

CABOOSE RESTORATION BEGINS

ROC gives TLC to historic cabooses and looks for donations

By Dennis White, SCRPA Vice President

The merging of the Southern California Scenic Railway Association (SCSRA) membership into SCRPA on January 1, 2011, brought with it the opportunity to breathe new life into the care and restoration of SCSRA's two historic cabooses, which have been quietly sleeping on the Fullerton Depot house tracks since their arrival in Orange County back in June 2006.

Led by newly named Committee Chairman Stu Proctor, the new Railroad Operations Committee (see the Winter 2010 *Hot Rail* at www.scrpa.net) evaluated both cars. They identified what needed to be done to the interiors of each and prioritized that list based on urgency, skills of volunteers and cost. From that list, the consensus of committee members was to concentrate first on ex-Santa Fe caboose 999110, as it had roof leaks needing immediate attention and was overall, the needier, of the two "cabeese."

Crews Focus on "110"

Progress has been steady on ATSF 999110 (nicknamed "110" by committee members) in the three months since the inception of ROC.

The roof leaks have been temporarily stopped at the smoke jack and at the wood-framed windows in the cupola. Repair of the smoke jack, which was damaged during transit from Los Angeles to Fullerton via flat-bed truck, is underway, and permanent roof repair will



Stephanie White and Harold Benash dig out old tacks while Dave Norris supervises preparatory to installing new upholstery. Photo by Dennis White

be completed once the smoke jack is back on top of the car, where it belongs.

The rather oddly shaped wood window molding, which is suffering from dry-rot and completely missing in a few places, will be duplicated with new hardwood, custom milled to original specs, and the windows properly glazed, completing that repair.

Continued on page 2

Railroad Days Update/Spring Itinerary

SCRPA's popular Railroad Days free family train event has been postponed until 2012. Due to the lingering effect of a weak economy and insufficient financial sponsorships for this year, the Board of Directors voted unanimously to focus on building support for a 2012 event. Railroad Days Chairman Jeff Schulze and a board committee are meeting with area officials.

Meanwhile, we have an exciting schedule this spring. Check inside for more information on:

- H&MC HISTORIC TRAIN SHOW — April 16-24 at Knott's Berry Farm
- CABOOSE RESTORATION WORK PARTIES — April 16 and May 21 at Fullerton Amtrak Station
- RAILROAD SAFETY POSTER CONTEST — April 28, judging of citywide grade-school winners
- ANNUAL DINNER AT THE DEPOT — June 25 at Fullerton Amtrak Station. Make sure you RSVP!

Continued from cover

The upholstered bunks, benches and chairs sorely needed recovering, and that job is currently in progress with the installation of new foam and Naugahyde. Cleaning of the car interior continues; cupboards have been cleaned out and non-railroad paraphernalia removed — either stored elsewhere or sent to trash. The



Stephanie White, Harold Benash and Jack Barich strip old foam from caboose benches preparatory to installing new upholstery. Photo by Dennis White

onboard restroom, which is fully functional, is being cleaned, sanitized and polished. It will be open for display but not for use.

Once the committee gets a handle on the beautiful Santa Fe caboose, they will direct their attention toward similar work inside ex-Southern Pacific bay-window caboose 4049.

Both cars are in need of exterior sand blasting, primer, paint, authentic lettering and numbering, along with replacement tempered glass in some of the windows. This work, which cannot be done at the depot house tracks or by SCRPA personnel, must be hired out.

The list of projects is extensive, and your help is needed. There is something for everyone, so put on your grubbier work clothes and come down to the cabooses and lend a hand. Our work schedule is listed in



Martin Kluck, Greg Smith and Roger Van Oppens straighten caboose bench frames preparatory to installing new upholstery. Photo by Dennis White

Southern California Railway Plaza Assn.

Our Vision Is

Promotion of educational programs, activities, and venues for people of all ages, dedicated to the preservation of the rail heritage of Southern California.

Our Mission Is

Education of the public, providing an historical insight into the numerous contributions that railroads have made to the development and growth of Southern California from the 19th century forward.

Our Goals Are

- Successful development of the Southern California Railroad Experience
- Production of the annual Railroad Days and Children's Rail Safety Poster Contest community events
- Sponsorship of historical research and modeling of significant sites and structures, publication of the *Hot Rail!* newsletter, and presentation of quarterly dinners and speakers on topics of member interest

The SCRX Vision Is

To be the premier destination for presenting the spirit of Southern California through its railroad heritage.

The SCRX Mission Is

To provide, through our ideas, exhibitions, and programs, engaging educational and entertaining experiences to Southern California residents and visitors.

The SCRX Goals Are

To fulfill the Vision and Mission by developing and presenting programs that capture the spirit of Southern California through its railroad heritage and by partnering with governmental and private entities to create an experiential destination.

the Calendar on page 8, and published online at www.scrpa.net under "What's New."

The Next \$tep

Financial help is needed, as refinishing the cars inside and out is very expensive.

Collection jars will be placed on all the dining room tables at Quarterly Meetings and at Board Meetings, committee meetings and train shows.

Members and guests are encouraged to dig deep and contribute often to this very worthwhile project. Checks should be payable to SCRPA and marked "Caboose Fund" in the memo section. Larger contributions are always welcome and 501(c)(3) receipts are available from Harold Benash, Dick Hopping, Stu Proctor or Dennis White.

See related story and photos, pages 5-7.

PRESIDENT'S MESSAGE

The SCRPA thanks all who have renewed their memberships for the year. We welcome a brand-new member, Stephanie White, who is assisting the ROC crew with upholstery restoration in the cabooses at the Santa Fe Depot in Fullerton.

Also, a big thank you to all who have participated in the work sessions at the cabooses. Work is progressing and your help is always appreciated.

In a Board of Directors change, one of our co-founders, George Barlow, has stepped down after nearly 20 years of service. He also submitted his resignation as membership chairman but will continue as a committed member of SCRPA.

After connecting with the late Bob Root, George became a charter member of the association formed by railfans with a vision for a destination attraction to be named the Southern California Railroad Experience (SCRX). Over the years, George served as the association's vice president and played a key role in conceiving and presenting Railroad Days. We appreciate his long-term dedication and many contributions.

So now I am looking for volunteers to fill two open chairperson positions:

- one for the membership committee
- one for coordinating quarterly dinners

Please give some serious thought to how you can provide your expertise and knowledge to the SCRPA. Then call me at 714-525-6266.

Meanwhile, we have a terrific triple-threat serving as interim Membership Committee co-chairmen: Margaret Benash, Lauri Schulze and Kathy White. Many thanks to you all!

See you at the April 13 Quarterly Dinner – and please check out the RSVP form inserted in this Hot Rail. It's going to be a great program!

Harold Benash

METROLINK OFFICIAL ON TRACK FOR APRIL 13 DINNER MEETING

By Donna Johnson, Community & Media Relations Chair

The spring Quarterly Dinner Meeting on April 13 will feature a special presentation by guest speaker Joseph Henderlong, Metrolink's director of strategic sourcing, contracts and supplies.

He will outline the regional rail authority's proposal for how SCRPA and other nonprofit groups could partner with Metrolink to give the public an opportunity to visit and view passenger-rail equipment and learn about train safety during a festive event, such as a Holiday Toy Express train stop in Fullerton in December.

Henderlong entered the railroad industry in 1992 with Santa Fe Railway and has been associated with the field for 19 years in various executive positions and consulting roles. Assignments have included Omni-Trax Inc. in Denver, North America's largest short-line railroad, and helping establish the Overland Express in Topeka, KS, which is now a museum. He came on-board Metrolink in July 2010.

To learn more about this new idea, plan to attend the Quarterly Membership Meeting and Dinner. A mixer starts at 6 p.m. April 13 at the China Buffet, 104 W. Orangethorpe Ave., in Fullerton. Dinner is \$15 per person, which includes an all-you-can-eat buffet, soft drink and gratuity.

NOTE: See the Meeting Flier and RSVP form inserted in this *Hot Rail* edition.

RAILWAY SAFETY POSTER CONTEST 2011 IS UNDERWAY IN FULLERTON SCHOOLS

By Donna Johnson, Poster Contest Chair

More than 11,000 Fullerton School District students in kindergarten through the sixth grade have been invited to participate in the 13th annual Railroad Safety Poster Contest, sponsored by Amtrak® and Coast Rail Services to promote awareness of the dangers of ignoring rail safety rules.

New this year, SCRPA is connecting schools with Operation Lifesavers/California to arrange for experienced volunteers to make free presentations to students on the importance of knowing about safe behaviors. Several of the district's schools have playgrounds next to the mainline tracks that run through Fullerton or have students who must cross the rails to get to class.

April 20 is the deadline for students' entries to be submitted to their schools and judging completed for all 17 elementary campus. Each entry must depict a theme related to behaving safely around train tracks and railcars.

Winning posters from each school will be entered into a citywide competition with first-, second- and third-place winners chosen by a panel of SCRPA volunteers. Awards will be made in each of two categories: kindergartners through third-graders and fourth-through sixth-graders.

Those six citywide winners will each receive four round-trip Amtrak tickets to Santa Barbara or San Diego for their families. In addition, they will be awarded cash prizes of \$100, \$75 and \$50, respectively by placement, by the Southern California Railway Plaza Association.

An awards presentation will be held during a school board meeting.

The top winners and all the school-level winning posters will be displayed in the Fullerton Main Library's Children's Room throughout the month of May.

SCRPA PROMOTES SCRXP AT LOCAL THEME PARK

H&MC Negotiates Special Weeklong Show in Knott's Berry Farm's Wilderness Dance Hall

By Dennis White, SCRPA Vice President

SCRPA's History and Modeling Committee recently negotiated an extensive rail-history themed show for spring break at Knott's Berry Farm in Buena Park, Calif., running from 11 a.m. to 6 p.m. on Saturday, April 16 through Sunday, April 24, 2011.

The Wilderness Dance Hall in Ghost Town will be filled with an exhibition of SCRPA's eight historic Orange County picture boards and its dioramas of Southern California depot scenes. The presentation will be integrated into a large, HO-scale operating train layout provided by longtime display partner, Orange County Modular Railroaders.

Continued on page 4

The train layout will be in full operation, and docents provided by H&MC will be present to answer questions about the picture collection, our association and our planned Southern California Railroad Experience (SCRX) destination attraction.

SCRPA President Harold Benash, Vice President Dennis White and OCMR board member Ted Johnson met with Knott's executives Julie Owens, director of park shows; Craig Harreld, area manager of park shows; and Chris Gorseline, talent director of park shows, to discuss the logistics of the eight-day exhibition.

Knott's Berry Farm's interest in SCRPA dates to the former FRPA's participation in several rail-themed shows at the amusement park a decade ago, when the H&MC display booth drew unusually large crowds of visitors with its mix of model trains and historic memorabilia.

SCRPA members, supporters and friends are encouraged to visit our eight-day display, because a good "people count" will encourage the Knott's organization to expand the railroad history show next year.

Admission to the show is included in the purchase of a Knott's ticket. Directions to the exhibit hall will be available at the park entrance.

HISTORY & MODELING COMMITTEE SPRING REPORT

By Dennis White, H&MC Secretary and Editor

The first quarter of 2011 was a busy time for H&MC members. We participated in three local railroad shows and continued work on our latest 2-foot x 8-foot module depicting the dual depots and mainlines of La Habra, circa 1930. The module is almost complete, needing only a little more scenery work to finish it off.

The La Habra diorama (module) will be ready for its debut at the Knott's Berry Farm Spring SCRX display during the week before Easter.

H&MC held a joint meeting with the SCRPA's newly formed Railroad Operations Committee to help it organize and provide support. Several H&MC members have joined ROC and now work on both committees' projects.

H&MC history buffs dug into the record of the SCSRA ATSF caboose 999110, and part of that effort is reflected in an article about the car on pages 5-6 in this edition of *Hot Rail*. Special thanks to Jack Barich and David Norris for help in searching out some interesting facts about the caboose.

Besides digging for historic facts, looking for artifacts and building dioramas and models, the folks of the History and Modeling Committee are active "worker bees" for SCRPA. We are involved in all the events and functions of the parent organization. If you would like to get involved, the H&MC is a great place to start.

Won't you join us?

We need the participation of members who share our dreams. Whatever your railroad interest, there is a place for you in H&MC. Meetings are held at 7 p.m., the fourth Tuesday of each month (except June and December) at St. Paul's Lutheran Church (corner of Las Palmas and Harbor Boulevard), Fullerton.

Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.

WESTERN-THEMED MOVIE NIGHT FEATURES KANSAS PACIFIC

By Gordon Bachlund, Movie Nights Chair

Our quarterly retrospective screening series will offer *Kansas Pacific* in the feature spotlight on Saturday, April 23, in the Fullerton Museum Center Auditorium, 301 N. Pomona Ave., at Wilshire Avenue. The free members' evening will begin with a wine-tasting at 6 p.m. on the museum patio, under the tutelage of Dennis White and sponsor Stu Proctor.

Kansas Pacific was filmed on the Sierra Railroad in 1953 and set in pre-Civil War era. This fictionalized account focuses on the struggle to build the Kansas Pacific Railway in the 1860s and its battle with southern agent Bill Quantrill and his men, who are bent on disrupting construction.

To deal with Quantrill's interference, Gen. Winfield Scott sends Army Corps of Engineers Capt. John Nelson incognito to railroad construction boss Cal Bruce. The captain is to help Bruce complete the railroad, which will be critical to supply western outposts when war is declared. Bruce has a daughter, Barbara, with whom the captain inevitably falls in love.

Sterling Hayden leads the cast as Capt. Nelson, along with Eve Miller, Barton MacLane and Harry Shannon.

Preceding the feature will be "The Music Box," the Laurel and Hardy comedy that won an Oscar for Best Comedy Short in 1932.



ATSF WAY-CAR (CABOOSE) NO. 999110

Researched by ROC and H&MC committee members, and edited by Dennis White

The Atchison, Topeka & Santa Fe Railway placed an order for its first all-steel way-cars (caboosees) with American Car and Foundry in early 1927, asking for 150 cars. The original design was so successful, Santa Fe adopted it as its standard plan; and for the next 23 years, all subsequent orders for caboosees were placed with only the slightest design changes from that original purchase order.

Eventually ATSF purchased 884 cars composed of eight classes of nearly identical cars.¹ In later years, railroad dabbled with the extended-vision caboose, purchasing a total of 125 (in two classes) from International Car Co., and even ended up with two homely bay-window cars built in 1956 and 1958 by Toledo Peoria & Western Railroad. The TP&W cars were obtained January 1, 1981, with the merger of TP&W and ATSF.

SCSRA's No. 999110 was part of Santa Fe's third order to ACF for 125 units placed in early 1929. Originally numbered 1789, she was the 39th car of Class 1750² and has been one of two "cabeese" residing on the tracks in Fullerton since 2006.

Through the years, Santa Fe's steel caboosees received regular upgrades during shopping; receiving new and more effective brakes, better riding trucks and amenities, such as hopper toilets, electricity and two-way radios. With each shopping, AT&SF caboosees

received a fresh coat of mineral brown paint with white lettering and, in later shoppings, white grab irons and railings.

With normal attrition because of the scrapping of worn-out caboosees, an occasional wreck and a substantial increase in traffic, Santa Fe realized they needed more way-cars. The railroad faced either rebuilding

what they already had or placing orders for new cars.

Being a frugal sort, management decided they could do better in-house with what they already had, so began rotating their surviving ACF steel caboosees through the West Wichita, Kansas shops between 1966 and 1968,⁴ creating 315 completely rebuilt way-cars, naming them to various "Ce" classes, the most numerous be-



Atchison Topeka & Santa Fe 1600R at Dougherty, OK, 23 May 1967 by Don Ross

Typical ACF Steel ATSF caboose prior to rebuild as a Ce-1. Photo: Don Ross.

ing Ce-1. ATSF 999110 is a Ce-1.

The trucks were removed from the old cars and sent to another West Wichita shop for disassembly, repair, updating and reassembly. Meanwhile, the car body was stripped of all appliances, including stoves, chairs, desks, toilet, water tanks, and electrical components, with all removed parts sent to a scrapper for disposal. Then the wood floor was pulled up and the frame completely sandblasted. Next, the old roof was removed and discarded. The stripped car was sandblasted down to bare metal inside and out, and all rust was blasted away until no oxidation was present.

A new roof made of heavily galvanized steel panels was fabricated and installed, as was a new cushioned underframe, bolsters and draft gear, along with the latest triple valve AB Westinghouse airbrakes. Back from the truck shop, the rebuilt and modernized Barber-Betendorf swing bolster caboose trucks — featuring leaf springs, 33" wheels and roller-bearings — were placed under the cars. Finally, a steel battery box was hung under the right side of the car.

A new floor of 3/4-inch, marine-grade plywood was installed and topped with a thick layer of linoleum. The interior of the cars were paneled with steel, covering 3-inch foam insulation. One window on the right side of the car was plated over while on the left side, two more windows disappeared. All remaining windows were glazed with FRA sealed safety-glass. (During subsequent shoppings, two more windows on the left side were plated over to better protect the crew while underway.)

Up in the cupola, the forward- and rear-facing windows were glazed with FRA safety-glass and the old wood framed side windows were moved from their corner position. They were replaced with a centered, double-paneled, aluminum-framed sliding FRA safety-glass equipped window on each side. The double-panel windows of the cupola were the only windows on the car capable of opening.

ATSF 999110 Specifications³



Length over pulling faces of couplers	42' 1"
Length over platform end sills	35' 3"
Length over body end sills	26' 3"
Width over side plates	9' 7"
Height, top of rail to top of smoke jack	15' 6"
Weight of body	44,340 lbs
Weight of trucks	15,560 lbs
Total weight	59,900 lbs

Continued on page 6

Continued from page 5

The cars were painted a bright Indian Red with a black roof, underframe and trucks. A large Billboard Yellow Santa Fe "target" style herald painted under the cupola, and a Billboard Yellow beltline added a nice contrast to the red. White grab irons, railings, initials and numbers completed the handsome paint job.

Inside, three pairs of upholstered bench seats that easily converted into bunks; a conductor's seat and desk; two swiveling cupola seats, an oil-fired heating stove, a 12 volt D.C. lighting system, 12v refrigerator, radio, and a Microphor toilet with on-board sewage treatment system were installed.

Old caboose 1789 exited West Witchita's rebuilding program in May 1969, emerging as 999110. Her second round of window plating was completed in 1984.⁵

During the 1980s, in an effort to cut shop labor and expenses, Santa Fe simplified painting to a single color,⁶ spraying everything, including the roof, Indian Red. Trucks and underframe were no longer deemed worthy of paint at all. Herald and striping remained Billboard Yellow with white initials, numbers, grab irons and railings. The new all-red paint scheme gave the cars a racy, less formal look.

ATSF's Ce-1 cabooses served system-wide on both mainline and branch operations until being phased out of service by "EOT" End of Train Devices in the 1980's.⁷

The ATSF 999110 was donated to SCSRA by Pacific Rail Industries, Colton, Calif., in September 1989 and dedicated at Los Angeles' Travel Town in October of the same year. After 17½ years at Travel Town, the needs and wants of the City of Los Angeles changed and 999110, along with her SCSRA ex-Southern Pacific sister found a new home down the road in Orange County, with a secure display on the house tracks of Fullerton's Santa Fe Depot, arriving June 13, 2006.



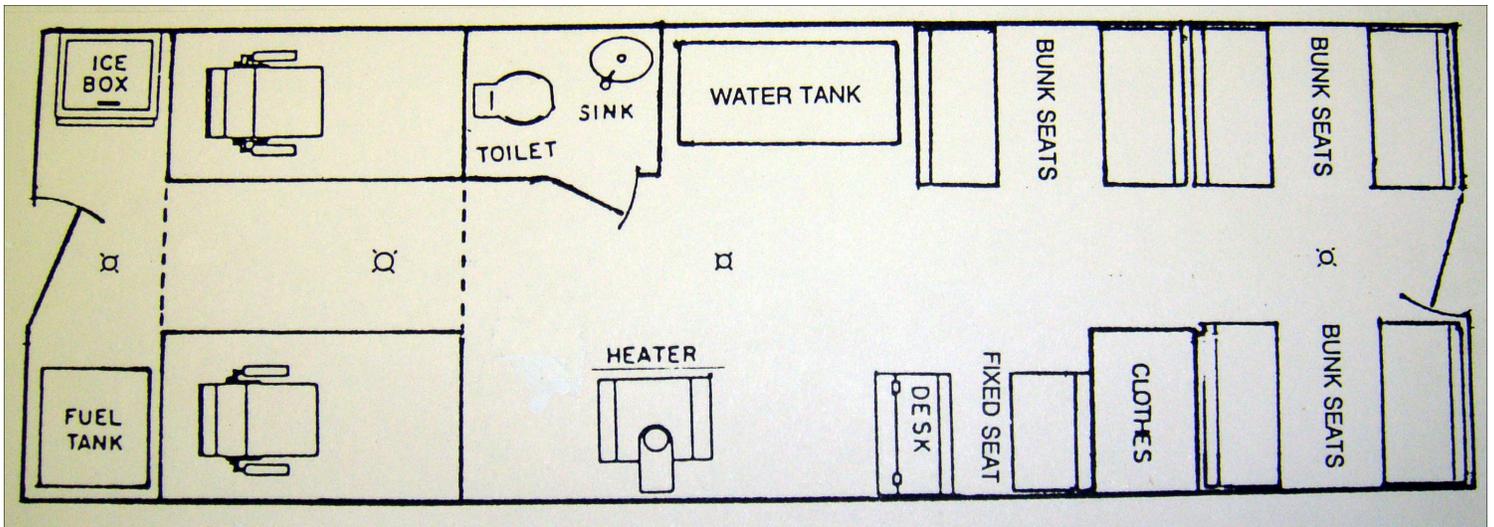
The SCSRA cabooses at Fullerton. The former AT&SF 999110 is on the left. Photo by Dennis White

As maintained by Southern California Railway Plaza Association's Railroad Operations Committee (nee SCSRA), all on-board utilities are functional, including the sewage treatment system, which discharges only treated, chlorinated water onto the roadbed in accordance with EPA requirements.

ATSF 999110 is currently undergoing restoration to its "in use" condition, circa 1980.

Notes

1. *Santa Fe Waycars*, Stephen M. Priest, Paired Rail Railroad Publications, Ltd., 2000 ISBN: 0-9651896-1-9
2. <http://atsf.railfan.net/waycars/>, Chart #2, Ce-1 Survivors
3. SCSRA Caboose Handout and Membership application, May 3, 2008
4. Article: "So You Want To Buy A Caboose," *Trains Magazine*, August, 1990, Kalmbaugh Publishing Co., Waukesha, WI
5. *Santa Fe Waycars*, Stephen M. Priest, Paired Rail Railroad Publications, Ltd., 2000 ISBN: 0-9651896-1-9
6. <http://preview.tinyurl.com/4boteax> (redirects you to PDF entitled "Santa Fe's Steel Radial Roof Cabooses" at www.atsfr.com)
7. <http://www.railway-technical.com/brake1.shtml>



SCSRA Caboose ATSF 999110 Interior Layout. Artwork by Gordon Bachlund

Caboose Dreamin'



And we complain about teenagers texting each other while standing at arm's length!

With your support, the ROC will have our cabooses looking as spic and span as this!



I ask you:
can one ever
have too many
cabooses?

Photo credits, clockwise from upper left: (1) Front to Rear-End Radio Test, 1948, © Santa Fe Magazine; (2) Topeka Shops, 1948, 2201-2300 series ATSF built 1949, © Jay Miller; (3) Plains Division, Curtis Hill, 1945-46, © Preston George. All these photos and much more are found at <http://preview.tinyurl.com/4boteax> (redirects you to PDF entitled "Santa Fe's Steel Radial Roof Cabooses" at www.atsfrr.com)

WHITTIER'S FIRST RAILROAD, Part II

Long Beach, Whittier & Los Angeles County Railroad, 1888 – 1942

By John Nestegard, History and Modeling Committee

In part I in the winter issue of Hot Rail (available at www.scrpa.net), we learned about the arrival to Whittier of the Long Beach, Whittier & Los Angeles County Railroad; Southern Pacific Railroad; Pacific Electric Railway and the Union Pacific Railroad — and the influence they had on the “Quaker City.” In this second and final installment, John Nestegard tells us of the decline in railroad service as construction of highways and two World Wars caused a shift away from agrarian to suburban life and eventual abandonment of the lines.

The Scent of Orange Blossoms

When the Pickering Land and Water Co. began development of the 1,200-acre site that would become Whittier, it touted the almost idyllic environment it offered for homesteading and agriculture. The soil was rich; the Puente Hills guaranteed an almost frost-free climate and the recent introduction of citrus horticulture to the area promised growth and prosperity for the Quaker colony.

The one fly in the ointment was the lack of an adequate water supply to service both a growing community and irrigate the groves of oranges and lemons that were being proposed. The water table was too low for economical drilling and pumping, and efforts to build

dams in the Puente Hills to store rainwater proved futile. What little agriculture that was accomplished required the hauling of water from the San Gabriel River.

Two events provided the impetus for the development of the citrus industry in Whittier. First was the completion of rail lines linking Southern California with the rest of the nation via the Southern Pacific's San Joaquin Valley route to San Francisco (1876) and the Sunset Route via Yuma, Arizona, and El Paso, Texas (1883). Second was the construction in 1892 of a 10-mile flume to bring artesian well water from the banks of the San Gabriel River to Simon Murphy's 2,000-acre development just east of Whittier.

The availability of a dependable year-round source of irrigation water benefited not only the Murphy Ranch properties — making them one of the most profitable in the district — but also the citizens of the city itself, who were able to purchase any excess water.

By 1902 the Whittier Citrus Association had been chartered and the first packinghouse constructed on the southeast corner of Penn Street and Whittier Boulevard.

To tap this new source of revenue, the SP extended a spur track a half-mile south of the yard paralleling Whittier Boulevard. In 1916 the Murphy Ranch properties built its own facility on the northeast corner of the same intersection, and the railroad reciprocated by adding a siding to serve it as well.

The Southern Pacific provided the only rail freight service to Whittier until the Pacific Electric extended a branch in 1903 off its La Habra line in Los Nietos. Although primarily a passenger hauler (the Big Red Cars), the PE did serve the Whittier Select packinghouse at Gretna and Whittier Boulevard.

2011 Calendar

Apr 13	SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	Aug 20	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station
Apr 16	Railroad Operations Committee (ROC) Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station	Aug 23	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Apr 23*	Movie Night: <i>Kansas Pacific (1953)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m., Fullerton Museum Center Auditorium (FMCA), 301 N. Pomona Ave., Fullerton	Sep 17	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station
Apr 26	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Sep 27	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
May 21	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station	Oct 12	SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
May 24	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Oct 15	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station
Jun 25	H&MC/ROC Annual Dinner at Depot , Cabooses, Fullerton Amtrak Station, 6 p.m.	Oct 15*	Movie Night: <i>Home in Oklahoma (1946)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA
Jul 13	SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	Oct 25	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Jul 16	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station	Nov 19	ROC Meeting & Work Party , 9 a.m., Cabooses, Fullerton Amtrak Station
Jul 23*	Movie Night: <i>Train to Tombstone (1950)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA	Nov 22	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Jul 26	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Dec 3*	SCSRA Christmas Train-Watching Party , Cabooses, Fullerton Amtrak Station, Fullerton, 2-5 p.m.

* Dates and movie titles subject to change. Check www.scrpa.net for updates

More serious competition arrived when the Los Angeles and Salt Lake Railway (Union Pacific), brought its Anaheim branch through town in 1917. The LA&SL provided the Murphy Ranch with a double-tracked siding and accommodated the Whittier District Fruit Exchange, which affiliated itself with the Sunkist brand in 1921, with a spur on the south side of the packinghouse.

The 1919-1920 crop year saw a total of 3,281 car loads of citrus with a market value of \$4,842,570 shipped from the district. By 1923, 10,000 acres of trees were under cultivation. The peak production of oranges and lemons occurred in the 1935-1936 crop year when 4,000 cars were sent to market while 1942-1943 boasted the highest dollar value — in excess of \$7 million. Ironically, that was also the last season for the SP branch.

Picking season for Valencia oranges was mid-summer, while the Navels ripened in the fall/winter. Lemons and grapefruit could be harvested at various times throughout the year.

Packinghouse operations consisted of washing, waxing, grading, tissue-wrapping and packing the fruit into wood shipping crates. Colorful labels often incorporating original artwork were applied to the crates proudly identifying point of origin.

Reefers

The products of Whittier's citrus orchards were loaded into 40-foot, ice-refrigerator cars of the Pacific Fruit Express (PFE) Company, a jointly-owned subsidiary of the Southern Pacific and Union Pacific railroads for shipment to the eastern U.S. and Canada.

The PFE was, by far, the largest of the refrigerator car (reefer) operators, maintaining a fleet of more than 100,000 cars at its peak. Until 1936, when the first all-steel reefers were introduced, these distinctive orange sided cars were wood sheathed with steel under frames rated to carry a payload of 25 to 35 tons and five tons of ice. Ice bunkers at each end and insulation up to 6-inches thick provided the required cool temperatures (40-44 degrees F) for the fruit.

Loaded cars from the various citrus-producing districts in Los Angeles and Orange Counties were consolidated into solid trains or "blocks" at Colton and routed to eastern markets in expedited schedules.

Other Industries, Revenue Sources

Over its relatively short 53-year life span, a number of commercial enterprises developed along the Whittier branch tracks.

The packinghouse spur saw the coming and goings of a number of businesses that required access to the railroad, such as the Globe Mills feed mill, the Edmund Pecke Fruit Packing Co. (later the Mutual Mfg. Co. — mattresses and pillows), the Citrus By-Products Facility (juice concentrates), the Whittier Ice Company,¹ the Whittier Fruit Cannery, a Union Oil Co. storage facility, a shipping crate manufacturing plant and a lumber yard.

Across Philadelphia in the Hadley Street yard there were the San Pedro Lumber Co., a cement-manufacturing plant, and across Hadley, the Whittier Brick Co. One of the sidings in front of the depot performed an important function as a team track.

Railroad customers that did not have a spur track to their places of business could unload and load freight directly from their wagon (hence the term, "Team") or motor truck to a railcar. A number of car dealers in

Whittier received their new automobiles in such fashion, aboard specially equipped box cars.

End of the Line

The 1930s disastrous economic downturn was not a good time for the SP and its Whittier Branch.

Although the citrus industry in the Whittier district was at its prime and record crops were being achieved, the bounty had to be shared with the LA&SL (in fact, the LA&SL served two additional packinghouses in Whittier — Mutual Orange at Hadley and Gregory streets and Sunset Sternau Foods on Whittier Boulevard, south of Sunkist).

There was also mounting competition from trucks utilizing the all-weather state highway (Whittier Boulevard) that was recently completed all the way to Los Angeles.

With the recession, other sources of traffic, both in- and outbound, were shrinking or disappearing altogether.

The depot/freight house at Evergreen Street was retired in 1938, and it became obvious to Southern Pacific management that it could no longer justify two almost identical rail lines into Whittier.²

The Pacific Electric had been a wholly-owned subsidiary since 1911 and its right-of-way into the Quaker City was newer, constructed to heavier standards and was approximately three miles shorter (downtown Los Angeles to Whittier).

The decision was made in favor of the PE line and the original SP trackage — from just north of the former Evergreen depot all the way to Studebaker Junction — was pulled up in August 1942. The rail and ties were later used to enlarge the port facility at Terminal Island in support of the Pacific front of World War II.

Connecting the PE main track with the Hadley Street yard was accomplished by the simple expedient of a crossover installed near the intersection of Magnolia and Whittier Boulevard.

PE electric locomotives, or "steeple cabs," took over freight duties from the Southern Pacific steam engines. Overhead electric wire had to be strung to allow pick-up utilizing trolley poles on the locomotive roofs. This also enabled the PE to bring its electric box motors up to the ex-SP depot and provide Railway Express service (less than carload freight) to Whittier customers. A Pacific Electric freight agent took over duties in the depot and it wasn't long before the building got a fresh coat of PE institutional blue-gray paint replacing the Southern Pacific yellow and brown scheme.

Postmortem

With the end of WWII, the citrus industry in the Whittier district began a dramatic downsizing. The reasons for this were two-fold:

- The trees in many of the groves were over 25 years old and yields were decreasing. To remain competitive, the growers were faced with rooting up the stock and planting new trees — an expensive proposition that also meant not seeing a harvest for a number of years, until the orchards reached maturity.
- Service men returning from the Pacific war, particularly those from the Snow Belt, having experienced the wonder of the "Golden State,"

Continued on page 10

decided that here is where they wanted to put down roots. The result was a tremendous demand for new housing that Southern California developers were more than happy to accommodate.

From 1945 to 1955, the number of acres transferred annually from agriculture, mainly citrus, to real estate development increased almost seven-fold. Whittier was in the process of changing from an agrarian center to a Los Angeles "bedroom community." During that decade the number of carloads of oranges and lemons shipped from the Whittier district dropped from 3,445 to 750 per year.

PE's electric locomotives continued to serve Whittier, but gradually their duties were taken over by diesel locomotives leased from the parent Southern Pacific. Some were even relettered for the Pacific Electric and had trolley poles added to actuate highway grade-crossing signals (wig-wags).

Beyond the citrus industry — which included support materials such as finished lumber for shipping crates, fertilizers, insecticides and fuel for smudge pots — Whittier boasted little in the way of industrial enterprise requiring rail service.

In the 1950s, an industrial zone was created along Whittier Boulevard east of the Nelles School. Only one manufacturing plant required a spur off the truncated main track — an aerospace supplier called Modine.

In the northwest corner of the Bailey Street yard, a rather impressive facility was built by the Kieckhefer Container Co. for the manufacture of paper dairy cartons. The Whittier Citrus Association packinghouse had its last season in 1951 and the Murphy Ranch house closed its doors in 1954.

The PE soldiered on until 1961, when it merged into the parent SP which continued to serve a diminishing customer base until 1969. The PE tracks from Santa Fe Springs into Whittier were pulled up and the venerable Bailey Street yard and packinghouse lead were removed to make way for the Whittier Market Place shopping center. The classic two-story depot got an eleventh-hour reprieve and was moved to a temporary location adjacent to the Union Pacific tracks off of West Philadelphia Street

21st Century

As Whittier moved into the 21st century, scant evidence remains of its pioneering little railroad. Aerial photos of the area clearly show the alignment of the old main tracks as they crossed Washington Boulevard, east of the Presbyterian Hospital, and skirt the Nelles property to a crossing at Whittier Boulevard. The "sweat room" of the Murphy Ranch packinghouse has been converted into a self-storage facility; the 1902 Sunkist packinghouse exists in much of its original state as the depot reigns supreme as a regional transportation center in its new location, opposite the Radisson Hotel on south Greenleaf Avenue. How it got there is another story.

It should be noted that the southern portion of the Whittier branch was reincarnated in 1954 when the old right-of-way from Studebaker Junction to Los Nietos was restored by the SP as part of a new cut-off line that takes off from the Yuma Main in the City of Industry (Puente Junction). It utilizes trackage rights over the Union Pacific south to Bartolo and then on new tracks, parallels the San Gabriel River to Los Nietos where it connects with the old PE La Habra line and continues south to the SP route to Santa Ana. This line provides a bypass around the congestion of downtown Los Angeles for freight moving to and from LA/Long Beach Harbors and Orange County.

Epilogue

To bring this recounting of a small part of Southern California's railroad history to tidy closure, it should be noted that in September 1996, the Southern Pacific Rail Corporation merged with and was totally absorbed by its sometime-partner and oftentimes nemesis, the Union Pacific Railroad, thus ending the epic 126-year life of an enterprise that profoundly influenced the economic, political and social development of the "Golden State."

The SP was conceived and built by Californians, was the only transcontinental railroad to built from west to east, and in its lifetime grew to become the most powerful and controversial transportation industry in the state. Among railroad historians, it has joined the ranks of "fallen flags," gone but far from forgotten.

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A Century of Southern Pacific Steam Locomotives, Guy L. Dunscorn, self-published, Modesto Printing Co., 1963

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Sanborne Fire Underwriter and Insurer

Whittier News, 18 June, 1959 & 10 October, 1962

Notes

1. There is some conjecture as to whether the ice manufacturing facility, later affiliated with the Puritan Ice Co., provided icing services for refrigerator cars prior to loading of fruit at the packinghouses (a process known as pre-cooling).

2. The U.S. War Department also had a part in this decision. With the declaration of war against the enemy "Axis," the railroads were directed to remove any redundant/surplus routes and contribute the salvaged rail and ties to the war effort.

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H&MC and ROC Annual Dinner at Depot

2011 Dinner RSVP

Use the top half of this form to RSVP to the Annual Dinner at Depot. Join us for a delicious meal of sandwiches, chips, salads, dessert, and drinks, catered by Santa Fe Cafe, for \$12/per person, monies due June 15, 2011.

After dinner we'll have the usual door prizes, awards, and trains trains trains! If you wish to donate some door prizes (and we hope you do), contact Jeff at 714-985-9007 (home) or 714-875-3019 (cell).

ANNUAL DINNER AT DEPOT RSVP

NAME: _____

will attend/will not attend (circle one) the 2011 Annual Dinner@Depot, to be held at

SCSRA Cabooses at the Amtrak Depot, Fullerton

on Saturday, JUNE 25, 2011

Food at 6 PM, Fun at 7 PM, Trains at All Times!

Price per person \$12; bring money to April dinner, or send form with check or money order (**by June 15, made out to "SCRPA"**) to Jeff Schulze, 1077 Promenade Ave., Placentia, CA 92870

Total No. Attending: _____

EVERYONE: 2011 RIDENOUR NOMINATION

The 19th Clarence Ridenour award will be awarded at the 2011 H&MC/ROC Annual Dinner at Depot. This award is now given to any current SCRPA or SCSRA associate who displays leadership, inspiration, and dedication to the mission of the ROC committee. Candidates are nominated by both SCRPA and SCSRA membership, and a winner is selected by the SCSRA president. **Mail this Ridenour nomination by May 30 to:**

Gordon Bachlund, SCSRA President

312 S. Mountain Ave.

Monrovia, CA 91016-3039

[you can e-mail your nomination to gbachlund@covad.net]

I, _____, hereby nominate _____ to receive the 2011 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, George Engelage, Jim Hoffmann, Elliot Alper, Charles Forsher, Dennis White, and Tommy Reminiskey.

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IN THIS ISSUE

- **Metrolink official to speak at Quarterly Dinner, April 13;** see insert
- **Caboose Restoration has begun!** See cover, and history piece, pages 5-6
- **Upcoming Movie Night:** Saturday, April 23, *Kansas Pacific*; see page 4
- **Whittier's First Railroad**, final part in two-part series; see pages 8-10
- **Annual Dinner at Depot is coming**, Saturday, June 25; please RSVP, page 11
- **SCRX "show" at Knott's Berry Farm, April 16-24**, see pages 3-4

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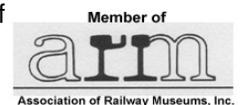
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