

HOT RAIL!

NEWS & EVENTS



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Fall 2020

Museum is Open — Join us on October 17, 9 am to noon

The Fullerton Train Museum has been given the OK to reopen. Join us on Saturday, October 17 from 9 am to noon, and we will continue to be open the first and third Saturday of every month.

There are guidelines: Masks must be worn by everyone over the age of two; social distancing is encouraged; docents will be available to answer questions; hand sanitizers will be throughout the cars; please avoid touching surfaces.

Annual Membership Drive and Fundraising Drive

Your membership renewal supports the Fullerton Train Museum and activities. We thank you and ask you to continue your needed support by renewing.

It is time for our Annual Membership Drive. Your continued financial support continues our growth and development. We are proud to say that 2020 was still a successful year in spite of everything. We may not have had the visitors, but we had volunteers who NEVER stopped working to make sure the museum will be better when we reopen. Here is bit of what has been happening:

New Equipment – the 1951 Palm leaf sleeper car is on-site and ready for tours.

Eagle Scout Project – we now have a raised walkway between the UP Caboose and the Palm Leaf.

UP Caboose interior restoration continues with new paint, new flooring and new electrical

2021 Goal – It is our goal to acquire a 1949 former 44 seat coach railcar and use it for museum displays and model layouts. This comes with a cost. Please make a tax-deductible donation above and beyond your deductible membership, it is greatly appreciated.

As with most non-profits, our expenses continue to rise. Your tax-deductible membership is vital to the success of the Fullerton Train Museum. Your membership also allows you to volunteer – to become a docent or work on the cars and grow the museum.

Enclosed is our membership application for renewals and new members. You can also renew and join on our website and pay via credit card. Click on the “The SCRPA” tab, then click on “Membership” to pay by credit card.

Visit www.fullertontrainmuseum.org to join and learn more.

Again, thank you for your continued support, if you have any questions, please call us at 714-278-0648.

President's message

It has been an exciting time at the Museum, with all the mandates and health issues, we have been moving forward.

As you have noticed, we will be having the Quarterly Dinner at the Museum, it will be catered by the Santa Fe Café. Drinks will be furnished, so bring yourself, and a chair to the Museum on October 17, 2020. There will be a short business meeting and the presentation of the Ridenour Award, along with tours of the Museum's equipment in all their glory, with lighting and all the trimmings.

Come and watch some trains, look at the improvements and the work in progress and enjoy your Museum. Hope to see everyone on Saturday the 17th.

In closing, I wish to thank everyone for their condolences and compassion for myself and family, for the loss of a wife and mother, we are moving forward with our lives.

Thank you again.

Harold Benash
President
Fullerton Train Museum

Quarterly Dinner Meeting — October 17 — Saturday 5:30 pm at the Museum

The Quarterly Dinner meeting will be held on Saturday, October 17.
Dinner will be provided by the SCRPA and catered by the Santa Fe Café.

Time: 5:30 pm -7:00 pm

Location: The museum and the adjacent patio

What to Bring: Chairs

Come and see all the new improvements and the new Palm Leaf railcar.
Bring a friend.



Fullerton Train Museum

Mission: Founded by the SCRPA, the **Fullerton Train Museum** will be the region's destination attraction that serves as a center for gathering, preserving and interpreting significant railroad artifacts -- including railcars, photos, charts, plats, maps, books and such dioramas as depots and model trains.

Vision: To provide an educational atmosphere that vividly brings to life the cultural and historical importance of rail transportation through the preservation, conservation and display of historic railcars and memorabilia.

Railroad Operation Committee Update

The ROC volunteers have been busy with improvements to your Museum. Here are some of the things that have been accomplished in the past month:

Palm Leaf: Confirming the Electrical Systems and all of the functions including lighting, air conditioning, facilities are running correctly. Preparing the compartments for what they looked like for Day and Night travel. Re-keying with the proper locks and doing overall general cleaning.

ATSF Caboose: The electrical upgrade is complete with 110 V power. The Railroad Radio has been restored and is now operational.

SP Caboose: Weather stripping on the exterior doors, removal of batteries, which has provided additional lockable storage space and interior cleaning.

UP Caboose: The interior is receiving a new coat of paint, and it now has lighting with the new 110V electrical connection. The water cooler has been cleaned, along with the sink and toilet, all of these items will be installed with the completion of the painting.

UP Dormitory/Lounge Car: A new video system has been installed and will be used for presentations and videos. The Eagle Scouts built a platform/bridge crossing between the UP Caboose and the Palm Leaf. This eliminates having to climb down and back up between our equipment.

Site Improvements: And last but not least the electrical power has been established to the work area at on the east end of the complex.

Those responsible for all these efforts are, Tommy R., Robert G., Dave N., Rudy M., Denis H., George E., Ted J., Stephan M., Roco Z., Marty K., Eric S., Harold B., without these volunteers and anyone I may have missed, your museum is staying maintained and keeping up all of the ongoing maintenance – this crew has been the back bone for your Museum.

There are many more projects on the horizon and the need for dedicated volunteers is greater than ever, so if you have time on a Saturday morning, come join us and enjoy playing a part in your Museum.



Photos are of the interior work on the UP Caboose.



Roco working hard painting!

Remembrances of My Life with Trains, Part 1

By Dennis White

While sharing my experiences as a rail fan with friends through the years, many have asked that I put some of my train related escapades down on paper for others to enjoy.

I've always been intrigued with trains; real trains, toy trains, model trains and books about trains. I grew up in Los Angeles' South Bay area and was lucky enough to have Pacific Electric's Torrance Branch run behind my house, so many of my earliest memories are of Red Cars, juice jacks and, during World War II, leased Southern Pacific M-4 Moguls pulling freight trains with loads destined to the steel mills, aircraft factories, lumber distributors, gravel pits, milling companies, refineries and cement plants along the line.

My house in Gardena was an old two-story frame structure dating to 1894, whose upstairs bathroom provided an excellent train watching perch, complete with the "*best seat in the house.*" One early morning before sunup, I recall my mother waking me and taking me to the bathroom to watch the Clyde Beatty Circus Train slowly making its way down the track through Hermosillo Junction (166th Street at Normandie) to its next show in the hay field on the corner of 190th and Normandie. I could hear the lions and tigers roaring and the elephants trumpeting in complaint as the consist rocked back and forth on P.E.'s light and poorly maintained rail. Later that morning, mom and I drove down and watched the roustabouts raise the big top and set up the side-show tents and that night we went to the performance under the big top to watch Clyde Beatty himself "*tame*" those ferocious big cats.

The first train ride I remember was a trip from Los Angeles Union Station to Kansas City, Missouri during WWII. A Red Cap took our luggage and put it on the train for us. Union Station was very crowded, with mostly military passengers, as was our train, which may have been *The Scout*; my mom and I rode in an old heavyweight "budget" Pullman sleeper. Three things come to mind from that trip; as a very curious three-year-old boy, I was fascinated with the toilet that flushed directly onto the tracks. I called it the "*rocking moomoo*," moomoo being baby talk for the toilet; the Pullman Porter was very nice and helped us with whatever needs we had, even to bringing a snack to eat in our seats. Another remembrance of that trip was the lower bunk of the Pullman car with its musty curtains. It was like camping in a tent. Sadly, I don't remember other details of that experience.

After the war I remember the family driving east to visit relatives and my mother "pacing" the Union Pacific trains that paralleled the old highway that was later replaced by I-80 through Wyoming and Nebraska. The flashing of the firebox under a steam locomotive in the middle of the night is something I'll never forget, and the haunting wail of the whistle can still be heard vividly in my mind.

My cousin, Bill Lewis, my mother, grandmother and I rode the General Motors (EMD) Aerotrains to San Diego and return in 1956, on its inaugural demonstration run down Santa Fe's Surf Line. Noteworthy on that trip, the Aerotrains' underpowered locomotive was unable to pull the little train up the Sorrento Grade between Del Mar and Miramar, stalling about a third of the way up the hill. We sat on the single track mainline for about two hours before an ATSF ALCO RS-2 switcher from San Diego rescued us and pulled us unceremoniously into San Diego. Such drama was extremely exciting to Bill and me.

Later that same year, the family found itself in Alameda, California, preparing to ship my cousin Bill, and his family to Guam, as my uncle was a "*lifer*" in the Navy and had been assigned to Naval Supply Depot, Apra Harbor, Agaña, Guam, for three years of shore duty. Of note that day, was the SP classification yard next to the Navy pier, where I enjoyed watching a Southern Pacific AC-12 4-8-8-2 cab forward performing heavy-duty switching duties.

Remembrances of My Life with Trains, Part 1

continued

During my high school and college years, I went on many railfan excursions sponsored by the *Pacific Railroad Society*, the *Orange Empire Railway Museum, née Orange Empire Trolley Museum, (now Southern California Railway Museum)*, among others. One trip that stands out was a two-day trip to Fresno over Cañon and Tehachapi Passes via Barstow, and then up the old Sunset Railway through the east San Joaquin Valley from Bakersfield, through Oildale, Porterville, Reedley, Visalia, and Sanger. The train was powered by a pair of ATSF PA-1 Alco Warbonnets with a consist assembled from old heavyweight cars pulled from a rip track. Bringing up the rear of this rag-tag assemblage was ATSF Café Open-End Observation 1509, which is now owned and undergoing restoration at PSRMA in Campo, California.

One humorous railfanning trip involved a Cessna 182 and three of my non-pilot friends as we paced the California Western Super Skunk from Fort Bragg to Willits, California by air. While the steamer took on water at the midway point of the trip, we circled and obviously gained the attention of the crew and passengers on the ground. Whilst orbiting above the train, one of my rear seat passengers got airsick and used a "sick-sack," which immediately filled the plane with an offensive odor. In an effort to remedy the situation, we opted to open a window and toss the offending bag. A friend on the train told us later that everyone saw something white fall from the plane and some decided we were dropping a message to the train. A few hardy (foolhardy???) souls ran across the clearing by the water tank trying to catch the "message." Fortunately, they failed in their effort.

By the latter 1960's, my career and marriage had taken precedence in my life, and a hiatus in rail fanning came about. My first post-marriage rail experience was a hasty trip to Promontory for the festivities marking the centennial of the driving of the golden spike completing the first transcontinental railroad. May 10, 1969 marked my first encounter with Union Pacific 8444, a class FEF-3 Northern type locomotive. (FEF-3 means **Four Eight Four**, third order from American Locomotive Company – ALCO.) Steam engine UP844 had been renumbered 8444 to avoid conflict with UP's numbering system, 844 being the number of a GP-30 at that time. When the Geep retired, the last "4" was dropped, and the big Northern regained her proper number 844.

Then came the 1970's and the frenzy to see, hear, photograph and record the sounds of SP4449 as she prepared for, and later provided power for the American Freedom Train. My wife, children and I chased 4449 and her AFT consist all over California, Oregon and Arizona, pacing her for hours on end. After the American bicentennial was over, we continued chasing 4449 whenever she was near, especially when she came home from New Orleans pulling a passenger consist, wearing Daylight colors from her pilot to the observation car. What a sight! That GS-4 was beautiful in her patriotic Red, White & Blue AFT scheme, but nothing compared to seeing her back in full Daylight attire wearing full skirts, always proper for a lady of her bearing.

The family continued to visit railroad museums, ride excursion trains and chase the occasional steam visitor for the remainder of the twentieth century.

Then came my acquaintance with Bob Root, George Barlow, Stan Swanson, Dr. Richard Hopping, Larry Boerio and the rest of the team just forming the Fullerton Railway Plaza Association. I came on board and helped collect artifacts, doing research, spending hours in the Albert Launer Memorial History Room at the Fullerton Library, and many more at the Orange County archives, located in the basement of the historic Santa Ana Courthouse. It was this experience that made me wish I had minored in history instead of meteorology back in my college days. I've been with the FRPA/SCRPA/FTM for over twenty years and have made many wonderful friends along the way.

It's good to write down recollections. As vivid as the moment seems at the time, memories do fade. I didn't want that to happen.

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Address correction requested

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Send your letters to the editor to the address above

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Activities	tba

CALENDAR OF EVENTS

Board of Directors Meetings at 7:00 p.m.
Second Monday of every Month

Quarterly Membership Dinners
Location tbd
at 6 p.m.
Second Wednesday of
January, April, July, October

**Railroad Operations Committee Work Days and
Fullerton Train Museum Hours**
Free Tours
9 am – noon at the rail cars
1st and 3rd Saturday of every month

Movie Night —
tbd

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