

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 III, Number 4

Spring 2006

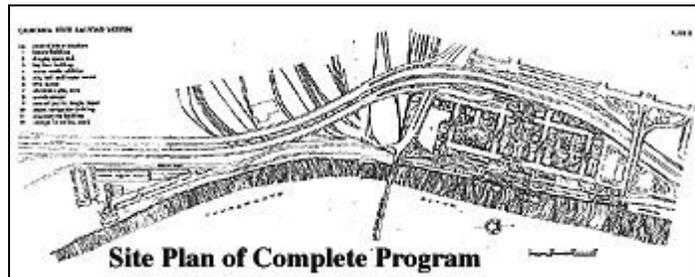
AWARD-WINNING MUSEUM DESIGNER BARRY HOWARD TO SPEAK AT APRIL 12 DINNER

Barry Howard was the museum designer for Sacramento's spectacular California State Railroad Museum, and in a perfect world, he'd be the ideal designer for the future Southern California Railway Experience at the planned Fullerton Transportation Center. On April 12, we'll have the pleasure of meeting him and hearing him discuss the growing interest in culturally driven mixed use development.



Developers are seeking new visions for creating unique projects and it is Mr. Howard's conviction that museums and other similar cultural venues are the next major step in this effort. The Southern California Railway Experience in Fullerton is a perfect candidate for this strategy.

A pioneer in the field of interpretive design, Mr. Howard has achieved national prominence through the creation and design of countless museums, visitor centers, attractions, and major exhibitions for 30 years. Trained as a theatrical designer, he brings to his profession a strong sense of the dramatic environment and a special insight into the psychology of audience response. In addition, Mr. Howard's respect for our heritage and unique historical



The Master Plan for the California State Railroad Museum envisioned a five-building facility, connected by pedestrian circulation and light rail. Photos left and above © BarryHowardLimited.com

perspective provides the foundation upon which his firm has, over the course of many projects, chronicled the American experience.

As Creative Director of Barry Howard Limited, Mr. Howard is responsible for the overall design philosophy of the office as well as for the generation of individual design concepts relevant to each project. In addition, Mr. Howard's expertise encompasses all design disciplines — form, structure, graphics, film, video, and the written word — as well as all phases of a project. His commitment to protect the integrity of the concept and the design aesthetic extends from development through implementation.

Over the course of his career, Mr. Howard has brought these skills to bear on a wide variety of projects, from this country's most successful Bicentennial exhibition, The American Freedom Train, to the National Automobile Mu-

Continued on page 2



The beautifully restored Central Pacific locomotive no. 1, the Gov. Stanford, is one of the first exhibits to greet visitors at CSRM, a reminder of the First Transcontinental Railroad's difficult route over the Sierra Mts. Photo © Ernest H. Robl

Fullerton Railroad Days 2006 **Latest Status:**

- Fred can still use some more volunteers — see page 2
- Amtrak, BNSF, a number of private cars and cabooses expected
- 1902 Steam Fire Engine with fire dog "Blaze" on Sunday, May 7
- Full roster of participants signed up so far is on page 10
- Updates at www.scrmf.org/rrdays

seum in Reno — from the world-renowned California State Railroad Museum to an award-winning multi-video produced for United Technologies EPCOT Center. Under his direction, his firm has been responsible for museums and interpretive centers at Hoover Dam, Mount St. Helens, Niagara Falls, Vicksburg Military Park, Hollywood Boulevard, Saratoga National Historic Site, and other national landmarks as well as major World's Fair Pavilions at New York, Montreal, Osaka, Seattle, Spokane, New Orleans, and Taejon, Korea.

Of particular significance among current projects are the restoration and adaptive reuse of the Old U.S. Mint in San Francisco that will host among other cultural attractions, the San Francisco Museum, the American Money and Gold Rush Museum, and a variety of themed dining and retail venues. Each of these projects is representative of the prevailing approach to the creation of Cultural Attractions that combine storyline-driven content and experiential environments that explain, excite, and entertain.

As an extension of that philosophy, Mr. Howard is a major advocate for the development of culturally driven, mixed-use destinations, extending the power of authenticity of place and presentation to create sustainable attractions. We look forward to Mr. Howard's presentation as it intimately relates to what we envision the rail museum will do for the new transportation center. This will be an important and informative meeting related to the future of Fullerton and FRPA.

We are again expecting a large attendance of over 100, so plan now to attend. You will hear about Fullerton Railroad Days 2006 and various activities of our association. That's Wednesday, April 12, 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!

FRED STILL LOOKING FOR A FEW GOOD MEN (AND WOMEN)

By Fred Canfield, Railroad Days Coordinator

We have just one month left until the EIGHTH annual edition of Fullerton Railroad Days on May 6th and 7th, 2006. A lot of people have been working hard to bring this event to fruition and we can use your help.

- I am looking for volunteers to help set up the event on Friday starting at 7 a.m.
- The Main Entrance is looking for greeters to entice people to donate.
- The membership and museum booth is looking for recruiters to gather new members.
- The children's train ride is looking for conductors to help keep the train moving on schedule.

We need help on both Saturday and Sunday from 8 a.m. to 6 p.m. Please call TODAY and volunteer your services. Call either Fred at (714) 871-8329 or leave a message at the FRPA office at (714) 278-0648 as soon as possible. This Association is based on volunteers and your help is needed.

Please canvas your local merchants for drawing prizes. Posters, Flyers, and donation forms are at the office. Please stop by TrainParty.com and pick some up.

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.

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!

FRPA MEMBERSHIP REACHES 183

By Norma R. Goble, Membership Chair

As of this publishing date, FRPA has 183 paid members for 2006. There are eight new members and one renewal from 2004. There are still 78 of you who have not sent in your renewal for 2006. Please do so soon and save me the necessity of sending you a "Friendly Reminder." Hopefully, you will do that so I can report 100 percent at the next Quarterly Membership Dinner Meeting in April. Thank you for continuing to hand out membership applications.

HISTORICAL & MODELING COMMITTEE SPRING REPORT

By Dennis White, H&MC Secretary and Editor

January marked a "new beginning" for the Historical and Modeling Committee. After spending most of the last six months of 2005 supporting FRPA efforts to engage the City of Fullerton in creating a world-class museum at the Fullerton Transportation Center, committee members could once again concentrate on historical research, modeling, and promoting FRPA at local railroad functions. Our monthly meetings seem much more interesting than sitting in council chambers!

Committee member Martin Kluck manufactures a folding table specifically intended for modular railroads such as those displayed at Railroad Days and elsewhere. His patented design allows for leg adjustment up and down, easy folding legs, extremely accurate alignment with additional units and exceptional rigidity. Tig welded from galvanized steel, the modules are actually lighter than conventional wooden units, yet are much stronger. H&MC members are using

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SCSRA Annual Dinner 2006

Saturday, June 17, 6 p.m.



236 W. Huntington Dr., Monrovia

All-You-Can-Eat Italian Feast

Various pizzas, pastas, unlimited salad, soft drink

\$25 per person

(part of proceeds goes to fund caboose move)

After dinner, awards and door prizes

RSVP Required - See page 11

Hope to see you there!

two of these MARTY MODULES® to construct a replacement FRPA depot display for use in future shows.

Some members are currently busy photographing, measuring and collecting historical data on several surviving Fullerton landmarks, with plans to model some of them for eventual display. We have already created architectural drawings of two significant packinghouses that were demolished years ago by scaling old photographs and comparing window frames, doors and other structural pieces with building supply catalogs of the era.

The popularity of our electrically indexed interactive aerial photo of the Sunny Hills Ranch Company has been overwhelming. Kids of all ages love pushing the buttons and lighting up features on the map. The committee is currently working on a second interactive aerial photo showing downtown Fullerton circa 1948. Visible in the picture is the Santa Fe railroad right-of-way, the Pacific Electric, Santa Fe and Union Pacific depots and the packing houses that used to dominate the area on either side of Spadra (now Harbor Boulevard). Pacific Air Industries took the original photo, which is now part of the extensive Southern California aerial photo collection at Whittier College.

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. (see Calendar on page 9). Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

SCSRA MOVE FUND GROWS AS CABOOSES PREPARED FOR MOVE

By Sue Kientz, SCSRA Fundraising Coordinator

Just a few days ago we received a \$1,000 donation via our website's Donation button, from Mark Wang of Anaheim, bringing our total collected to \$8,677.17! Mr. Wang's unexpected generosity followed two modest eBay sales of the remaining rail memorabilia we've been auctioning, which netted a total of about \$125. Imagine my surprise when I logged into PayPal to transfer out about \$22 garnered from the second sale, and rather found nearly \$1,000! (\$992 after PayPal deducts its fees.) I don't think I can

thank Mr. Wang enough for his — *literally* — grand gesture!

This capped an extraordinary quarter which saw a late December eBay auction netting \$274, Paul Simon and Dennis White producing checks at the January dinner meeting that started a snowball effect with people tossing \$583 into Fred's hat, and a February eBay sale gleaning just under \$100. And in the weeks after the FRPA dinner, a total of \$315 arrived in the mail, membership renewals and donations. Jack Barish and Robert Gordon most notably sent in \$80 checks "to make it an even \$100" as they'd both put \$20 into the hat at the dinner.

TrainWeb.com has also been very helpful by adding a link to our donation page on the TrainWeb.com website, and by themselves donating \$100 to the cause. For all I know, their notice led Mr. Wang to our page and inspired him to help!

Our deepest thanks to ALL who have donated.

George Engelage and Mike Vitale are now arranging the trucks and other equipment for the move, which we expect to happen by mid to late April. President Gordon

Meeting on when the move will take place, if it has not happened by that time. If you are interested in being present when the cars arrive in Fullerton, to watch or photograph them being placed at the station track, check www.scsra.org for updates, or you can request e-mail notification by contacting dispatcher@scsra.org.

Meanwhile, we have postponed the fundraising dinner scheduled for March 25 until June at our Annual Dinner, to be held at the same restaurant with a portion of the funds collected going towards the move. See page 11 to RSVP. We hope you will join us for all-you-can-eat Italian food, our yearly awards, lots of fun, and lots of door prizes!



Sue Kientz passes the hat at January FRPA dinner as Jerry Goble looks on. Photo by Elliot Alper

The printing of this newsletter was generously donated by:

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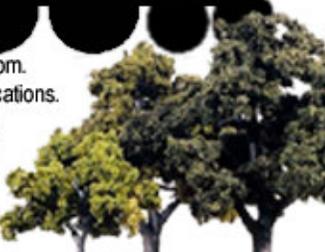
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FULLERTON'S RAIL ATTRACTION POTENTIAL

A TrainWeb.com Perspective

By Ray Burns and Steve Grande, founders of TrainWeb.com and TrainParty.com

What can Fullerton include in its plans for the future to attract tourism from around the region, the state, the nation and maybe even the world?

Considering the vast number of railroad enthusiasts throughout the region, the state, the nation, and definitely the world, why not a rail museum?

When our business, TrainWeb.com, was founded in 1996, we believed there were enough railroad enthusiasts for our railroad focused website to succeed. To our surprise, we discovered that the number of people excited by railroads was far larger than we could ever have imagined.

We also discovered that our audience wasn't just railfans, rail tourists and railroad history buffs. Our audience was entire families, as kids are some of the most dedicated devotees to everything related to trains! In 2005, we started TrainParty.com which specializes in train themed party supplies, toys, and gifts. Targeted at kids and the family, the success of TrainParty.com rocketed beyond TrainWeb in just our first 12 months of operation

Of all the high tech amusements at Disneyland and Knott's Berry Farm, what is the one historic amusement they have in common that they don't dare remove? Their railroad! Unlike these amusement parks, the railroad in Fullerton, just like our historic downtown, is authentic. There is a time for fantasy and there is a time to experience the real thing.

For almost ten years, TrainWeb was located above the Amtrak Ticket Office in the Fullerton Santa Fe Depot. From our perch, we've watched families come to the depot to spend a few hours watching the trains go through. Children are amazed by the size and power of real trains, impressed in a way that just isn't there in the make-believe worlds of Disneyland and Knott's Berry Farm. A railroad attraction should feature authentic equipment and artifacts of railroad history that would complement the turn-of-the-century authentic buildings of Downtown Fullerton.

Fullerton could continuously attract a significant number of individuals and families excited by railroads to our town by leveraging and expanding upon the unique railroad location and railroad history of our city.

What are the unique railroad attributes that Fullerton can build upon?

Fullerton Depot is one of the busiest in the nation with three main lines handling a significant percentage of all east/west bound freight traffic as well as north/south San Diego freight traffic due to Fullerton Junction being located just outside and within view of the depot. The Depot is al-

so served by a very large number of Metrolink and Amtrak passenger trains with existing plans to greatly increase this number. The raw number of trains through the depot makes it a "hot spot" for railroad enthusiasts and families that want somewhere they can go and observe a large assortment of trains over a reasonable time period.

The Depot and Transportation Center are served by a great number of Amtrak and Metrolink trains, soon to be expanded to 30 minute and weekend and evening service, as well as very frequent service by several cross-county OCTA bus lines. As a tourist attraction, this makes the prospective railroad plaza area extremely accessible for tourists to arrive from throughout the county, the state and the nation. There are very few other railroad attractions in this nation that are so well served by public transportation.

Because of the location of the Santa Fe Express Café on the depot platform as well as visitor friendly city regulations, the Fullerton Depot platform is one of the few locations where visitors can legally and safely sit on the platform to watch trains without purchasing a train ticket. A railroad museum could become a second location from which to observe rail traffic on the mainline.

A railroad museum built right next to the depot and next to the mainlines adds a degree of reality that is not duplicated by most railroad museums, not even the main

state museum in Sacramento that is far removed from the busy mainline. This is likely to make the location of the Fullerton Railroad Museum even more desirable to railroad enthusiasts, including families with children, than the Sacramento Museum.

Fullerton has a unique and ideal starting point for a Railroad Plaza and should take full advantage to build upon the theme. In addition to the existing and active Fullerton Santa Fe Depot, there is also the historic Union Pacific depot

that now houses The Spaghetti Factory just a few feet across the parking lot. On the other side of the parking lot is the historic Pacific Electric depot that now serves as an Italian Restaurant. Within the same parking area is The Rail Restaurant, which along with The Spaghetti Factory, Knowlwood and The Santa Fe Express Café, remains consistent with the railroad motif of the entire plaza.

Fullerton has a long history of association with the railroad, including even the source of the name of the city. Fullerton can feature its entire history in an authentic way that will be of great interest to railroad enthusiasts everywhere.

We believe that the nationwide and worldwide promotion capability of TrainWeb.com will bring more visitors to a railroad museum in Fullerton from around the nation and around the world in a way that has never been achieved by any other railroad museum in the world.

Currently, more than 6 million hits are received by TrainWeb.com each month. Although the only current advantage for rail enthusiasts in Fullerton are the trains through the depot platform, TrainWeb has resulted in hundreds of people including a visit to that platform as part of their travel plans to California. We've had people from around the nation and even from around the world (En-



Fans watch and photograph #3751 at Fullerton Station. Photo © TrainWeb.com

gland, Germany, France, South Africa, Australia, and more) tell us that they purposely made sure to include a visit to Fullerton in their U.S. tourism plans just because of what they learned from TrainWeb.com about the railroad activity in Fullerton.

If there was a major railroad attraction in Fullerton, we believe that the worldwide promotional capability of TrainWeb.com would bring thousands of people to Fullerton every year.

There will always be railroad museums that are much larger than Fullerton, but there isn't one railroad museum in the world that has the worldwide notoriety and promotional capability provided by TrainWeb.com. The success of a railroad attraction in Fullerton would be an advantage to TrainWeb, and the success of TrainWeb would be to the advantage of a railroad attraction in Fullerton.

This is the last chance to create a truly integrated railroad experience in Fullerton. If a railroad museum is to be built, it needs to be built in a way that is integrated with the existing railroad related entities in the transportation center: the Fullerton Santa Fe Depot, the historic Union Pacific Depot (Spaghetti Factory), the old car depot (Spadra Restaurant), and most importantly the three BNSF mainlines with easy access to the sidings. Delaying the building of a railroad attraction or building it at any other location in Fullerton will remove the biggest advantage of having a fully integrated railroad plaza that will maximize the impact and attractiveness to tourism.

The proposed railroad attraction is located within easy visibility of thousands of Amtrak and Metrolink riders every day. These riders are obviously familiar with trains and the useful roles they play in their own lives. These train riders are prime prospects as future and repeat visitors to a Fullerton railroad attraction and all that the area has to offer (restaurants, merchants, etc.). If the railroad attraction takes maximum advantage of the visibility of the building from the passenger lines, it will bring in a lot of visitors. This is a free promotional attribute that most other railroad museums throughout the nation do not have (including Sacramento's California State Railroad Museum) and would be envied as a significant source of free promotion.

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FULLERTON SHOULD LEVERAGE ITS RAILROAD ROOTS

by Steve Grande

When I co-founded the TrainWeb.com office in Fullerton and first started getting familiar with our city, it seemed eerie to me that many of the names associated with Fullerton sounded so familiar: Malden, Highland, Amerige and more. It wasn't until I started to read the history of Fullerton that I found the source of my déjà vu experience. Fullerton was founded by the Amerige brothers from Malden, Massachusetts.

Fullerton was founded by the Amerige brothers from Malden, Massachusetts.

The entire early years of my life were spent in Malden, Massachusetts, from 1951 until I graduated from college in 1973. The next several years of my life from 1973 to 1979 were spent in the next town over from Malden in Medford, Massachusetts, the football arch rival of Malden.

Then, in 1979, my wife and I moved to California. No wonder so many names in Fullerton were familiar to me!

Fullerton has a rich railroad history that we should not fail to leverage upon. It seems that Malden, Massachusetts is the mother of Fullerton and may yet play a significant role in our future.

In 1970, the freight railroads were ready to give up on passenger rail due to their inability to compete with the newly constructed interstate highways and growing airline industry. Under President Richard Nixon, the Secretary of Transportation was John Volpe. Secretary Volpe was a visionary who knew that passenger transportation was a three legged stool that needed highways, airways, and railways.

While the freight railroads were begging for the government to end the requirement that the freight railroads provide passenger rail service, John Volpe knew that passenger rail service would be essential to the future of our nation. John Volpe was no railfan. He owned a construction company that benefited greatly from the building of the interstate highway system that he advocated. But he also knew that the future of America needed an interstate rail passenger system.

President Nixon's advisors recommended that he veto the bill that would have the government take responsibility for passenger rail in this nation. They wanted President Nixon to support a position that would remove the obligation of the freight railroads to supply passenger rail and replace it with nothing. Basically, the era of passenger rail would have ended in America in 1971.

Secretary of Transportation John Volpe asked President Nixon if Nixon really wanted to go down in history as the president that ended passenger rail transportation in America, an industry that had basically brought people to the west and built this nation. If you know the history of President Nixon, you know of his love for trains and that he would not want to go down as the president that ended an industry in America that had been so essential to the growth of our nation, and probably to the creation of our own city of Fullerton.

At the urging of Secretary of Transportation John Volpe, President Nixon, against the wishes of his closest advisors, signed the bill that brought Amtrak into existence and took the burden of passenger rail transportation off the back of the dying freight railroads. In 1971, that was the start of the 35-year history of America's rail passenger

Continued on page 8



The Fullerton Chamber of Commerce (FCOC) at their annual Business Achievement Awards Gala and Dinner on February 11 honored TrainWeb.com-TrainParty.com as their *Medium Business of the Year*.

From left to right, Chris Norby (Orange Co. 4th Dist. Supervisor), Lynn Daucher (Assemblywoman 72nd Dist.), Leland Wilson (Mayor of Fullerton), Ray Burns (TrainWeb-TrainParty President), Ken Pendergraft (FCOC Chair), and Theresa Harvey (FCOC Exec. Director). All hold award plaques honoring TrainWeb-TrainParty.

Fullerton Redevelopment In The News

Reprinted from the Orange County Register, February 14, 2006

Pushing Form and Function

Fullerton is Teaming with Developer that Reshaped San Diego's Downtown to Make its Transit Center Friendlier to Commuters, Visitors

By Eric Carpenter

The Fullerton Transportation Center pulses with activity.

The center, which includes Orange County's busiest Metrolink station, comes alive every day as 1,300 rail commuters rush to and from trains.

Some head into downtown Fullerton, others are off to remote destinations.

But while commuters can walk across a vast parking lot for coffee or a meal, local officials say the center fails to fully capture the energy – and business – of professionals on the go.

Now Fullerton is looking to dramatically reshape the aging 35-acre center, building a project to serve those commuters and attract more people to stop, eat, shop – even live – near the tracks.

It is the latest city to take advantage of rising rail traffic. Anaheim is working with the Orange County Transportation Authority to build a 14-acre train and bus transportation hub

near the Arrowhead Pond.

Buena Park broke ground in December on a Metrolink station that will be the county's closest to Los Angeles.

"We want to build on what we have there," said Robert Zur Schmiede, executive director of Fullerton's Redevelopment Agency.

"You go back to the origins of Fullerton, and it's centered around the railroads. Flash forward to today, and we've got the busiest rail station in Orange County."

Metrolink runs 28 trains a day through the center; Amtrak operates 22 more; and some 90 freight trains also pass through.

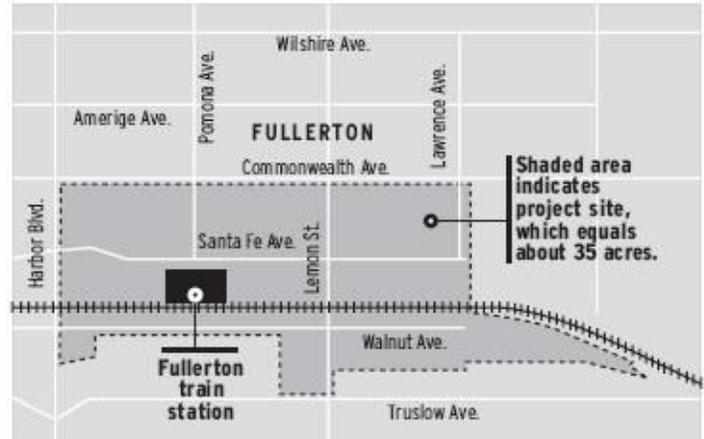
The City Council earlier this month selected the developer that reinvented San Diego's downtown, turning 26 blocks of rundown industrial buildings into a thriving mix of housing and retail around Petco Park, the baseball stadium the Padres call home.

That developer, JMI, is teaming with The Morgan Group, which already has experience developing upscale apartments in Fullerton's downtown.

No detailed plans for Fullerton's center have been submitted, but develop-

Full steam ahead

Fullerton selected the developer that reinvented San Diego's downtown to reshape the 35-acre Fullerton Transportation Center.



The Register

ment would probably include a mix of shops and homes, more parking and possibly a hotel and train museum.

The Fullerton Railway Plaza Association has been lobbying for years for a train museum next to the Amtrak station.

Each May since 1999, the group has hosted a Railroad Days festival, routinely attracting more than 30,000 people to the Transportation Center's parking lot over two days.

The free event, which includes full-size and model trains, is intended to build support for the museum, expected to cost \$20 million or more.



LEONARD ORTIZ, THE REGISTER

City leaders directed JMI to study the train museum's feasibility but have stopped short of guaranteeing that any new development would include a museum.

Public planning meetings are expected to begin in March. Detailed plans could come by early next year, Zur Schmiede said.

One thing nearly everybody agrees must be included is more parking.

"I think the first priority here needs to be places to park your car," said commuter Ron Wright, adding that he typically has to arrive by 6 a.m. to find a space before taking Metrolink to his job in Los Angeles.

"Whatever you build here, people aren't going to come if they have to circle for an hour in their car," he said.

OCTA has earmarked \$30 million to build a second parking structure at the site. Additional structures or underground parking also will be considered.

Fullerton owns about 12 acres of the 35-acre site. City leaders hope private proper-



PHOTOS: LEONARD ORTIZ, THE REGISTER

Photos © The Register

ty owners will either sell or use the master plan to guide their own development. The city has no intention of using eminent domain, Zur Schmiede said.

Others have worried that any new development will conflict with the historic buildings of downtown, some dating to the turn of the 20th century.

Preservationists have said they will keep a watchful eye on any proposal to make sure it is sensitive to the character of the area. "I'm usually not a big fan of new development, but I think if they do it right, they could bring a lot more energy to this area," said Candice Goldberg, a commuter from Yorba Linda who often stops to eat in the downtown. "I could see Fullerton becoming a real destination spot."



Petco park, developed by JMI. Photo © history.acusd.edu

Reprinted from the Fullerton Tribune, March 23, 2006

City Council signs land plan agreement for Transportation Center project

Contract is with JMI Realty, minus original partner, The Morgan Group

By Barbara Giasone

The elimination of The Morgan Group from an exclusive negotiation agreement with JMI Realty to develop the Transportation Center surprised – and irked – Councilman Dr. Richard Jones at Tuesday's council meeting.

Jones recalled the Feb. 7 council vote that chose JMI/Morgan from 10 potential developers as the team to develop the 35-acre site. The selection launched plans for the area bounded by Lawrence Avenue on the east, Commonwealth Avenue on the north, Harbor Boulevard on the west and Walnut Avenue on the South.

"My vote (for the developer) was based in part on the Morgan Group," Jones told Redevelopment Agency Director Rob Zur Schmiede. "This is where the staff has taken over from the council."

Jones said Tuesday's council meeting was the first time he heard that Morgan would not be involved.

"I think there's been a misunderstanding," said Louis Kuntz, executive vice president of The Morgan Group, from his San Diego office Wednesday morning.

"JMI had agreed to be in charge of the master land plan, and we are go-

ing to sign a separate partnership with JMI for the residential development. We're definitely part of this."

The Morgan Group developed Citypointe apartments at Chapman Avenue and Harbor Boulevard and was instrumental in negotiations for the purchase of the Fox Fullerton Theatre.

John Kratzer, president of San Diego-based JMI, said as the team went through private planning talks, he made it clear to the Morgan Group that JMI would be the front runner on the land plan.

"If there were market rate rental opportunities, the Morgan Group would be given a first look," Kratzer said.

Jones said he also didn't like the wording in the agreement that called for public parking, residential, commercial, public open space, and a "potential" railroad attraction. A railroad museum has long been discussed for the center.

Councilman Shawn Nelson countered that there should be the option to look at other potential perks for the public.

"Don't force a developer to work with certain people," Nelson said. "I'm not one to scuttle a whole deal if we can't get a rail museum. I want to see options."

Councilman Don Bankhead wanted the agreement to include the names of consultants who had researched the railway attraction early on.

But City Attorney Dick Jones said it wasn't necessary since JMI agreed to work with people associated with the project in the formative stages.

Zur Schmiede said four architectural firms had been interviewed for the project. Johnson Fain and Carrier Johnson were invited back to make public presentations at an upcoming meeting.

The Agency's share of the estimated cost for the architect/planning services has not been determined.

The council, acting as the Redevelopment Agency, voted 4-0 with Councilwoman Sharon Quirk absent, to sign the agreement with JMI with the word "potential" applicable to all phases of the project. □



Dr. Richard Jones, Fullerton City Council Member. Photo © www.ci.fullerton.ca.us

transportation company known as Amtrak.

Just like Fullerton, and just like me, John Volpe has his roots in Malden, Massachusetts. The roots are actually a bit closer than that. My grandfather moved from Italy to this nation along with John Volpe's parents. They formed the Grande-Volpe Construction Company and built many of the public buildings throughout Malden and many other places in eastern Massachusetts. When I was growing up, my father, who also worked for the City of Malden, would take me to the plaques in many of the public buildings around the city to show me they were built by the Grande-Volpe Construction Company. John Volpe would later go on to become the governor of Massachusetts and then the U.S. Secretary of Transportation under President Nixon.

I have been involved with the Amtrak Historical Society for a number of years. They have had a number of annual meetings in the past, but they do not have space in a museum in which to house their collection of Amtrak history. I have asked officials at the Amtrak Historical Society if they would be amenable to allowing Fullerton to be the official repository of the history of Amtrak if space was made available. They responded very positively to my proposal.

Although the main focus of the proposed museum will be the history of the Santa Fe Railroad, we do have the opportunity to become the official and only museum to feature the full history of Amtrak. This would be a major attraction not only to people interested in our nation's passenger railroad history, but also to people interested in passenger rail history throughout the world.

Don't let the uncertain future of Amtrak scare you away from this opportunity. Unfortunately, just like dead artists, the history of "fallen flag" railroads is more valuable after those railroads have gone out of existence than while they were a going concern. Nobody wants to see the end of Amtrak, but a museum that features the history of Amtrak will be just as valuable whether Amtrak survives or not. Unfortunately, such a museum collection is likely to be even more of an attraction if Amtrak does not survive the next few years.

With its strong railroad history, Fullerton not only deserves to be the focal point of current railroad history via Amtrak, but it has a right to it since both the founding of Fullerton and the founding of Amtrak are directly the result of natives from Malden, Massachusetts. And, I myself, a true native of Malden, Massachusetts, that now finds himself intricately involved with the current affairs of Fullerton, am very much concerned that Fullerton not ignore its railroad history.

I would like to see Fullerton use its leverage of railroad history to its best advantage to bring visitors from throughout the nation and the world to see what Fullerton will put on display in its railroad museum as a rightful part of the history of Fullerton, as well as the history that it shares with passenger rail in America.



John A. Volpe, former governor of Massachusetts and U.S. Secretary of Transportation, and like Fullerton founders George and Edward Amerige, and Fullerton-based TrainWeb and TrainParty founder Steve Grande, a native son of Malden, MA. Photo ©www.volpe.dot.gov

Sometimes we really have to stop and wonder if fate has a way of bringing similar elements together to guide us toward our future.

TRANSPORTATION HISTORY

THE GOONEY BIRD IS 70 YEARS OLD

"Virtual Aerodynamic Perfection" inspired by Pullman Sleepers

By Dennis White, Historical & Modeling Committee

C.R. Smith, president of American Airlines, wanted to replace passenger rail as the nation's primary mode of transportation. Nothing extraordinary about that except Smith developed his vision way back in 1933. Smith's airline carried passengers in Fokker Tri-Motors, Ford Tri-Motors and Curtiss Condor biplanes during daylight hours, transferring them to trains for night travel. Smith often watched passenger trains chugging smoothly along tracks below him as he sat bumping along through daylight thermals while his flight crew followed the "Iron Airway," navigating from checkpoint to checkpoint by following those railroad tracks. To

Smith's way of thinking, people on the train should be flying American Airways, as it was called back then.

Smith contacted Donald W. Douglas, founder of Douglas Aircraft Company, and asked him to build a DC-2 with sleeping berths "much like those on Pullman cars." He wanted American Airways to have a competitive edge

on its planned overnight flights from Chicago to Los Angeles. Having a backlog of DC-2 orders, Douglas said he was not interested, but after several meetings and marathon



The DC-3. Photo © Oklahoma Historical Society

phone calls, Smith finally convinced Mr. Douglas to build the "Sky Sleeper."

The plane would carry 14 overnight passengers in four compartments, which folded in pairs to form seven berths, while seven additional berths folded down from the cabin ceiling. To fit these "Pullman" berths into the new plane, Douglas had to widen the passenger cabin and increase the size of the wing. Because of the added weight, the new plane needed bigger engines, which, in turn, necessitated a larger rudder and vertical tail. These changes resulted in a

completely new airplane, the DC-3. Its first flight was December 17, 1935.

When American took delivery of their first DC-3, they were so impressed, they immediately placed a second order, this time with seats for 21 passengers replacing the sleeping berths, a significant increase over the standard 12 to 14 seats common to other transport planes of the era.

The DC-3, with a top speed of just over 200 MPH and a range of 1,200 miles, reduced the Chicago - Los Angeles travel time to 15 hours, a 25 percent reduction over the DC-2.

Pilots liked the DC-3 because it was easy to fly. Mechanics liked it because it rarely broke down. Passengers liked it because it was quiet, comfortable, and safe. The airlines liked it because it was the first airplane to make money by carrying passengers without having to rely upon government Air Mail contracts to break even.

Within a year of its maiden flight, 32 airlines had ordered more than 400 DC-3s. By 1940, 80 percent of the world's civilian airlines were flying the "Three."

With the outbreak of WW II, civilian production ended, replaced with the military version, the C-47 Dakota. By the end of hostilities in 1945, 10,000 had been built. All branches of the U.S. military flew the "Gooney Bird," as well as all the Allied nations.

After the war, hundreds of C-47s were converted to 28-place DC-3s and sold to airlines all over the world. Hun-



Inside a DC-3 flight deck. Photo © Smithsonian Institution

dreds more stayed in the military, serving as late as the Viet Nam War.

The end of WW II marked the end of passenger rail as the first choice of the business traveler, and by 1955, airlines had cut deeply into the railroad's passenger customer base. With the introduction of first-generation jet transports, the cost per airline-passenger-seat per mile fell significantly below that of the most efficiently run railroads.

The DC-3 changed the way American business travels. While steam locomotives and depression-era passenger rail cars are the do-

main of a few museums, collectors, and enthusiasts, the Gooney Bird still operates daily in charter service, and second-tier passenger and freight operations around the world. C.R. Smith's vision of a flying Pullman changed the way the world travels.

Happy 70th Birthday, DC-3

Sources:

The Boeing Company Museum, Renton, Washington, Lawrence E. Merritt, docent

<http://douglasdc3.com/dc3specs/dc3specs.htm>

<http://aviation-history.com/douglas/dc3.html>

http://centennialofflight.gov/essay/Commercial_Aviation/American/Tran15.htm

http://en.wikipedia.org/wiki/american_airlines

2006 Calendar

- April 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, Fullerton. Speaker: Museum Designer Barry Howard. See cover story.
- April 25** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- April 29** **Morse Day 2006**. Luncheon, railroading movie, and International President Lavina Shaw, speaker. 10772 Capital Ave., #7L, Garden Grove, 10:30 a.m. social, 11:30 a.m. buffet, 1 p.m. program. **RSVP required**; call 714-841-5027. Details at www.w6mtc.org.
- May 6-7** **Fullerton Railroad Days**, 9 a.m.-5 p.m., Fullerton Station. See cover.
- May 23** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- June 17** **SCSRA Annual Dinner**, Domenico's Restaurant, 236 W. Huntington Dr., Monrovia, Social 5:30 p.m., Dinner 6 p.m., Program 7 p.m. **RSVP required**; see page 11.
- June 27** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.

- July 12** **FRPA Quarterly Dinner Meeting**, 6 p.m., China Buffet, Fullerton
- July 25** **H&MC Dinner at the Depot**, Fullerton Station
- July 29*** **Movie Night: *Whispering Smith Speaks***,* 5:30 p.m. and 7 p.m., Fullerton Museum Center Auditorium, Fullerton
- Aug 22** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Sept 26** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Oct 24** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Oct 28*** **Movie Night: *Rails Into Laramie***,* 5:30 p.m. and 7:45 p.m., Fullerton Museum Center Auditorium, Fullerton
- Nov 28** **H&MC Meeting**, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
- Dec 2*** **Holiday Party, with the Movie *The Silver Streak (1934)***,* 5:30 p.m. and 7:30 p.m.

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

Fullerton Railroad Days 2006 Participants

As of March 27. Check www.scrmf.org/rrdays for updates

Sponsors

City of Fullerton - www.ci.fullerton.ca.us
McCoy & Mills Ford - Sponsoring Model Railroad displays -
www.McCoyMillsFord.com
Fullerton Community Bank - Sponsoring Model Railroad displays -
www.fullertoncb.com
Fullerton News Tribune - Official media sponsor - www.ocregister.com
The Old Spaghetti Factory - Sponsoring children's train ride - www.osf.com

Railroad Exhibits

AMTRAK - www.amtrak.com
Burlington Northern and Santa Fe - www.bnsf.com
Silver Splendor Private Railcar
Salisbury Beach Private Railcar
SCSRA AT&SF Cupola Caboose No. 999110 - www.scsra.org
SCSRA SP-Bay Window Caboose No. 4049 - www.scsra.org
Coast Rail Services CSRX No. 1002

FRPA sponsored

CARE Ambulance - First aid services - www.careambulance.net
Fullerton Railway Plaza Association (FRPA) - www.scrmf.org
FRPA exclusive merchandise - Shirts, hats, mugs, patches etc.
FRPA Historical and Modeling Committee - www.scrmf.org/fmrhs
FRPA Citywide school safety poster contest
Southern California Railroad Experience at Fullerton Railway Plaza
Southern California Scenic Railway Assn. - www.scsra.org

Model Railroad Exhibits

Canfield Family Circus - HO Scale Model Railroad - www.cfcircus.com
Del Oro Pacific - G Scale Model Railroad
John Bowman - Historic MARX train layout
N-Trak Express - N Scale Model Railroad - www.NTrakExpress.com
Orange County Module Railroaders - HO scale Model Railroad -
www.trainweb.org/ocmr
Orange County N-Gineers - N Scale Model Railroad
Orange County Tin Plate Trackers - O gauge
Pacific Coast Modular Club - HO Scale Model Railroad -
www.pctrainclub.org
Playmobile Kids layout - G scale Layout
Southern California LEGO Train Club - Lego Train display - www.sclct.org
Toy Train Operating Society SW Div. - Tinplate Model Railroad - www.ttos-sw.org

Commercial

A Bird Flying at Night Productions - Railroad Videos -
www.abfn.safeshopper.com
Archer Travel Service - Railway Tours and Charters -
www.archertravel.com
Automobile Club of Southern California - Membership services, Travel
Agency, Insurance
Daylight Sales - Train related clothing and gifts - www.DaylightSales.com
Express Yourself Images - Train toys including Thomas & LEGO -
www.nilesdepot.com
Fred Farias - Thomas, Die Cast, Model Trains
Fullerton Flyers - Profession Baseball Team - www.goldenbaseball.com
Grand Canyon Railway & Resort -Travel - www.thetrain.com
Herschel Scott - Pen&ink and digital illustrations of trains -
www.railroadart.com
Mary Kay Cosmetics
Robbe Gibson - photographic prints - www.robbegibson.com
Sierra Railroad - Information & tickets - www.sierrarailroad.com
Toltec Images - Railroad photos and clothing - www.toltecimages.com
TrainMovies.com - Railroad videos
TrainParty.com - Railroad themed party supplies- www.TrainParty.com
Trolls' Delite - Railroad signs, jewelry, toys & gifts - www.abbyspantry.com

Food and Refreshments

Barrett's Lemonade - Fresh squeezed lemonade
Boy Scout Troop 292 - Hot dogs, chips, candy, popcorn, coffee, water,
sodas
Carl's Jr - Hamburgers and drinks
Fullerton First Christian Church - Tri-tip sandwiches, Bratwurst, cold drinks
Fullerton Lions Breakfast Club - Beer sausages, meatball sandwiches,
snow cones, cotton candy - www.lionsfullertonbreakfastclub.org
Gary Morse - Soft serve ice cream
Kettlemasters - Kettle Korn - www.kettlemasters.com
Muscle Beach Cafe - Gourmet sausages, hot dogs, roasted corn, tamales.
drinks
Tutto Gusto - Hand scooped Italian Ice

Youth, Non-Profit, and Government Agencies

Boys and Girls Clubs of Fullerton
California Soccer Scholarship Foundation/ Fullerton Soccer Foundation -
Soccer information
Democrats of North Orange County - Voter registration & information
Eastside Christian School - School information - www.eastsidechristian.org
Friends of the Cumbres & Toltec Scenic Railroad - www.cumbrestoltec.org
Fullerton Police Department - Information on police services -
www.ci.fullerton.ca.us/police
Fullerton Radio Club (W6ULI)- Radio demonstration -
www.fullertonradioclub.org
Fullerton Theatre League - Information on Fullerton Live Theatre -
www.fullertontheatreleague.org
Fullerton/Yorba Linda Rainbow Girls Assembly 139 - Children's activities
Isaac Walton League of America - Conservation display and crafts
Kiomark - Brochures and computer presentation
La Habra Business Connection - Local business information -
www.LaHabraBC.com
OCTA - Orange County Transit Authority - www.octa.net
Orange County Railway Historical Society - Historical information on
railroads in Orange County
Orange Empire Railway Museum - Information & brochures -
www.oerm.org
Pacific Rail Society - www.pacificrailroadsociety.org
Railway and Locomotive Historical Society - www.trainweb.org/rlhs
Republican Party of Orange County - Voter registration & information -
www.ocgop.org
San Bernardino Railroad Historical Society - Santa Fe Steam Engine No.
3751 shirts and information - www.sbrhs.org
YWCA of North Orange County - Educational and outreach materials -
www.ywcanoc.org

Opportunity Drawing Donations

Be sure to buy your tickets early!

Season tickets (2) to Fullerton Flyers Professional Baseball Team games
Grand Canyon Railroad Vacation for two including hotel, meals & tour
Two-day rail tour for two to Hearst Castle including hotel
Rail Tour for two to San Diego including Harbor cruise
Two tickets to Disneyland Park (1 day, 1 park)
Two-hour video of trains through Fullerton including the Santa Fe 3751
Various dining gift certificates from local Fullerton Restaurants
Various gifts from Railroad Days Merchants

Entertainment

Produced by Diane Rowe

The Apple Creek Cloggers
Barber Shop Quartets
Buddy Big Mountain - ventriloquist for kids and families
Country Store Band
The Five Star Band
Soul Casters

Southern California Scenic Railway Association

2006 Annual Dinner RSVP and Ridenour Award Nomination

Use this form to RSVP to the Annual Dinner and nominate a candidate to receive the 14th Clarence Ridenour Award; send to president's address below

ANNUAL DINNER RSVP

NAME: _____

will attend/will not attend (circle one) the 2006 Annual Dinner, to be held at

Domenico's, 236 W. Huntington Drive, MONROVIA, CA, (626) 357-7975
(Plenty of free parking right at the restaurant)

on Saturday, JUNE 17, 2006

Social 5:30 p.m., Dinner 6 p.m, Program 7 p.m.
(assemble in the bar area on 2nd floor of the restaurant)

Enclose a check/money order (payable to **Sue Kientz**, Dinner Coordinator):
\$25.00/person. All prices include tax and tip; a portion goes to caboose fund.

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

2006 RIDENOUR NOMINATION

The 14th Clarence Ridenour award will be awarded at the 2006 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 May 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 2006 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, Michael Vitale, Greg Smith, and George Engelage.

O HOT RAIL! O

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Visit us on the web at <http://www.scrmf.org/> & <http://www.scsra.org/>



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Editor: Sue Kientz

Send your letters to the editor to the address above or e-mail sue@scsra.org

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<i>RR Days 2006,</i>	Fred Canfield
<i>Movie Nights,</i>	Gordon Bachlund, Jim Hoffmann

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<i>Chief Mechanical Officer,</i>	Gordon Bachlund
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- **Rail Museum Designer Barry Howard speaks at FRPA Quarterly Meeting, April 12.** See cover.
- **Fullerton RR Days '06 coming up, May 6-7.** For latest, see cover.
- **Fullerton Redevelopment Update.** See pages 6-7.
- **Fullerton Should Leverage its Rail History,** a perspective, pages 4-5.
- **SCSRA Annual Dinner doubles as fundraiser.** Enjoy all-you-can-eat Italian food and support the caboose, June 17. RSVP by May 30, page 11.
- Interesting historical pieces, photos, more!