAYS '05 - LATEST ON OUR ANNUAL EVENT

By Fred Canfield, Railroad Days Coordinator

There's just one month left until the SEVENTH Fullerton Railroad Days (www.scrmf.org/rrdays) on May 7th and 8th, 2005. A lot of people have been working hard to bring this event to fruition and they can use your help. A volunteer form is in this issue on page 11 and was in your dinner invitation. Please complete one and return it to us.

Drawing Prizes and Auction Items Needed

Please canvas your local merchants for drawing prizes. Don't forget to comb your home for railroad artifacts for our Silent Auction. Please let us know what you find.

Lots to See and Enjoy This Year

We have already filled most of our booths with model railroad layouts, vendors of all things railroad, community groups, and delicious food stands. We are featuring live entertainment, a train ride down Santa Fe Avenue, and tours of new and old railroad equipment. You do not want to miss it.

Steam Engine No. 3751 Nearly Confirmed

Efforts are underway with San Bernardino Railroad Historical Society (www.sbrhs.org), BNSF, and Metrolink to have the 3751 in attendance at Railroad Days. At press-time we are not able to absolutely confirm this will occur, but chances look extremely good. Check for updates about 3751 and other railroad equipment and vendors that will participate at <http://www.scrmf.org/rrdays>.

GOLD LINE LIGHT RAIL TALK AT APRIL 13 DINNER

By Stan Swanson, FRPA Dinner Coordinator

The Los Angeles Gold Line light rail system will be the subject of a presentation by Bob McMillan, owner of Valhalla Video Productions and producer of the DVD entitled *Los Angeles Gold Line*.

The Los Angeles Gold Line, a 13.7-mile rail line opened July 26, 2003, is built on the former Santa Fe's Pasadena Division right-of-way. You will see the entire line from Los Angeles Union Station to the end of Sierra Madre Blvd., including cab rides end-to-end in both directions. The visual trip includes passing through Chinatown, Lincoln Heights, Mount Washington, Highland Park, South Pasadena, and Pasadena. Also included will be scenes of operations in the center of the 210 freeway and other items of interest along the way.

We are planning on a record attendance of over 100 and hope to see you there. Plan now to attend and bring your friends. You will hear about the various activities of our association and news of Railroad Days 2005. That's Wednesday, April 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 gratuity. See you there!

FULLERTON TRACK PROJECT ABOUT TO GET UNDERWAY

By Gordon Bachlund, SCSRA President

The SCSRA Maintenance-of-Way Department is readying a project implementation plan to begin the long-awaited construction of additional display trackage at the Fullerton Transportation Center. This project began a few years ago when civil engineer Mitch Alderman volunteered to survey the area pursuant to a request by Dr. Hopping and prepare a design drawing for submittal to the City of Fullerton for approval. After several iterations, the design was completed and turned over to RailPros, a railroad consult-



George Engelage and Jeff Barrow arrange track materials in Walnut Yard, November 2001. Photo by Sue Kientz

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.

ing firm, whose civil engineer, Johnny Johnson, signed the drawing and Dr. Hopping submitted it. Dan Price and Jeff Barrow of the SCSRA will supervise the project, and you will be able to see the plan and sign up to assist in construction during Railroad Days 2005.

This volunteer construction project, FRPA's first, will utilize the more than 100 tons of track construction material, tools and equipment that the SCSRA moved from Travel Town to Fullerton over the 2001 Thanksgiving weekend (see photo below left).

MOVIE NIGHTS CONTINUE WITH MEL BROOKS' *BLAZING SADDLES*, APRIL 16, 6 PM & 8:10 PM

The next Movie Night will be Saturday, April 16, at the Fullerton Museum Center, with two screenings (6 p.m. and 8:10 p.m.). Featured will be Episode 1 of a 1932 John Wayne railroad action serial, *Hurricane Express*, and Mel Brooks' outrageous salute to the Western movie genre, *Blazing Saddles*.

The serial *Hurricane Express* will be continued at succeeding Movie Nights until all twelve Episodes have been screened and the identity of the villain is finally revealed.

SCSRA ANNUAL DINNER JUNE 18 HAS SWEET SMELL OF SUCCESS

This year's annual dinner will take place at the renowned garlic restaurant **The Stinking Rose**, 55 N. La Cienega Blvd., Beverly Hills, on Saturday, June 18. The event is expected to be fun and the food delicious, with the usual awards and door prizes to boot. We plan to meet at 6 p.m. for drinks, with 6:30 p.m. dinner and 7:30 p.m. program. **SCSRA invites all FRPA members to join us for our yearly party**; please use the RSVP form on page 7 and respond by April 30.

In case you might be put off by the unusual moniker of the restaurant, please be assured that, unless you dislike garlic, you will love the food and unusual atmosphere of

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The Stinking Rose (web: www.thestinkingrose.com; phone: 310-N-LA-ROSE). The cuisine is Italian Californian, and just to make sure that its reputation was earned, dinner coordinator Sue Kientz invited Ron Baalke, Gordon Bachlund, and Gordon's brother Gary Bachlund, to test out the banquet menu on a recent Saturday. The verdict was unanimous: the food is superb!

The menu for the annual dinner is set as follows:

Starters: Each guest will be served all the following:

- *Bagna Calda* (Garlic soaking in a hot tub) - Garlic cloves, oven-roasted in extra virgin olive oil and butter with a hint of anchovy. Served at your table in an iron skillet
- House-baked buns
- House Salad - baby spring lettuce, tomatoes & garlic dressing

Entrees: At the dinner each guest chooses one of the following entrees (in other words, you do not have to choose your entree in advance):

1. **Forty Clove Garlic Chicken** – half chicken, roasted on the bone
2. **Silence of the Lamb Shank** with Chianti glaze & fava beans
3. **Lemon-baked Atlantic Salmon** with garlic caper sauce
4. **Garlic Roasted Prime Rib** – Lite Cut (100% USDA Certified Prime, Mid-Western corn fed beef)

Dessert: Irish Coffee Chocolate Brownie Mousse (yes, that's all ONE dessert, and it's scrumptious!)

Beverages:

- Coffee, Tea, Iced Tea, Soft Drinks and Lemonade
- Alcohol (mixed drinks, wine) is available for an extra charge

The atmosphere of The Stinking Rose is another plus. If we have over 25 people attending the dinner, we will be able to enjoy our meal in Dracula's Grotto, a private room that is decorated like an old Transylvanian dungeon. If our group is smaller, there are other private rooms or areas of the restaurant that we'll be accommodated in, depending on the size of our party, all comfortable with very creative decor.

Lastly, recognition awards for those SCSRA members who have exhibited leadership, dedication, and inspiration over the last year will be presented, along with a number of door prizes that every attendee is eligible to win.

The SCSRA Annual Dinner is always loads of fun. We hope you will join us this year. Please fill out and return the reservation on page 7 with your check. If you are an SCSRA member, make sure to tell us who you think deserves the Ridenour Award this year. Thanks!

FRPA MEMBERSHIP - A FRIENDLY REMINDER!

By Norma R. Goble, Membership Chair

As of this publishing date, FRPA has 197 paid members for 2005 as compared to 227 for the Year 2004. There are 17 new members so far this year. There are, however, still 48 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 2005.

Thank you for continuing to hand out membership applications.

2005 Calendar

** Dates and movie titles subject to change*

- Apr 13** **FRPA Quarterly Dinner Meeting**, Talk on Los Angeles Gold Line, 6 p.m., China Inn Buffet, Fullerton
- Apr 16** **SCSRA Railroad Days Kickoff Party**. Rail Restaurant, Fullerton, 4:30 p.m. RSVP to Sue Kientz, sue@scsra.org.
- Apr 16** **Blazing Saddles** at Fullerton Museum Center Auditorium. Rated R. Two shows, 6 and 8:10 p.m.
- Apr 26** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- May 7-8** **Fullerton Railroad Days 2005**, Fullerton Station. 9 a.m. - 5 p.m. See page 11 for volunteer form.
- May 12-19*** **Bay Area Trip**. Monterey, San Francisco, Napa, Calif State Railroad Museum, Yosemite. See page 5 for itinerary; see page 11 for reservation form.
- May 19*** **One-Day Private Car Option**. LA Union Station to San Luis Obispo on Pony Express. Call Gary Herod at (818) 236-4208 if interested.
- May 24** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Jun 18** **SCSRA Annual Dinner**, The Stinking Rose (famous garlic restaurant), 6 p.m. Social, 6:30 p.m. Dinner, 7:30 p.m. Program. See details and reservation form, pages 2 & 7.
- Jun 28** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- July 13** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- July 28** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Aug 20*** **Movie Night: Foul Play** at Fullerton Museum Center Auditorium. Rated PG. Two shows, 6 and 8:10 p.m.
- Aug 23** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Sept 8-21*** **Pacific Northwest Trip**, through the Canadian Rockies. Flyer coming soon.
- Sept 27** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Oct 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Inn Buffet, Fullerton
- Oct 25** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Nov 19*** **Fillmore and Western Murder Mystery Ride**. Flyer coming soon.
- Nov 22** **H&MC Meeting**, Fullerton Chamber of Commerce, 7 p.m.
- Dec 3*** **SCSRA Christmas Party with the movie Diamond Jim** at Fullerton Museum Center Auditorium. Details TBA.

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

HISTORICAL & MODELING COMMITTEE SPRING REPORT

By Dennis White, H&MC Secretary and Editor

January, February and March 2005 found the Historical and Modeling Committee extremely busy manning displays as we continue making every effort to present FRPA to the railfan community. Ongoing and new research and modeling projects have kept members extremely busy.

Kicking off the New Year, the Historical and Modeling Committee took the FRPA display to Model Train Expo, aboard the Queen Mary, Long Beach, California, January 15 & 16, 2005, followed by GATS (Great American Train Show) Pomona Fairplex, January 29 & 30, 2005. The well-traveled FRPA picture boards provided exposure for FRPA at The Worlds Greatest Hobby MRA Show, at the Long Beach Convention Center, February 26 and 27, 2005, thanks to the efforts of Fred Canfield and the Canfield Family Circus and at GATS Costa Mesa, March 12 and 13, 2005. Our display will begin a month long display at the Fullerton Main Library, April 1, 2005 and then, of course, we will be ready for Fullerton Railroad Days 2005. Committee participation in all the shows has been sparse due to a combination of flu season and members having to contend with water issues from the heavy storms this winter.

The N scale museum diorama, displayed for the past six years in the FRPA museum booth, and in the FRPA office at the depot, is being revamped to reflect the latest iteration of our planned museum. Six H&MC team members are making modifications to the display, realigning track and scratch building a new model of the museum buildings. The revamped display will debut at the Fullerton Library display, April 1, 2005.

Several members of the H&MC will attend the San Diego Model Railroad Museum's annual Symposium of the Southern California Railroad and Model Railroad Organizations at Balboa Park. This all-day affair allows leaders of Southern California railroad and model organizations the opportunity to meet, share ideas, problems and network effectively on items of common interest.

H&MC member Paul Gerhardt, using vintage aerial photos and other pictures, finished creating an architectural drawing of the Granada Packing House, which used to sit on the south side of the ATSF mainline, directly across from the Fullerton Depot. Lacking scaled drawings, except for fire insurance information, Paul had to do lots of interpolation to come up with an accurate representation of this interesting building. The Committee's next step is to create an HO scale model of Granada Packing to place with other historical models on our HO diorama/modules.

Member Martin Kluck presented a finished prototype of a new design module section, suitable for model railroad use. The Committee's old wooden display has traveled many hundreds of miles and suffered the wear and tear of countless shows in its almost five-year history, and is ready for replacement. Marty's design cleverly allows the legs to fold within the display for transporting and storage. Set up with the new system will reduce assembly time from almost an hour to a matter of minutes. Marty presented the module to the Board of Directors at their March 2005 meeting and board members were very impressed and suggested that Marty secure a design patent. The board also approved the expenditure for three additional modules. Look for a debut at Railroad Days 2006.

The National Model Railroad Association annual PSR convention, scheduled for September 2005 in Buena Park, CA, is hosted by several local rail groups. The Historical and Modeling Committee will represent FRPA at this several day event, presenting our proposed Southern California Experience at Fullerton's Transportation Center. We will also dis-

play our historical photo collection, architectural drawings of historic buildings and other research on the local area. At this writing, two FRPA members will present clinics on subjects pertaining to our work with the museum concept.

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.

HISTORY

SP'S NEWHALL PASS

A Longtime Gateway to Southern California

By Dennis White, Historical & Modeling Committee

Reprinted from Winter 2002 Third District Local

El Pueblo de Nuestra Señora, La Reina de Los Angeles de Porciuncula, was considered a backwater cow town and unworthy of rail service prior to 1872. In that year, however, the little pueblo found herself courted by competing railroads from the north and the south, either of which would change her status forever. But which should the city choose?

November 5, 1872, Angeleños voted to allow the Southern Pacific Railroad into Los Angeles from the north, turning their back on the promises of the San Diego and Los Angeles Railroad, a proposed extension of the Texas and Pacific Railroad. (Southern Pacific eventually met the T&P January 12, 1883, at the Pecos River in Texas completing the second transcontinental railroad.)

Southern Pacific's plan for entering Southern California involved building south from Lathrup (junction of the Central Pacific and Southern Pacific) to Sumner (Bakersfield), over Tehachapi Pass into the Antelope Valley and

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BAY AREA TRIP ITINERARY

Contact Gary Herod at (818) 236-4208 for questions or if you are reserving close to or on the deadline of March 31.

Thursday May 12, leave Fullerton at 8:16 a.m., arrive Los Angeles 8:50 a.m. Depart Los Angeles 10:15 a.m. on Amtrak's Coast Starlight, seated as a group in a chair car. Lunch and/or dinner are available in dining car, or snacks from lounge car.

Arrive in Salinas at 6:36 p.m. where a chartered bus takes us to the Monterey Hilton in downtown Monterey. If you do not wish dinner on the train, we arrive in time for dinner at the hotel or other restaurants in the area. Evening open.

Friday May 13, following a buffet breakfast, we drive to the Monterey Bay Aquarium for a two-hour self-guided tour, followed by lunch at the Aquarium. We then depart for San Francisco, arriving about 5 p.m. at our hotel for three evenings, the San Francisco Hilton, two blocks from Union Square. Evening open.

Saturday May 14, Following a breakfast buffet, we cross the Bay Bridge to Oakland to board FDR's Presidential Yacht *Potomac* (www.usspotomac.org) for a two-hour historic cruise of San Francisco Bay. Following the cruise we have time to visit the shops of Jack London Square.

At 3 p.m. we drive up to Napa where we will board the Napa Valley Wine Train (www.winetrain.com) for a three-hour ride including a five-course gourmet dinner. Cash bar provided for alcoholic refreshments.

Sunday May 15, morning open. You may have buffet breakfast anytime. At 1 p.m. we board a San Francisco Municipal Railway PCC car, our own charter, for a four-hour trip through San Francisco, the J line to Market, F-line to the wharf, back on Market and J-line to Geneva, K or M-line to West Portal, L-line to Zoo. Our car will stop along the way for a rest stop and snacks. Evening open.

Monday, May 16, following buffet breakfast, we drive to Sacramento for a 90-minute tour of the California State Railroad Museum (www.csrnf.org).

Following lunch, we proceed to El Portal, five miles from the west entrance to Yosemite National Park, for a two-night stay in rooms that front on the Merced River, as it rushes downstream from the Park.

Tuesday, May 17, after buffet breakfast, we drive into the Park for hiking, tours, or whatever activity you want in the Park. We have the entire day to spend there. You may return to our hotel for a nap if you wish. We have dinner in the Park at Yosemite Lodge.

Wednesday, May 18, after buffet breakfast, we have a leisurely drive across the San Joaquin Valley, to San Luis Obispo, to stay overnight at the Apple Farm. Evening on your own.

Thursday, May 19, following a leisurely morning, including buffet breakfast, we board our own chartered rail car, the *Pony Express*, which will be attached to Amtrak's service to Los Angeles, leaving San Luis Obispo at 1:20 p.m., passing along the most beautiful coastal scenery in California, with your ability to stand with an open door and breathe in the fresh air, and having a lunch and dinner cooked on board, arriving Los Angeles at 7:10 p.m. Those proceeding to Fullerton leave Los Angeles at 7:35 p.m., arriving in Fullerton at 8:07 p.m.

See <http://www.csrnf.org/tours/> for links to the websites of all the attractions mentioned above and for the latest updates on this tour.

through Newhall Pass to the San Fernando Valley and to Los Angeles. The push south began in April 1874.

SP also began building north from Los Angeles in March 1873, arriving in San Fernando April 24, 1874. Track extending north of San Fernando to the future site of Tunnel 25 followed shortly thereafter.

Newhall Pass, named for the ranch on which it sits, was to become a major challenge for the SP, with its almost vertical slopes, thick brush and parched landscape.

The mountain, saturated with oil and water, made construction exceedingly difficult. Blasting at the south end began March 22, 1875. Boring at the north end did not begin until late August of that year because a 500-foot approach cut had to be dug first. Actual blasting at the north portal did not begin until the last week of August. (Note: Because Southern Pacific trains traveling away from San Francisco are considered Eastbound and trains going toward San Francisco are Westbound, the railroad refers to the south end of Tunnel 25 as "East Portal" and the north end as "West Portal.")

Construction crews dug three vertical shafts to provide air for the men working inside the tunnel and to haul away debris. More than 1,000 Chinese laborers and 300 animals worked from both ends and from the three shafts to dig the 6,966-foot tunnel. Dirt and rock removed from the bore became fill at both approaches to the tunnel. Constant cave-ins from the slippery oil soaked earth killed several workers and necessitated extensive redwood cribbing and bracing throughout the project.

While digging continued on Tunnel 25, track gangs continued south and west through the Antelope Valley and Soledad Canyon working as far as the huge fill at Lang where they stopped until the "big bore" was completed.

"Punch-Through" occurred July 14, 1876. Completion of cribbing, bracing and timbering of the tunnel on August 9, 1876, followed by spiking the last rail in place three days later allowed the first locomotive from Los Angeles to pass through. Track laying continued toward Lang, joining Los Angeles with the San Joaquin Valley September 5, 1876. A gold spike ceremony was held at Lang with special trains from San Francisco, Sacramento and Los Angeles carrying dignitaries to the site. Regular scheduled service between Los Angeles and San Francisco began the next day with a scheduled time of 24 hours, 30 minutes.

Traffic through Newhall Pass continued to build, culminating in four first-class passenger trains operating each way during the years of World War II; The Owl, West Coast Ltd., Tehachapi and San Joaquin Flyer, later renamed San Joaquin Daylight, in addition to several extra freights. In 1946 the Tehachapi was downgraded to a second-class train and lost her name but freight traffic continued to build. By the end of Southern Pacific Passenger service, only the San Joaquin Daylight remained. Amtrak prefers to bus passengers from Los Angeles to Bakersfield.

The tunnel through Newhall pass has always been plagued with water and oil seepage. The saturated ballast and soil in the floor continually cause the track to settle. The dampness also causes deterioration of the ties and interference with the signal system. Some support timbers were replaced in 1886 and a cave-in in 1907 necessitated complete retrimbering once again. Beginning in 1916 the tunnel was opened up to standard clearances and lined with concrete. Southern Pacific lowered the floor of the tunnel to gain vertical clearance for container trains in 1983. The track lowering failed to provide sufficient clearance so crews immediately lowered the floor again. Major problems were avoided until February 7, 1971, when the 6.6 magnitude Sylmar Earthquake struck, bringing down three freeway interchange bridges on top of the mainline and blocking the south portal. The tunnel itself sustained no

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damage. Not as fortunate during the 7.1 magnitude Northridge temblor of January 17, 1994, Tunnel 25 suffered bulging of its walls requiring immediate repair. Freeway bridges again fell on the approach tracks south of the tunnel, blocking the mainline for about 8 days.

Today, the only passenger trains through Tunnel 25 are Metrolink heavy-rail commuter runs between Los Angeles and Santa Clarita, Palmdale and Lancaster. Primary freight traffic consists of a few Union Pacific TOFC and COFC trains. A manifest freight runs every two to three days.

Railfanning the area around Tunnel 25 is forbidden due to Homeland Security restrictions, which prohibit trespassing on railroad property or loitering near any rail tunnel, any bridge over railroad right-of-way or any railroad bridge. The south portal is directly under the interchange of I-5, I-210 and State Route 14 and is in a deep cut making photography almost impossible. The north portal surrounded by posted private property with no public roads nearby cannot be reached without violating the law. A much better and safer view of the area is gained by riding Metrolink to Santa Clarita.

Sources

Southern Pacific – The Roaring Story of a Fighting Railroad, By Neill C. Wilson & Frank J. Taylor, © 1952 McGraw-Hill Book Co., Inc., NY, NY

50 Years of Railroad in Southern California 1936 – 1986, Edited by Tom A. Nelson, © 2001, Pacific Railroad Society, San Marino, CA

Railroading through the Antelope Valley, by Phil Serpico, © 2000, Omni Publications, Palmdale, CA

The Orange County Register Archives, www.ocregister.com/archive/ © 2002 Freedom Newspapers

HISTORY

SOUTHERN PACIFIC BUILDS EAST TO TEXAS

By Dennis White, Historical & Modeling Committee

The Big Four, Leland Stanford, George Crocker, Colis Huntington and Mark Hopkins, built their railroad across the Sierra, meeting the Union Pacific at Promontory, May 10, 1869. A second line soon went south through California's San Joaquin Valley and over Tehachapi, and would arrive in Los Angeles, September 5, 1876. While the tracks pushed south from Lathrup, Huntington had his eye on Cajon Pass and realized that another railroad could build out of Los Angeles, over Cajon and go on to Salt Lake City and the Union Pacific. That meant competition to Southern Pacific.

Huntington heard that Senator J.P. Jones of Nevada was already contemplating just such a feat and had already built the Los Angeles and Independence Railroad running from Santa Monica to Los Angeles. Jones planned to extend it up Cajon and beyond toward the mines of Panamint, just west of Death Valley and just might keep on building all the way to Salt Lake City and link with the Union Pacific. The Senator had already crossed swords with the Big Four, attempting to have their Nevada acreage taxed. Huntington sent his men to Washington and attempted to have their land grant extended to include Cajon Pass. Getting wind of SP's designs on Cajon, Jones began stirring up the residents of Los Angeles and San Bernardino and raising money to fight the wicked Southern Pacific. Senator Jones seemed to have the upper hand, having crews in Cajon since 1874. However, fate would not be kind to the Senator. August 27, 1876, Black Friday signaled the panic of 1876 and the Jones empire collapsed. Huntington bought him

out, removing the immediate threat of another line to Southern California.

The SP seemed to have a lock on California. Union Pacific was pinned up against the mountains of Utah, SP controlled shipping into San Francisco with ownership of the Morgan Line, had their rails up and down California's central valley and now had trains in Los Angeles. Their weaknesses were at Yuma and Needles, but Needles was not a problem, yet.

Yuma was a major concern if Huntington was to keep the SP monopoly in California. Thomas Scott's Texas and Pacific held a federal charter to run through Marshall, TX along the thirty-second parallel and rumors said he was not going to stop until he reached San Diego. Before the track from the San Joaquin Valley had arrived in Los Angeles, SP began building east, planning to pass T&P track and continue to New Orleans. But SP's land grant ended at the California line and ahead was the mighty Colorado River with Yuma and Apache Indian Territory on the other side. Beyond those obstacles, lay Texas and New Orleans and realization of a second transcontinental railroad. Huntington and friends were inspired and vowed to reach the Texas border before Tom Scott could even get out of Texas.

Tom Scott was determined to stop SP at the Colorado, but he was still deep in the heart of Texas. Lacking the money and work force to build any faster, Scott moved some of his track crew to Yuma with the intention of building east, cutting off SP at the river. The problem was, of course, Indian Territory. Before beginning work on an Indian reservation, they needed the approval of the military. The general first gave Scott the nod, and then abruptly changed his mind and asked the Secretary of War for a ruling. First SP, then T&P got the ruling, and then both were revoked.

The U.S. Cavalry at Fort Yuma kept one eye on the Indians and the other on the railroaders, intent on keeping the peace and keeping the railroad out of Indian Territory. But the burden of keeping soldiers happy in such a desolate place can cause weakness. SP crews crossed the Colorado in a boat, visited the Fort and suggested that they had unlimited provisions, including liquor, said they felt sorry for the soldiers and proposed a big party.

The party lasted for five days and got better each day. On the sixth day, the soldiers awoke and could not believe their eyes. There stood a big wooden cantilever bridge over the river. The clanging the soldiers heard and felt in their ears was not from a hangover, it was spikes being driven home by track crews. A few days later, work trains rolled over the bridge but were stopped by troops blocking further progress. Nevertheless, the civilians in the region raised such a ruckus that the Fort's commanding officer asked the War Department for a decision. Oct. 9, 1877, Huntington secured an Executive Order from President Hays authorizing SP trains in Arizona and New Mexico. That whipped Tom Scott, who unloaded the Texas and Pacific to Jay Gould.

Track moved east at a rapid pace. They reached Tucson, March 20, 1880, Benson, Arizona, June 1880, Lordsburg, New Mexico by mid-October and Deming, New Mexico, December 15, 1880.

C.P. Huntington met with Col. Thomas Pierce, owner of the Galveston, Harrisburg & San Antonio Railroad and the two men formulated plans to complete the second transcontinental railroad by building toward each other and linking wherever that might be. Huntington purchased one-third of the GH&SA.

May 19, 1881, Southern Pacific arrived in El Paso, Texas. The portion of the railroad inside Texas had to be renamed to satisfy state law, so the SP in Texas became Galveston Harrisburg & San Antonio, though railroad crews, supplies

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Southern California Scenic Railway Association

2005 Annual Dinner RSVP and Ridenour Award Nomination

Use this form to RSVP to the Annual Dinner and nominate a candidate to receive the 13th Clarence Ridenour Award; send to president's address below

ANNUAL DINNER RSVP

NAME: _____

will attend/will not attend (circle one) the 2005 Annual Dinner, to be held at

The Stinking Rose, 55 N. La Cienega Boulevard, Beverly Hills, CA, 310-N-LA-ROSE
(Some street parking available; restaurant valet parking \$3.50)

on Saturday, JUNE 18, 2005
Social 6 p.m., Dinner 6:30 p.m, Program 7:30 p.m.
(assemble in the bar area of the restaurant)

Enclose a check/money order (payable to **Sue Kientz**, Dinner Coordinator):
\$34.95/person. All prices include tax and tip.

Total No. Attending: _____ **Total Amount Enclosed:** _____

2005 RIDENOUR NOMINATION

The 13th Clarence Ridenour award will be awarded at the 2005 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 2005 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, Doug Stephens, Gary Herod, and Michael Vitale.

and management continued to be Southern Pacific in everything except name.

Pierce's GH&SA continued to build west toward his meeting with Huntington, but refused to let anyone know where he was going. Gould and the T&P were flummoxed, and decided the only thing they could do was to follow the GH&SA, building essentially a parallel railroad for many miles. The GH&SA arrived in Eagle Pass, Texas in 1882. They constructed a spur to the Mexican Border and then built an international bridge across the Rio Grande, owned jointly by Huntington and the Mexican International Railway, to Piedras Negras, Coahuila, Mexico, and tied into the Mexican International Railway. Suspecting that Mexico was the ultimate destination of the GH&SA, Gould ordered the T&P to Laredo, Texas and a crossing to Nuevo Laredo, Nuevo Leon, Mexico. The deception worked and kept the Texas and Pacific crews occupied while the GH&SA continued on.

The track work continued until the two crews met just east of the merge of the Pecos and Rio Grande Rivers, at 2 p.m., January 12, 1883. Tom Pierce drove the golden spike completing the second transcontinental railroad. Duplicate trains left San Francisco, California, and New Orleans, Louisiana, on February 5, 1883 offering the first through passenger trains between the Pacific and the Gulf of Mexico.

Note: Atlantic & Pacific connected with Southern Pacific at Needles, California, August 8, 1883, forming a third transcontinental line. SP's Mojave - Needles line acquired by Atlantic & Pacific through lease, October 1, 1884. Mojave - Needles Line lease transferred to Santa Fe Pacific, July 1, 1897. Santa Fe assumes the line June 30, 1902. California, Arizona & Santa Fe formed December 21, 1912. CA&SF bonds matured in 1962 and the line was formally merged into the ATSF Ry in 1963.

Sources

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CHARLES MISSES THE FULLERTON AMTRAK STATION

Reflections by Charles Forsher, SCSRA Resident Artist and Humorist

Sunday, March 20, 2004. Elliott called and told me that he would be at the Fullerton Station at noon, and I could see him and his other friend Kevin from the Web Cam. I thought to surprise Elliott by showing up at the Fullerton Station myself, so after clearing a day off with the landlord, I started the journey down to Fullerton. I just missed the #304 at Santa Monica and Sepulveda in West Los Angeles, and as it turns out this would be the theme of my journey.

I caught the next #304 at Veteran Avenue. The City in its absorbing the old Pacific Electric right-of-way along Santa Monica Blvd., left the grade crossing rails in place at Veteran Avenue, and they make a rather sad sight, as if they are old street running tracks otherwise paved over.

Oddly today I'd see more of the same as I approached the Subway station.

The intersection of Santa Monica Blvd. and Vermont was an old hub of streetcar activity in the last century. The narrow gauged tracks were paved over in the 1960s with the cessation of those trolley lines, and the old P.E. route into downtown Los Angeles, by way of a private ramp at the East end of Santa Monica Blvd., gave way 10 years prior to paving.

All street running tracks were ripped out completely a few years ago where the P.E. left its private right-of-way and entered what became a narrow Santa Monica Blvd., between La Cienega and Highland, the latter street where the P.E. went up into the Cahuenga Pass and round about-ly into North Hollywood.

Monday's bus trip to the new Subway station found a stretch of Santa Monica Blvd. ground down for resurfacing, and in a few places the machine that had done this had exposed P.E. rail.

This has been a constant experience for me. Some years ago when I lived on Melrose Ave., that street was resurfaced, and exposed the long abandoned narrow gauged line that had run between Vermont and Western Avenue. Then a few years ago Vermont was resurfaced and again for a brief period of time the past revealed itself in the same way, tracks still buried too deeply to be of any use but proof positive of that former time in the City of Los Angeles.

The subway line has been the only solution to reconstituting the same service, with so many automobiles on the surface streets. Graffiti and trash are starting to appear in the formerly pristine stations, now that the presence of officers has been cut down.

The subway train from North Hollywood took me speedily down to the track which I rode as sections were opened, and watched the construction of when detraining at what was the western end of the short line, at McArthur Park, and the start of the next leg west which forced the lake to be drained.

Los Angeles had a golden opportunity here to do something truly unique. Instead of a mere concrete tunnel, the roof could have been made of heavy glass blocks, allowing water-filtered light to illuminate the tracks below.

It took forever, it seemed, to construct the line to Wilshire and Western Boulevards, and it necessitated elevating Wilshire Blvd. a few feet as well as being on heavy wood beams, especially where the stations were being constructed. All of the pipes and wires that had been buried casually under Wilshire Blvd. since Wilshire Blvd. was carved out, now had to be accounted for and rearranged for the dramatic entrances to the stations, with their mile long escalators. Then there were all of the trolley car tracks that the Subway line was replacing along the same routes, miles and miles of old rail and ties, ballast and spikes. The only homage paid to the past is in a Hollywood station, with the full sized front of a Hollywood P.E. car appearing as if coming out of a wall

When the subway first opened, due to problems with oil and tar deposits around the downtown area, there was the heavy smell of methane. It is a given that nobody smokes when riding the subway, and since then air ducts and fans of the kind found in Wind Tunnels have eliminated the methane smell.

This is not New York, and so instead of horizontal tunnels, the tracks are sort of a slow motion roller coaster ride, now going down-down-down, then going up-up-up, as sky scrapers and freeways are accommodated.

My subway train stopped at and then left the 7th and Flower Station, which connects to the Blue Line, a former Pacific Electric line that ran between downtown Los Angeles and downtown Long Beach between 1911 and 1961, and I knew I was close to Union Station.

In a few minutes I arrived at the majestic Union Station opened under Union Station, so named because when it opened it was a union of all the existing passenger trains; Santa Fe, Union Pacific, and Southern Pacific.

Two trolley car systems served Union Station, the P.E. whose tracks would have taken me right by the station, and the narrow gauged Los Angeles Railway whose tracks used to carry cars along Vermont. Had I taken this journey in 1949, it would have been an all rail journey to Union Station. The #304 I had caught instead rolled over the now paved-over right-of-way from Veteran through to Beverly Hills, where the tracks gave way to a series of multi level parking structures, a 'train' of them.

The right-of-way beyond and east is fenced off, indicating that this also shall pass.

At Union Station I had my choice of Amtrak or Metro rail to get to my destination, fourteen miles from Los Angeles in the city of Fullerton.

Here is where I missed it again. I could have boarded the Amtrak and paid on board, a few dollars more but it would have been worth avoiding what was to come. I opted for Metro Link, a diesel engine replacement to the P.E. sort of, and after getting my ticket, only \$7 round trip, I scrambled to get to that train on time.

Normally the trip to Fullerton is forty-five minutes. The train I was on got delayed by other rail traffic, and that threw off my internal guidance system. Also, I usually take the Amtrak train down to Fullerton, so I set myself up.

I had forgotten entirely about the marvelous pedestrian bridge over the Norwalk Station, and how it sort of looks like the one at Fullerton, so as my late train slowly approached Norwalk I thought we were approaching Fullerton, and got ready to detrain, paying no attention to the announcements on the trains P.A. system. An Amtrak train parked on the other side of the tracks added to the illusion that I was in Fullerton. Where was my mind?

I was focused on surprising Elliott, so before the Amtrak left, I quickly got into the elevator on that bridge.

My train resumed the journey south. As I crossed over the bridge I noticed that buildings on land for a proposed museum had been demolished and the land cleared, and that made me happy.

Then I noticed when I looked the other way I could not see the spaghetti factory.

Then I noticed that the Fullerton Railway Station was missing.

I looked back over towards the cleared land and noticed that the mainline curved in the wrong direction. A creepy feeling came over me, like I had entered the Twilight Zone.

I became light-headed and was starting to breathe heavily. I turned around and saw one more thing that grounded me. There was an office up here on the bridge. Fullerton's pedestrian overpass does not have an office...

I had been to this bridge before, with Elliott, but the past year has been a very busy one for me, and some things like the Norwalk station had to be put out of my mind.

I saw the security guard by the office. I walked over and asked where I was.

"Norwalk" he replied.

Oh. That took me out of the Twilight Zone.

"When is the next Metrolink South?" I enquired.

"Three twenty."

Nuts! There went the surprise, and boy was I surprised.

I went back over to the other side figuring to board an L.A. bound Metrolink, and got back to the book I brought along to read.

I had intended to buy lunch in Fullerton at the station, whereas the Norwalk station is in the middle of nowhere.

Elliott called me. I was supposed to be back in West Los Angeles waiting to go online to Web Cam Two and watch him and his other friend wave at me.

Nuts! I had to fess up. Nuts.

The first time we had tried this, Elliott got delayed and never made it to Fullerton. Now it was my fault. He hung up after one of those long freights common at Fullerton came barreling through.

I waited. I figured maybe ten minutes, and got back into my book, but thinking there must be a junction between here and Fullerton that those fast freights take.

I didn't come all the way out here to sit and read, so I did the next best thing. I went back up the elevator and over the tracks, and down to the bus stop.

In a few minutes a bus came along. I got on. It was moving, and air conditioned, and I got to see parts of Alhambra in the loop that the bus driver made.

When one considers how much of Los Angeles and Orange County are linked by boulevards it staggers the mind. It just went on and on, and had I not been so miffed about getting out early, I might have gotten a transfer and wended my way down to Fullerton. Since that was, however, to surprise Elliott, and that game was up, I opted for the next option open to me. After returning to the Norwalk Station, the Beach Blvd. bus proceeded a few miles to the end of the Green Line.

The Green Line is built mostly in the middle of a freeway. The only other item of historical note, pardon the pun, is that at a site near the end of this freeway, the lads who would become the Beach Boys lived and grew up in a typical Southern California home, demolished for the freeway here.

The Pacific Electric had a right-of-way down the middle of the then new Hollywood Freeway, but by then it was losing out to increased automobile traffic, and gave up the ghost, the right-of-way filled in and paved over.

The Green Line allows me to experience what it would have been like to ride the Red Cars through the Cahuenga Pass, where in the days that Mexico owned California, highway men lurked in what had been a narrow mountain pass chock full of bandit hiding places, waiting for a lone wagon driver or stagecoach.

The Green Line intersects the Blue Line, a P.E. rebuild, and while a lot of the Pacific Electric was built by Mexican Labor, the Southern District was built by negroes, who were rewarded with lots in a sandy area that was a wash adjacent to the then untamed Los Angeles River, and the town that was formed in this rail hub was called Watts.

The 1965 riots occurred in part because the P.E. abandoned all ten and twenty minute service through Watts, both the Blimps in 1961, and before that the Hollywood Car locals, and the end of the Southern District destroyed the communities heritage; its reason for being, like taking away bibles would destroy Christianity.

The timing could not have been worse.

Watts had become the Mecca of refuge as negroes streamed in from the South because of the effort to break Segregation, and the problems that was causing. Watts had not been helped with upgrades like the rest of the city, so it was a worn out, worn down place, overcrowded and its' reason for being destroyed. Men looking for work had to vie with one another in riding an hourly bus into Los Angeles.

Southern California while having a reputation for being laid back has always had red necked police officers, and this is what helped lead to the Zoot Suit riots in the 1940s.

The result of the Zoot Suit Riots lead to the Latino population needing to protect itself, thus forming gangs.

The situation is still volatile in South Los Angeles, and when the Blue Line first opened, just a year or so before the latest uprising, Sheriff's Deputies patrolled the new trains like prison guards.

They were absent Monday, although I was singled out and challenged on the Green Line platform about carrying a pass.

continued on page 10

When I started my trek I put in \$1.65 and expected to get a transfer, but due to the Bus Riders' Union this got me an all-day pass. It came in handy when I reached the Norwalk end of the Green Line.

I produced my pass so that the potential drama of being issued a \$225 fine fizzled out. All well and fine.

The atmosphere at the Imperial station was a bit tense. In fact it reminded me of the time in 1961 when I rode on one of the old P.E. blimps and got off at Watts to check things out. That is when I learned firsthand of the conditions that would lead to the riots shortly.

I have ridden the Blue Line several dozen times, and the atmosphere was not this way except right after the 1990s riots. No sheriff deputies were patrolling the train this time.

After a few stops two Latinos with closely shaved heads and sweaters with hoods took up residence in the seat next to me and an empty seat in front.

They paid no attention to me, a mirror image of my missing Fullerton, and I think now that they had taken the train without paying for a ticket, a manhood ritual, as they were slightly jumpy and preoccupied.

A black man behind me started to taunt them loudly, calling them gang bangers loud enough to wake up the dead, and then breaking into a rap song to mark the occasion. **Mommy!**

The fellows sitting next to and in front of me did NOT appreciate all of that 'rapt' attention, but the black man was also entertaining some ladies who were laughing hysterically.

The Latinos sprung up to exit as we approached the next stop, and put their hoods over their heads, one of them throwing a glance at the black man behind me. The noisy black man detrained with his downtown ladies at the stop after that. It was the closest thing to being in a saloon in the Wild West in the 1880s that I'd ever want to experience. At one point the tension was so thick you could have cut it with a knife.

By the time my Blue Line train was on Washington Blvd., where LARY cars once ran, the atmosphere was a lot calmer. The rebuild should have ended at the old P.E. 6th and Main Building, but it is blocked by a former bus depot.

After the Pacific Electric Building was shut down by the Metropolitan Transit Authority, and the demonstration elevated bridge built by financiers around 1910, in hopes of having hundreds of miles of elevated tracks in Los Angeles, was demolished, the Greyhound and Trailways Bus Companies got together and built a huge structure where the elevated tracks descended to the ground on a wood ramp.

I used the facility once or twice in travels around the state of California and it worked if one took the bus into the depot, but it was not safe outside on the streets, and I think ultimately the danger crept into the waiting areas and had the homeless aggressively harassing bus patrons.

The idea was to make the new terminal in the Financial to the West with yet a deeper tunnel under that for the then fledgling subway system.

So it was that I detrained, and made my way down the escalator a few miles from Union Station. As I rode down the escalator, next to me a little boy tried to tie his mothers' shoelace on the escalator, but didn't have enough time.

The subway train I was waiting for came second; the newer North Hollywood branch line that as already explained goes under the Hollywood Freeway instead of having tried to reclaim the old right-of-way, tunneling under the Hollywood mountains and terminating across the street from a P.E. depot for North Hollywood!

I got off where I got on, at Vermont and Santa Monica Blvd., and with a day pass that had no time limits, dropped

in on a nearby Burrito Place to make up for the lunch I was going to have in Fullerton.

There was some confusion about where to order, no signs up indicating where to order and where to pick up, being a place mostly for the locals who know the routine, but once I had figured out the routine, I got one heck of a burrito, and man was I hungry! I literally absorbed it.

Then I slowly walked out of there, over to the corner, and crossed over to the Westbound bus stop for the final leg home.

The sun was now in late afternoon mode.

This was a busy place, crowded with standing patrons. Too crowded to allow a medical center there to stay in business, the vacant offices' door covered with graffiti, but next to it was a thick glass window with a small square hole open at the bottom, the same setup seen in a security minded gas stations out of which somebody who I could not see clearly was doing a brisk business in sodas, ice cream, coffee, cosmetics, over the counter medicines, toys for the kids and grown ups such as mini Walkmans and CD players

Two buses headed into Panorama City competed with the stop for the line into Santa Monica.

The #4 was already crowded, but I found a seat.

We passed over the gouged out part of Santa Monica Blvd., the lengths of partly exposed P.E. rail glittering in the late afternoon sun.

The late lunch started to digest and I became sleepy, reviewing the day as the #4 slowly went west.

I got off where I had boarded hours before, and had room now for a chocolate malted from Jack In The Box, the same one I had sat in one night before the abandoned right-of-way was graded into oblivion, and in which a City machine with a flashing red light parked up the street from this location created the illusion of a crossing guard being activated at the grade crossing, the reflection of the rotating red light appearing on the window of the table I sat next to.

I went back to the same table. It was around 4 p.m. and I could make out the track still in the street, where the grade crossing had been, but now all the other landmarks were gone.

And when I stepped outside to make the final few blocks back to the building I manage, I found that the city had perforated the one last lane of the original Santa Monica Blvd., what had been kept as a temporary transition road for patrons using the drive through window at that Jack In The Box.

Santa Monica Blvd. was built in the 1920s, and on a higher elevation due to the railway tracks next to it, and now that there is no more railway line, the boulevard is going to be a parkway replete with trees and garden areas and the perforated section will be repaved a foot lower, while the sidewalk adjacent is going to be a half foot higher.

As long as I was in my own neighborhood I stopped by one or two of the local stores to chit chat. A graphic art project I am working is being discussed by the different merchants of the strip mall there. I talked about it and picked up some supplies.

The day suddenly caught up with me, but then this is why I wanted to get away from the building I manage, to have exactly that kind of feeling, and after turning on the evening lights a little early, I settled in for a late afternoon nap.

When I got up I typed a first draft of my adventures, and did the usual things before bedtime. While I missed Fullerton I had a wonderful day anyway, and settled in a few hours later for a full nights' sleep.

The above article has not been edited for accuracy and should be read for entertainment purposes only, of which it certainly contains a lot!

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Mail to: Fullerton Railroad Days, 124 East Santa Fe Avenue, Fullerton, CA 92832

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Editor: Sue Kientz

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- **Los Angeles Gold Line talk at FRPA Quarterly Dinner, April 13**
- **Fullerton Railroad Days nearly here!** See cover for update on the big event, May 7-8
- **Movie Night: *Blazing Saddles*, April 16,** Fullerton Museum Center; see page 2
- **SCSRA Annual Dinner to be held June 18** at The Stinking Rose, Beverly Hills garlic restaurant. Reservations required; see page 2