

Fullerton Railway Plaza Assn. &
So. Calif. Scenic Railway Assn.
present the

Hot Rail!

newsletter

Issue II, Number 1

Summer 2004

SUNNY RAILROAD DAYS 2004 BRINGS OUT A CROWD

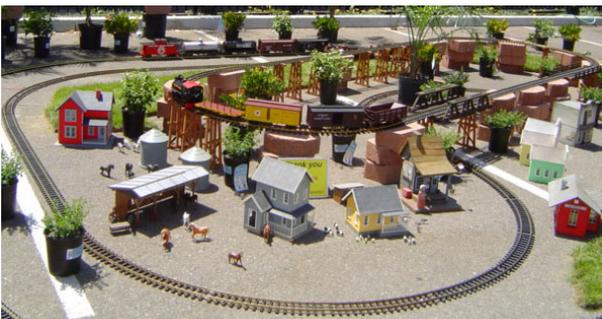
By Fred Canfield, Railroad Days Coordinator

We have just completed a successful Railroad Days and except for the heat, things went very smoothly. Our total attendance and donations were near last year's, around 30,000. The number of participants, e.g., railroads, model clubs, youth groups, non-profit groups, commercial exhibits, food vendors, and FRPA booths, increased slightly. The increase in new members was substantial for FRPA and SCSRA.



A survey taken at Railroad Days showed visitors came from 86 California cities and two foreign countries (England and Germany). Most attended because they visited last year; a lesser percentage said they read about the event in the newspaper or saw a flyer. Judging by all the smiling faces, everyone was 100 percent pleased to be here.

How did we do it? With a lot of help from the many volunteers, we put on the Greatest Show In Fullerton. I would like to personally thank each and every one of you. See page 11 for a long list of all those who contributed.



A beautiful Sunday morning at Fullerton Railroad Days 2004, above. At left, the Saturday crowd. Below left, one of the many great model railroad displays. More photos, pages 6 and 10. Photos by Elliot Alper

We are now embarking on another year of planning for the seventh annual Fullerton Railroad Days on May 7th and 8th, 2005.

We can do a better job of raising funds and awareness of FRPA, but we need your help. Committee members need to start their jobs shortly and we still need more volunteers. We also need your help in obtaining sponsors for our model railroad tents and donors for our Opportunity drawings and Silent Auctions. If you can volunteer some time to Railroad Days, please contact me at (714) 871-8329 or e-mail fcanfield@cfcircus.com.

Colorado-New Mexico Trip

Sept 17-24, 2004

It's not too late to sign up!

All sleeping car arrangements are booked, but coach chair (Amtrak) or airline passage to and from the tourist train rides are still available.

You must book by July 15!

See trip details on page 2.

If you are interested, call Gary Herod at (818) 236-4208 right away

This will be a trip you'll talk about for years to come!

RAIL TRIPS ARE PROVING TO BE POPULAR

By Gary Herod, FRPA Tours/Charters Coordinator

So far we have one down and two big ones to go. We've had our Fillmore and Western Dinner Train in May, just after Railroad Days, and it was well attended and thoroughly enjoyed (see pictures on page 7).

Now we have the Hearst Castle Rail/Bus Trip coming up on July 24-25, and the real "big one," the Colorado-New Mexico Trip, in late September. There are no more places available on the Hearst Trip, but you can still get tickets to Colorado-New Mexico if you contact me immediately at (818) 236-4208, as the deadline for reservations is coming up fast on July 15.

In case you missed our last newsletter and wonder what is so special about the Colorado-New Mexico Rail Trip, here are the details once again:

Colorado and New Mexico Tour Update

First let me tell you that **there are no sleeping car accommodations left for this trip!** All available spaces in the sleeping car that will take us over to New Mexico and back from Colorado are now spoken for. Coach chairs are still available, however, and if that doesn't suit you, we can fly you to New Mexico to meet up with the group, and after riding all the tourist trains that are scheduled, we can fly you back from Colorado. The tour price that includes airfare (in place of Amtrak) is actually cheaper, and it does save you two days if you have a limited time to devote to a vacation.

The planned itinerary is to leave Los Angeles via the Southwest Chief at 6:45 p.m. Friday, Sept. 17. We arrive Lamy, New Mexico, on Saturday at 2:16 p.m. for a bus ride to our hotel in Santa Fe. Anyone who is flying in will meet up with us in Santa Fe.

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

The tourist trains we will be riding have the following websites:

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

San Diego Day Trip Includes Midway, Dec 4

We still plan to return to San Diego on December 4 for a day trip with a city tour and visit to the docked aircraft carrier Midway. Arrangements have not been made as yet, as the details of the larger trips has taken most of my time. But in the next issue, we will have those details nailed down. Just make sure you save the date now, since the hol-

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.

iday season can get busy rather fast and I'm sure you wouldn't want to miss this wonderful trip.

TALK AND SLIDES: RIO GRANDE SOUTHERN MILE BY MILE, JULY 14

By Stan Swanson, General Meeting Coordinator

Guest speaker for the July 14th FRPA Quarterly Dinner Meeting will be Rodney Guggenheim of Wildomar, California, who will show us his many photos and slides of the Rio Grande Southern narrow gauge line. This will be of special interest to those of our group planning to participate in the September 17-24 "Grand Historic Tour of Colorado and New Mexico Narrow Gauge Country."

Rodney, a heavy equipment operator for the State of California and a life-long rail fan, became seriously interested in huff 'n' puff and steam as he attended festivities at the 50th anniversary of the Los Angeles Union Train Station in 1989. Being an amateur photographer, he combined both interests and volunteered his spare time to the Durango Silverton narrow gauge in Colorado.

There he earned an Ambassador Pass and went along on photo specials for DNSG. In 1996 he tagged along on a ride with the Galloping Goose No. 5. That ride cemented his relationship with narrow gauge and he has since devoted most of his spare time to Rio Grande Southern. Over the years he has assembled an amazing collection of hundreds of photos and slides of the RGS and DRGW narrow gauge. He will choose from these for his "RGS Mile By Mile" presentation.

As a modeler of HO and HO_N3, he has designed and themed his layouts, as you would expect, around RGS, DRGW, and Rio Grande, and included some Santa Fe rolling stock. Rodney is now planning his retirement years and will, no doubt, move to narrow gauge country.

His presentation promises to be of intense interest to the FRPA membership. Plan now to attend on Wednesday, July 14, at the China Buffet, 104 West Orangethorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and tip. Come and bring a friend!

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PRESIDENT'S MESSAGE

By George Engelage, FRPA President

First I would like to thank everyone who helped our wonderful Railroad Days Coordinator, Fred Canfield, to put on another incredible event this past May 1st and 2nd. This year's Fullerton Railroad Days was another success, one of which we can be truly proud. So many people contributed to this event, and we thank each and every one of you. Please take a moment to view our Thank You List on page 11.

Fred, of course, did an amazing job, and all from a golf cart. This was just like last year, but this year he broke the other leg. This setback did little to deter him from making sure that all the many necessary details were handled. Thanks for a job well done, Fred!

Work towards the Southern California Railway Museum continues and progress, while not visible to many of you, is going very well. There are many aspects about this stage of our planning that just happen to be of a nature that not much gets announced until certain issues are completed. I know Dick Hopping has said this numerous times, both in the newsletter and at quarterly meetings, and it's true. It may look like we're all talking about the museum yet not much is happening as far as visible progress, but that's just not the case.

The real progress is all behind the scenes at this stage, and I assure you it is all very exciting and encouraging. There will come a time quite soon when we'll have a lot to report to all of you. So hang in there as we keep working these preliminary details that are just a fact of life when you aim to create something as monumental as a first-class railroad museum.

May I can say again, thank you for your continuing support and dedication. Only by everyone working together and supporting one another will we make the museum a reality, just as by working together we make Railroad Days a reality each year.

FRPA MEMBERSHIP REPORT

By Norma R. Goble, Membership Chair

Our membership to date has equaled 2003, but that is because we have a large number of new members. There are still 33 who have not renewed their membership for 2004. A list will be available at the next General Membership Meeting. It would be appreciated if you would take a minute to review the list and let me know three or four of these individuals you would be willing to contact. Of course, if they choose not to renew, their name will be removed from the membership list. Thank you for your willingness to help.

SCSRA & FRPA MEMBERS ENJOY ANNUAL DINNER AT KNOTT'S

SCSRA's 18th Annual Dinner Meeting took place on June 19 at Knott's Chicken Dinner Restaurant. Over 40 people attended and not only enjoyed the world-famous fried chicken dinner, but they did so without waiting in the also world-famous line outside! The banquet room reserved for the occasion was ready and very spacious, and the service was excellent.

Sue Kientz, Dinner Coordinator, also served as MC for the evening, which included giving everyone a "Junior Engineer" test as they savored the delicious boysenberry pie. Sue then introduced SCSRA President Gordon Bachlund who gave out the evening's awards and updated everyone on SCSRA activities.

This year there were two special President's Awards given for distinguished service to SCSRA. Sue Kientz was recognized for her service as chairman of SCSRA's board of directors, and for working tirelessly to bring our cabooses out of Egypt, er, Travel Town. Elliot Alper's contribution by virtue of taking mountains of photos and video at so many SCSRA events was also lauded. Both Baalke received a framed Certificate of Appreciation from Gordon.



Gordon Bachlund. Photo by Ron

This year's Ridenour Award also recognized the achievements of two individuals. Gordon pointed out that the key issues SCSRA has faced in the last year, as we wait for our two cabooses to be transported to Fullerton so restoration work can resume, has been taking care of our finances and maintaining or membership base by providing interesting member events. And this year's Ridenour recipients both have contributed to these concerns. Those two award-winners are:

Mike Vitale, SCSRA Treasurer since 2000 and Board Member since 2002. Mike has kept SCSRA's books and financial paperwork in excellent condition, and for that we are so grateful. Mike also served actively in the Operating Department, rising all the way up to Train Service Engineer and Dispatcher, and assisted in many small and large projects that have needed attention over the years.



Gary Herod, SCSRA's Public Relations Manager and FRPA's Tours and Charters Committee Chairman. Gary has only been an SCSRA member since 2003, but he rose to our needs by almost immediately jumping in and working on generating interest in two rail trips last year, and four this year. The two tours in 2003 resulted in significant income to SCSRA, ensuring our ability to move our two cabooses when that day comes.



Two permanent plaques were also displayed at the Annual Dinner, one of all Ridenour Award winners and a Memorial Plaque of associates who have passed away.

After all the awards were presented, it was time for the door prizes. Thanks to Sue Kientz (and her flea market prize shopping), Gary Herod, Bob Bennett, George Barlow, Gordon Bachlund, and Pentrex for donating such wonderful and interesting rail-themed prizes.

Door Prize	Donated by	Winner
DVD: <i>Wagon Train</i> (2 Copies)	Bob Bennett	Fred Canfield and Steve Barrow
DVD: <i>Specials</i>	Pentrex	Kathy White
Two Tickets Fillmore and Western Day Train	Gary Herod	Kimberly Bennett
Poster: No. 480 Durango and Silverton	Gary Herod	Charity Vitale
Oversized Postcard: Western Pacific RR Bicentennial Trains	Sue Kientz	Gordon Bachlund

continued on page 4

Door Prize	Donated by	Winner
Book: <i>Hear that Lonesome Whistle Blow</i>	Sue Kientz	Charles Forsher
Video: <i>Some Like It Hot</i>	Gordon Bachlund	Don Cole
Booklet: <i>Southern Pacific Safety Rules</i>	Sue Kientz	George Engelage
St. Paul and Pacific Railroad Co. ID Card	Sue Kientz	Darlene Sexton
Oversized Postcard: So. Pacific RR Noon Daylight	Sue Kientz	Brad Slossar
Booklet: <i>AT&SF 72nd Annual Report</i>	Sue Kientz	Jerry Goble
Book: <i>History of American Railroad</i>	Sue Kientz	Stan Swanson
DVD: <i>Wild Wild West</i>	Bob Bennett	George Barlow
UP System Timetable No. 8 (1983)	Sue Kientz	Bob Root
Book: <i>Running a Mt. RR</i>	Sue Kientz	Claudia Canfield
DVD: <i>Train Meets</i>	Pentrex	Eric Edborg
Booklet: <i>Steam Locomotive: Transit of Future</i>	Sue Kientz	Dennis White
Book: <i>Encyclopedia of Trains and Locomotives</i>	Sue Kientz	Jane Watkins
3751 Print, signed by artist	George Barlow	Will Sundquist
DVD: <i>End of Line</i> (2 prizes)	Bob Bennett	Mikey Sexton and Jeff Barrow
National Timetable (Canada), 1995	Sue Kientz	Elliot Alper
Train Bookmarks (3)	Sue Kientz	Dan Price
Book: <i>Mainline Recipes</i>	Sue Kientz	Gary Herod
Color Print: The General (1962)	Sue Kientz	Alice Cole
UP Timetable No. 7 (1989)	Sue Kientz	Carol Bennett
Durango and Silverton Tie Tac	Gary Herod	Beth Barlow
Trolley Print	Sue Kientz	Dennis Pisila
Vintage Color Postcards of Colorado Rail	Sue Kientz	Joyce Barrow
Book: <i>California Western Skunk Railroad</i>	Sue Kientz	Mike Vitale
Framed Poster: The Silverton Train	Gary Herod	Mike DiCerbo
Book: <i>Guide to Trains</i>	Bob Bennett	Marty Smith
Book: <i>Ultimate Encyclopedia of Steam and Rail</i>	Gary Herod	Norma Goble

Before the festivities broke up for the evening, FRPA's Fred Canfield said a few words of thanks to all present who helped make this year's Railroad Days a success. He also handed out Railroad Days 2004 patches to all who wanted them. Then past FRPA President and former Fullerton Mayor Bob Root took the podium and expressed his gratitude on behalf of Dick Hopping who



Sue Kientz and Bob Root. Photo by Elliot Alper. Ridenour Winner Photos by Ron Baalke.

could not attend, and FRPA, to SCSRA members for all they are doing in support of FRPA.

SCSRA UPDATE

By Gordon Bachlund, SCSRA President

SCSRA Annual Dinner – Bouquets to Sue Kientz for orchestrating and choreographing our 2004 Annual Dinner, and to her boyfriend Ron Baalke who so ably assisted Sue. And thanks to the many guests who helped make the evening very special for me, as this was our 18th Annual Dinner. Thanks to all the many FRPA folks who joined us and the many SCSRA folks who attended.

I was pleased to present two Special Awards at the dinner, one to Sue for her indomitable spirit and countless contributions to the corporation and one to Elliot Alper for his dedication as SCSRA official photographer.

Two Ridenour Awards were given this year, one to Mike Vitale for his many contributions as a director and as CFO, and one to Gary Herod for his excellent Tours and Charters program that is now under the sponsorship of the FRPA. Of the five nominations I received, I felt that Mike and Gary topped the list.

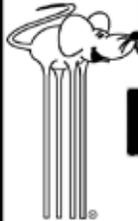
Caboose Status – We are still waiting for the outcome of our *cy pres* petition. The State Attorney General is satisfied with our petition, which was our main concern in filing in the first place. It remains for us to see if the City of Los Angeles will also allow our petition to go unchallenged. We should have more firm news by next issue.

Track Design – Our pro bono civil engineer, Mitch Alderman, and George Engelage have been coordinating the contract with Mitch's employer, Korve Engineering, and with the BNSF, and Dick Hopping has the formal agreement with the City of Fullerton ready to go. While the arrangements are not fully settled yet, they are close, and "Our Gang" (our tongue-in-cheek appellation for the track gang) is ready to go.

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HISTORICAL & MODELING COMMITTEE SUMMER REPORT

By Dennis White, H&MC Secretary and Editor

Another successful Railroad Days is now behind us. We've all recovered from the record-breaking heat and have decided we liked last year's rain much better. Traffic through the Historical and Modeling booth was brisk and the four-year-old photo display and HO scale Fullerton Depot module



FRPA member Don Lawver takes a break outside the H&MC Fullerton Railway Days 2004 booth. Photo by Dennis White

continue to generate interest and positive comments. New this year was our Sunny Hills Ranch aerial photo board with a lighted index feature. As expected, the 1947 photo was a magnet for visitors and most lingered for several minutes to study the picture and press the buttons.

H&MC committeeman Bryan Hunnell rode behind ex ATSF steamer 3751 June 12 from Los Angeles Union Station to San Bernardino as part of the dedication program for the recently restored San Bernardino passenger depot. The trip was

significant as being only the fourth time since 3751's restoration that she had operated without diesel backup power. The locomotive pulled the SBRHS tool car, the Pony Express private party car, (ex-CPR horse car, built 1941 by Canadian Car and Foundry) and streamlined observation car Tioga Pass, (ex-CNR business car, built 1959 by Canadian National Railroad). After an exhilarating ride at speeds sometimes reaching 65 miles per hour along the San Gabriel Metrolink track, Bryan rode back to LAUS on a regularly scheduled Metrolink train. Watching all the action from trackside were several FRPA and SCSRA members, including Scott McKemy, Jess Lomas, Greg Smith, Monty Smith and Dennis White

The Historical and Modeling Committee held its second Annual Dinner at Fullerton Depot, June 22. Members and guests enjoyed train watching, good food and visiting with fellow foamers, friends and committee members. Dinner guests helped Jeff and Lori Schulze celebrate their thirtieth wedding anniversary with a large cake. (Jeff & Lori actually postponed their anniversary trip to Las Vegas just to be with us for our little gathering.) Certificates of appreciation were awarded Don Lawver and Martin Kluck for all their time and effort in helping the display team create the Sunny Hills Ranch aerial display in time for Railroad Days 2004. Jeff Schulze showed an informative and entertaining video of Pacific Electric Ry. history, covering PE's founding, The Mount Lowe Railroad, Thaddeus Lowe, the SP takeover, MTA operation and abandonment. The video, narrated by Stephanie Edwards, featured lots of home movie footage of the P.E. including pacing the blimps on the Long Beach Line.

Ongoing committee projects include:

Restoration — The heat of Railroad Days caused an unexpected problem — the delamination of some display photos. The boards also warped, causing the mountings to come unfastened. Running repairs were made throughout the weekend, but repair and restoration of the boards are presently underway.

Catalog Team — Cataloging H&MC's growing collection of photos, artifacts, microfilm, books, maps and railroad "paper" continues. The growing list of assets came to good use with the photo board restoration work mentioned earlier.

Blue Goose Project — Except for the addition of small details and weathering, the Blue Goose packing house model is complete. During Railroad Days, several long-time residents of Fullerton recognized the model and were fascinated with its complicated roofline, and mixed architectural styles.

Granada Packing Project - The H&MC has collected photos, Sanborn maps and drawings of the Granada packing house complex, once located directly across the tracks from Fullerton Depot, and is developing scale plans. Once again, we are counting on the talents of member Paul Gerhardt for the creation of the architectural drawings.

The Historical & Modeling Committee is always looking for members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with people who share these interests, we invite you to become a part of our growing committee. It is a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 p.m. Contact Dennis White (714-871-7341) or Rick Bremer (714-990-1394) for location of meeting and directions.



3751 on Metrolink San Gabriel Subdivision, CP Bassett (MP 15.3). Photo by Roger Zinlinski © 2004

RAILROAD DAYS 2004



Photos by Elliot Alper

FILLMORE & WESTERN DINNER TRAIN



*Photos by
Sue Kientz*

Folks arrive above; Gordon Bachlund and brother Gary (top right) relax before boarding.

Doug Stephens better watch out (near right) or he'll end up cleaning another engine!

The movie director with riding crop (far right) shows us why he's so hated.



A blonde flapper poses for the camera, crowding out Greg and Marty Smith from view.

And who was the culprit of the Murder Mystery? At one point (above), we thought it was Dennis Stephens from the dramatic behavior of Gloria Swanson! (Dennis even looks guilty!) But you'll just have to go out to Fillmore and Western and see for yourself!



Dennis and Kathy White and friends enjoy a great meal on the train.

CALIFORNIA RAILFANNING SOME RAILFAN HOTSPOTS ARE COMING BACK

Other spots have tightened up, so be cautious

By Dennis White, H&MC Member

Railfanning Cajon Pass has been limited since the disastrous wild fires of October 2002, when most of the pass burned. Add the threat of terrorism and Burlington Northern Santa Fe's elevated concerns for liability and loss control, and the life of a railfan became severely compromised.

All U.S. Forestry Service roads in Cajon have been gated and locked since the 2002 fires, first to protect against the sparking of additional fires, later, as a precaution against erosion in the burn area. A second severe fire season in 2003 kept the gates locked for another year. For the past twenty months, train watching in Cajon was limited to parking on turnouts along old Hwy 66 or State Route 138. Favorite turnouts were Blue Cut, Cajon Siding and the overlooks at the south end of Summit. Power Line Road (the old toll road of John Brown), the Knoll, Little Knoll, Silverwood Crossover, Stein's Hill, Pine Lodge and Sullivan's Curve were out of reach.

The weekend of June 12, Jess Lomas, Scott McKemy, Mark McKemy and Dennis White headed up the pass to see if anything was new. We saw many trains, and discovered that U.S. Forestry roads south of Hwy 138 and west of I-15 are now open. That means Sullivan's Curve is again accessible. The only Forestry road open east of the Interstate was the road up past the tunnels at Alray. (Do not stop there as BNSF still maintains a guard shack and security forces that have strict instructions to arrest all trespassers.) Power Line Road is still gated and padlocked, as are all other roads on Summit Road (Hwy 138). The vegetation has made a strong comeback in Cajon and the hills are once again green with new spring growth.

Tehachapi, which has not suffered much in the way of security restrictions in the past, did have Union Pacific police stationed at the Loop last month and were keeping people away from the ranch road and fire roads near the tracks. Look for black Blazer type SUVs and avoid contact. Local foamers told me that the tighter security at the Loop was new, and speculated that they either had a specific warning of trouble, or had a new man "trying to make a name for himself." I will not comment on those remarks, but am happy to report that the rocks high above tunnel 10 are apparently not a concern to Uncle Pete and I was not harassed.

Security in the San Francisco, Altamont Pass and San Joaquin area has been stepped up with some changes visible, others less so. It always behooves railfans to stay away from bridges, tunnels, rail yards, and stay off railroad property, no matter where they are. Trash cans disappeared from Northern California train stations three years ago as part of an anti-terrorism campaign and they will not be back soon. While the cans conveniently stashed trash, they also provided a possible hiding place for explosives. The cans' removal is just one of the many subtle changes train operators have made to protect passenger and freight trains from attack. UP's black Blazers can be seen along Altamont Pass during the day and their spotlights are easily seen from the highway at night. ACE commuter trains are being equipped with GPS to help dispatchers find the exact location of all equipment in an emergency, according to The San Joaquin County Record, published June 19, 2004. ACE has also received an \$800,000 grant to install radio communications inside the long Niles tunnel, said the paper.

As responsible (and visible) members of FRPA, we are noticed by other railfans and railroad personnel. Remember that, next time you are out watching trains. We must always exhibit extreme caution, courtesy and common sense — not only is it for our own safety, it reflects on our organization as well.

LOCAL HISTORY COYOTE HILLS

By Dennis White, H&MC Member

The most common political placard around Fullerton and La Habra these days cries out "Save Coyote Hills." A vocal group of citizens is concerned about the future development of their hills. Some are worried about the wild animals that live there. Others claim that development will clog the roads or ruin the natural look of the area. Truthfully, some of their concerns are well founded and others are a little far-fetched.

On the other hand, city planners, developers, and the Chevron-Texaco Corporation assure citizens that the rustic feel of the area is not in jeopardy. They promise to preserve habitat for wild life, create eight miles of trails through the 55 percent of land that will remain wild, generate additional tax revenue for the city, build a new fire station, and ease the chronic shortage of homes in Fullerton. Some of these claims hold value while others may not. (The promised new fire station is not an additional facility but, more truthfully, a replacement for the old station on Gilbert.)

With so much passion on both sides of the issue, I asked several local citizens what they knew about Coyote Hills: its history, geology and what they perceived as "natural." I discovered that most of those questioned had no idea what the hills looked like 50 years or 100 years ago and had no idea of the commercial impact they wrought upon the economy of North Orange County.

Geology of the Area

Created by a north-dipping blind thrust with a slip rate slightly greater than 1 mm/yr, the Coyote Hills are seismically active. The southern margin of the uplift is marked by a prominent south-facing scarp along the north side of Malvern Avenue in Buena Park and Fullerton. Brea Creek is an antecedent stream that cuts through the rising Coyote Hills. At the southern edge of the hills, Brea Creek turns abruptly west, following the contact between dissected



The escarpment overlooking Ralph B. Clark Regional Park clearly marks the Santa Fe Springs anticline-reversing fault. Note the homes perched on top of the cliff, top left. Photo by Dennis White

older alluvium and non-dissected younger alluvium. Thus, the south facing scarp is a fold.

The Coyote Hills folds are part of the Santa Fe Springs anticline-reversing fault, and are uplifting along a string of doubly plunging anticlines. The Whittier Earthquake of 1929, a left-lateral strike slip measuring 1,200 meters, had its epicenter close to this step-over and would have caused major damage had the area been heavily developed, as it is today (see photo, previous page). A major escarpment 1,000 yards north of Rosecrans, 1/2 mile east of Beach Boulevard, marks the location of the fault. In other words, the hills are not only alive, they are still growing.

The Oil Connection

Murphy Oil Company discovered oil in Coyote Hills in 1903 and immediately began developing an oilfield. About the same time, Emery Oil brought in gushers in West Coyote Hills along the Los Angeles County/Orange County line. Standard Oil of California (predecessor to Chevron-Texaco Corporation) purchased Murphy's Coyote Hills oil fields in 1911 and Emery's West Coyote Hills oil fields in 1912. Crude oil flows from the Coyote Hills via underground pipeline to the Chevron-Texaco refinery in El Segundo, CA.

At one time, there was a booming oil town called Emory Ranch on top of West Coyote Hills. Founded about a hundred years ago, the town was located in the hills north of present day Ralph B. Clark Regional Park and consisted of workers homes, a company store, small hotel, pumping station, dispensary and elementary school. Murphy, Emory and Chevron eventually drilled more than 320 wells throughout the Coyote Hills area and the hills were covered with wooden oil derricks. By 1930, the town of Emory Ranch was gone; only the pumping station and maintenance facilities remained.

Flora, Fauna and the Environment

Coyote Hills is home to the endangered Gnatcatcher, Coastal Cactus Wren, Song Sparrows, White-Tailed Kites, Common yellowthroats, four species of swallows, White-Throated Swifts and various raptors. Coyotes, raccoons, rabbits, mice, opossums and palm rats also inhabit the area. The top of the food chain is the coyote and he will eat anything. When hungry, coyotes boldly walk into surrounding neighborhoods to steal dog food or cat food left out for domestic pets. Unfortunately, the coyote would just as soon eat a small dog or cat as steal their food. Consequently, most people living in the hills feed their animals inside.

Pollution in the hills, part of the oil legacy of the area, is under control. Placement of a concrete and soil cap over the McColl Dump Site, a WWII-era dump for petroleum waste allowed the restoration of several fairways and greens at Los Coyotes Country Club, features lost when the Super Fund clean up began. Removal of dikes and spill basins scattered throughout the Coyote Hills oil fields is complete and polluted soil hauled away.

Prior to oil discovery, sage grass, wild buckwheat, manzanita and cactus covered the hills. Oil production denuded the hills of vegetation (see photo at right). Derricks, oil wells, dikes, containment basins and hundreds of dirt maintenance roads scarred the hillside. When oil production ended, the natural habitat slowly returned, enhanced by the planting of eucalyptus, pepper and elm trees to stem erosion and protect against wind. This "new" wilderness, though not virgin, is what activists want to save.

Rail Came to the Hills

The oil fields of Coyote Hills generated significant inbound rail traffic in the form of drilling supplies, tools, lumber and building materials. This freight was transload-

2004 Calendar

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

- July 14** FRPA Quarterly Dinner Meeting, 6 p.m., China Inn Buffet, Fullerton
- July 27** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- July 24-25** Hearst Castle Rail/Bus Tour. See page 2 for details.
- Aug 24** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Sept 17-24** Colorado-New Mexico Rail Tour. See Colorado in fall colors. Details on page 2
- Sept 28** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Oct 14** FRPA Quarterly Dinner Meeting, 6 p.m., China Inn Buffet, Fullerton
- Oct 26** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Nov 23** H&MC Meeting, Fullerton Chamber of Commerce, 7 p.m.
- Dec 4** San Diego Rail Day Trip. City tour, Point Loma, and tour of aircraft carrier Midway.

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

ed onto oil company trucks at La Habra for the short trip up the steep hillsides.

Rails reached into the hills in 1917 with the construction of Pacific Electric Railway's Fullerton Branch, running generally north to south from La Habra through the Bastanchury Ranch and into downtown Fullerton. Around 1920, the Bastanchury family began converting their sheep ranch to citrus and Santa Fe decided it wanted to be the prime freight hauler of those oranges. ATSF built a spur from Basta in 1921, following a barranca up to the packinghouses at Sunny Hills Ranch. Union Pacific entered the area in 1923, laying its Anaheim branch, generally following that same barranca southwest through the hills and running a spur of

continued on page 10



The trees in the background are not native to Coyote Hills. They mark the boundary between the wilderness area and a residential development. Photo by Dennis White

their own to Sunny Hills Ranch. All three railroads transported the citrus crops of Coyote Hills to markets throughout the country. By 1962, Sunny Hills Ranch had been subdivided into homes and only the Union Pacific branch still traversed the hills, though it no longer had reason to stop until arriving at the Hunt Wesson plant at Basta. Of interest, Bastanchury Road from Malvern to Harbor Boulevard sits atop the abandoned Santa Fe spur to Sunny Hills Ranch.

What is the concern?

Today, with most oil wells in Coyote Hills capped, landowner Chevron-Texaco Corporation intends developing the area, having received city approval back in 1977 to build more than 1,000 homes. Now that construction is a distinct possibility, community opposition is growing. Supported by the Sierra Club and the Audubon Society, community activists are fighting city hall in an effort to stop the planned construction. Chevron-Texaco said they have mitigated all concerns and has agreed to keep 55 percent of the healthiest land undeveloped to protect endangered species. They have doubled the amount of open space, reduced the number of homes by 1/3 and agreed to build more than 8 miles of trails for hiking, biking and equestrian use. Environmentalists and others are not satisfied, wanting all of the oil land kept open.

Sticky Questions

Should Chevron-Texaco Corporation be allowed to build homes on the hills? Are they entitled to enhance the financial position of their stockholders by doing so? Will Chevron-Texaco ever be able to take enough steps to placate the environmentalists? Can the city prevent development of private land after giving its blessings 25 years ago? Does the fact that the land is not virgin wilderness have any bearing on the decision? Time will tell.

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Union Pacific was the last railroad to enter Coyote Hills, going under the Pacific Electric Fullerton Branch utilizing this girder bridge. The Union Pacific track (foreground) is the only rail still operating through the hills. Photo by Dennis White

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The Railfan and the Passing Train,
at Railroad Days 2004.
Photos by Elliot Alper



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Salisbury Beach - Tom Pearson
San Bernardino Railroad Historical Society
San Diego Zoo and Wild Animal Park
Seafood Grill
Seekers Chapel
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Silver Rapids - Burt Herney
Silver Splendor - John Caestecker
So Ca Chapter Railway and Locomotive Historical Society
Southern California LEGO Train Club
Southern California Transit Advocates
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Thank you all! If we missed your name or the name of your organization, we are sorry. Please contact us and we will include it in our next newsletter. Ed.

○ HOT RAIL! ○

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- **California Railfanning News and Local History,** pages 8-10