

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

# Hot Rail!

newsletter



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

Issue IV, Number 2

Fall 2006

## **PLANNING WORKSHOPS CRITICAL TO ENSURING RAIL MUSEUM: SEPT 28, NOV 9 & DEC 14**

**By Dennis White**

The City of Fullerton is inviting all interested to a series of Community Planning Workshops to plan the future development of the Fullerton Transportation Center. The goal of this redevelopment is to leverage current and future transit ridership, provide transit-oriented housing and commercial development activities, provide a railroad attraction, create employment opportunities and access for pedestrians, bicycles, buses and automobiles to our regional transportation center.

The workshops are scheduled for Sep. 28, Nov. 9, and Dec. 14, 2006, at 6:00 p.m. at the Fullerton Senior Multi-Service Center, 340 W. Commonwealth Ave., across the street from the City Hall and Library complex.

Now is the time for FRPA to make a grand showing at these meetings, so please clear your calendars and plan on attending all three city meetings. An outstanding attendance and vocal support will demonstrate to the City Council that a rail-themed cultural attraction (i.e., a museum) in Fullerton is what this community wants and needs.

### ***Come enjoy the last two FRPA Movie Nights in 2006***

**October 28**

*Rails into Laramie*

Two showings: 5:30 p.m. and 7:45 p.m.

**December 2**

*Holiday Party with 1934 Silver Streak*  
Social 5 p.m.; Showings: 5:30 p.m. and 7:30 p.m.

**Fullerton Museum Center Auditorium  
301 N. Pomona Ave.  
Fullerton**

***Free for FRPA/SCSRA members and guests***

**\*\* FREE PARKING ACROSS THE STREET \*\***

*See you there!*

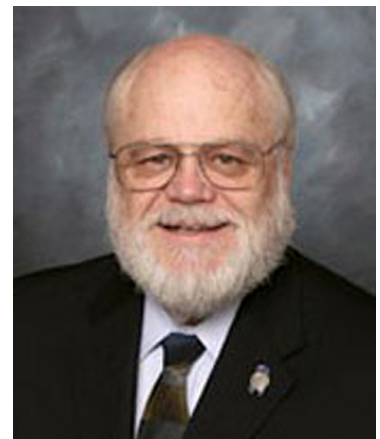
Note that two of these meetings will be *after* the November elections and the possibility exists that any new council members will have to be shown that there is a strong civic interest in our museum project.

## **ART BROWN TO SPEAK ON DIRECTION OF SO. CALIF. RAIL AT FRPA FALL DINNER, OCT. 11**

**By Stan Swanson, FRPA General Meeting Chair**

Arthur C. Brown, Mayor of Buena Park and Chairman of both Metrolink and the Orange County Transportation Authority, will be our next guest speaker at the Fall General Meeting on October 11, 2006.

A political force in Orange County since his election to the Buena Park City Council in 1990, Art Brown has been involved in all facets of Southern California communication, transportation, and public works for many years. His experience in rail-related efforts includes Metrolink, Los Angeles Rail Corridor Agency, Southern California Intercity Rail Group, and Fixed Guideway Rail Systems.



*Art Brown. Photo © www.octa.net*

Mayor Brown's presentation will cover the direction of rail in Southern California and the contribution the Orange County Transportation Authority will make to an evolving Fullerton Transportation Center.

We are again expecting a large attendance of over 100, so plan now to attend. Bring your friends and acquaintances interested in railroading and railroad history as it applies to Fullerton and southern California. You will hear the Fullerton Railroad Days 2006 wrapup, preliminary plans for the 2007 event, and various activities of our association. That's Wednesday, October 11, at the China Buffet, 104 West Orangethorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and gratuity.

## FRPA MEMBERSHIP REACHES 222

*By Norma R. Goble, Membership Chair*

As of this publishing date, FRPA has 222 paid members for 2006. There are 25 new members and one renewal from 2004. There are still several of you who have not sent in your renewal for 2006. Hopefully, you will do that so I can report 100 percent at the next Quarterly Membership Dinner Meeting in October.

Thank you for continuing to hand out membership applications.

## FRPA RAILROAD SAFETY POSTER CONTEST WINNERS HONORED

*By Sharon Frazier, Poster Contest Co-chair*

This is the 8th year the Railroad Safety Poster Contest has been held in conjunction with FRPA's Railroad Days, and Sharon and Todd Frazier's 7th year as chairpersons of the contest.

This year approximately 13,000 flyers were sent to 17 Fullerton elementary schools. The flyer contained information about the contest and the entry form along with rules for the contest. The contest was held at two levels, with the first being at the schools. Students submitted posters to their school where three from the lower division (K - 3) and three from the upper division (4 - 6) were chosen by school staff and given the designation of first, second and third place. Those six posters were then submitted to FRPA for second level judging in the City Wide contest. All contact with the schools and submission of posters and certificates were made through the Fullerton School District, and a big thanks goes to Lauralyn Eschler and Sue Faust for their continued support of the contest.

The posters were judged by a panel of FRPA members, and four posters were selected from each division as winners. Students who won in the City Wide contest were sent a letter prior to Railroad Days and told they had won. They were invited to the Fullerton City Council meeting on May 16 with their parents where they were recognized by Mayor Leland Wilson and awarded their prizes.

All students who had posters chosen as winners at the school level were sent certificates of recognition for their effort.

Once again, prizes for the City Wide contest were provided to FRPA by Amtrak and put together by Don Wong, Manager of Business Development at Amtrak. Prizes were as follows:

- First Place:** Amtrak ticket plus entry into San Diego Zoo for 4 persons
- Second Place:** Amtrak ticket plus entry on to the Midway for 4 persons
- Third Place:** Amtrak ticket plus entry into Legoland for 4 persons
- Fourth Place:** Amtrak ticket to Santa Barbara for 4 persons

## 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.

Following are the City Wide winners for this year:

Lower Division			
Place	Name	School	Grade
1st	Joseph Lee	Golden Hills	3
2nd	Luke Smith	Acacia	3
3rd	Jennifer Shim	Rolling Hills	3
4th	Curtis Kleiser	Hermosa	3

Upper Division			
Place	Name	School	Grade
1st	Conner Kubo	Acacia	4
2nd	James Chung	Laguna Road	6
3rd	Ema Armstrong	Acacia	4
4th	Joshua Carranza	Orangethorpe	5

All of the winning posters submitted at each of the schools and in the citywide contest were displayed for a full month following Railroad Days 2006 in the Children's Library of the Fullerton Public Library.

FRPA congratulates all the winners, and thanks everyone involved for their continued support!

## WWW.TRAINWEB.COM



Rail Travel - Rail Industry  
Model Railroading - Railfanning

Most extensive and visited railroad website in the world  
including live rail video at [www.RailCams.com](http://www.RailCams.com) !

# SCSRA DINNER CELEBRATES CABOOSE MOVE, HONORS JIM HOFFMANN

*By Sue Kientz, SCSRA Fundraising Coordinator*

On June 17, SCSRA faithful joined by FRPA members and other guests had perhaps the most upbeat and enjoyable annual dinner in this century, as they were able to celebrate the end of the protracted legal battle with the City of Los Angeles over their two vintage cabooses, and they could do so knowing that the two cars were out of Travel Town and safe at Fullerton Station.

An assembly of about 30 people enjoyed an all-you-can-eat Italian feast at Domenico's, complete with a special cake for dessert which sported an icing photo of the two cabooses sitting on the tracks at Fullerton.



Dinner coordinator Sue Kientz was pleased to introduce to the assembly FRPA Vice President Dick Hopping and his wife Pat, and FRPA Board Member Dennis White and his wife Kathy (pictured below).



Sue also introduced two very special guests for the occasion: SCSRA attorney Andrew Cervik and his wife Maite (below). Andrew began working with SCSRA as early as



2001, when the association was asked to get a legal opinion of their track materials' ownership. Andrew stayed on to see us through the numerous legal roadblocks the City threw up time and again to keep us from our rightful prop-

erty. Sue felt that SCSRA associates would appreciate finally meeting Andrew in person, and during the post-dinner program, president Gordon Bachlund presented Andrew with a certificate of appreciation for his dogged and ultimately successful efforts for SCSRA.

Also recognized was the Caboose Move team, led by SCSRA Board Member and Treasurer Mike Vitale. Oversized "medals of honor" consisting of cabooses hanging from ribbons were presented to Mike, Dan Price, Jeff Barrow, and Darlene Slosar, who prepared and moved the ca-



*What would the dinner be without the antics of Jeff and Dan? Darlene (center) might have an interesting opinion. Dinner photos by Ron Baalke*

booses with the truck and crane crews, and Elliot Alper and Sue Kientz also received their medals for video and photographic coverage of the event. George Engelage's work making the unloading arrangements in Fullerton was also noted with gratitude.

This year's Ridenour Award recipient was SCSRA Board Member and past president Jim Hoffmann (holding award plaque at right). Jim was president from 1997-99 and has served on the board since 2002. As Operating Superintendent, he concluded 12



*Continued on page 4*

**The printing of this newsletter was generously donated by:**

## TALL MOUSE

*Arts, Crafts & Custom Framing*



**WE'RE YOUR HOBBY SUPERSTORE!**  
We carry a full line of Woodland Scenics, rockets, models, art supplies, and MUCH MORE!

Visit us at [www.tallmouse.com](http://www.tallmouse.com).  
Or visit us at any one of our 4 locations.

Cerritos	Laguna Niguel
562-865-0800	949-360-5777
Irvine	Yorba Linda
949-551-3300	714-996-0101



years of accident-free caboose train rides, and currently supports SCSRA and FRPA as projectionist for Movie Nights (in fact, he set up our very first Movie Night at Travel Town on October 1, 1994, when we screened *The Phantom Express* and selected shorts on an outdoor screen replicating the 1950s drive-in theatre experience). An all around team player, Jim also worked on caboose and locomotive maintenance. It was about time we recognized him for all his hard work, leadership, and camaraderie.

After the awards were presented, it was once again time for everyone's favorite: the door prizes. Thanks to **Elliot Alper, Gordon Bachlund, George Barlow, Bob Bennett, Charles Forsher, Sue Kientz, Greg Smith, Pentrex, and Shiloh Sales** for donating such wonderful and interesting rail-themed prizes.

Door Prize	Donated by	Winner
DVD: <i>White Pass and Yukon Route</i>	Greg Smith	Andrew Cervik
3751 Pin	Bob Bennett	Kathy White
Book: <i>Growing Up with Trains</i>	Sue Kientz	Pat Hopping
Book: <i>America's Colorful Railroads</i>	George Barlow	Gordon Bachlund
VHS: <i>The Great Train Robbery</i>	Bob Bennett	Jim Hoffmann
Metrolink Clock and Calculator	Charles Forsher	Dick Hopping
Photo CD (2): <i>Railroad Days 2006</i>	Elliot Alper	1. Darlene Slosar 2. Maite Cervik
Music Cassettes: <i>Railroad Songs; 3751</i>	George Barlow	Gary Bachlund
Photo: Charlie Atkins	Gordon Bachlund	Sue Kientz
Train Cufflinks	Sue Kientz	Charity Vitale
Strasburg (PA) Railroad Patch and Pin	Sue Kientz	Ron Baalke
DVD: <i>Durango and Silverton</i>	Shiloh Sales	Marty Smith
DVD: <i>Cumbres and Toltec Narrow Gauge RR</i>	Shiloh Sales	Sue Kientz
Photo CD (2): <i>Railroad Days 2006</i>	Elliot Alper	1. Carol Bennett 2. Bob Bennett
DVD: <i>Extreme Steam</i>	Pentrex	Kimberly Bennett
DVD: <i>Cumbres and Toltec</i>	Shiloh Sales	Greg Smith
VHS (2): <i>The Caboose Move</i>	Elliot Alper	1. Dan Price 2. Mike DiCerbo
Photo DVD: <i>The Caboose Move</i>	Elliot Alper	Jerry Price
Photo: <i>Trainwreck</i>	Gordon Bachlund	Elliot Alper

Mistress of Ceremonies Sue Kientz thanked all who attended. In addition to the event being a wonderful evening with great food, warm fellowship, and fun prizes, a portion of each dinner ticket was earmarked to the Caboose Move fund, raising an additional \$157.14 for the cause.

## HISTORICAL & MODELING COMMITTEE FALL REPORT

*By Dennis White, H&MC Secretary and Editor*

The third quarter of 2006 found the Historical and Modeling Committee enjoying the calm AFTER the storm. Meeting attendance reflected the time of year for vacations, summer school and continuing education classes in other cities, all taking time away from the work of the committee.

The fourth annual Dinner at the Depot, delayed until August this year, enjoyed good attendance. The dinner provided yet another "excuse" to sit on the depot platform at Fullerton, eat, visit with friends and watch trains as they rolled by. Dr. Richard Hopping spoke to the group of FRPA's continuing efforts to create a world class railroad attraction at the Fullerton Transportation Center. Though Dick was interrupted twice by noisy freights blasting by, being a true railfan, he didn't miss a beat! Charles Forsher, SCSRA's answer to Will Rogers, presented a tongue-in-cheek tale about "cabeese," which to those not accustomed to his vivid imagination and penchant for wit and whimsy in spite of the facts, he raised a few eyebrows among the more serious historians among the group, but in the end, all enjoyed his banter and pleasant persona.

Opportunities for presentation of the FRPA photo display have dwindled, due to the withdrawal from the local railfan scene by some commercial organizations. However, the committee continues to seize every opportunity to pitch the concept of a rail attraction at the Transportation Center. H&MC member Bryan Hunnell continues to offer clinics to model railroad groups on various subjects, and always includes a pitch for the FRPA. The FRPA photo board and modular displays will soon be on the road again with the LA Division PSR/NMRA show at the Los Angeles Arboretum and The Great Train Expo at the San Diego County Fairgrounds in Del Mar. Also coming up, San Bernardino Railroad Days at the San Bernardino County Museum, and a one-day show at the Huntington Library, and others, still too tentative to mention.

Longtime H&MC and FRPA members recently transplanted to Texas, Don and Alice Cole, have a new e-mail address reflecting their move to the Lone Star State. Please jot it down: [texasdon99@yahoo.com](mailto:texasdon99@yahoo.com).

The Historical & Modeling Committee is always looking for members. If local history, rail history, railfanning or model railroading (any scale), interest you and you would enjoy fellowship with others 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 7 p.m., the fourth Tuesday of each month (except December) at St. Paul's Lutheran Church, (corner of Las Palmas and Harbor Boulevard), Fullerton, California. Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.

## FRPA JOINS BNSF SPECIAL TRAIN

*By Dennis White*

On Sunday, June 25, 2006, FRPA board members George Barlow, Harold Benash and Dennis White were special guests of Burlington Northern & Santa Fe Railway riding the BNSF Railway Special from BNSF's engine facilities in Commerce to Corona and return. Of course, we traveled past Fullerton Depot, riding majestically through town. The special, operated annually by the BNSF to extend the experience of riding the rails to its employees and

their families, its customers, and community members, carried about 330 passengers. BNSF enthusiastically supports FRPA's efforts to create a rail oriented educational experience in Fullerton, supporting our annual Railroad Days activities with display equipment and lots of logistical support.

The special train, made up of historic passenger equipment including office car Santa Fe, office car Missouri River, full length dome Bay View, lounge Valley View, diner Fred Harvey, two crew sleepers, a baggage car, power car, and four bi-level coaches – Fox River, Colorado River, Flathead River and Powder River, had a new ES44DC locomotive at each end.

BNSF's Warren Scholl met the FRPA contingent at the Commerce engine facilities and surprised us by offering to let us ride with the other passengers in the bi-level coaches, or use of office car Missouri River, which was not open to the general train population. We of course chose the Missouri River, thoroughly enjoying the elegant couches and easy chairs. The car, a streamlined open end



observation built by Pullman for Great Northern RR in 1954, features an observation room/dining room combination with oversized windows, two staterooms sharing a bathroom, a galley and crew bedroom. The bathroom, hallway and rear stateroom are set up for wheel chair access, as is the rear door to the observation platform.

The BNSF special began this year's journey June 5 in Gallup, New Mexico and finished in Los Angeles June 24 traveling in excess of 5,000 miles. In addition to employees, families, customers and special community guests, BNSF also provided rides to Boys and Girls Clubs throughout the South Western United States.

*Above, Special Train ticket stub. Below, Dennis White and Harold Benash pose with the train. Page 6, the new ES44DC loco. Page 7, top: Harold checks out the luxurious office car Missouri River; bottom: Harold and George Barlow relax in the Missouri River and enjoy the ride. Photos by Dennis White.*







# BUSES, TRAINS, AND CONSPIRACY THEORIES

By Dennis White

A recent discussion among members came up regarding buses, namely an assertion that Greyhound Bus Lines killed the Key System and other interurban rail lines got the ball rolling. A follow-up statement touched on the GM vs. L.A. mass transit system. It was obvious that an air of confusion regarding these subjects was at hand.

## Greyhound Bus Lines

Greyhound Bus Lines got its start in 1914 when a fellow by the name of Carl Wickman began a bus service in Hibbing, MN, transporting miners from Hibbing to Alice, MN, for 15 cents a ride. A year later, Wickman joined forces with Ralph Bogan, who ran a similar service from Hibbing to Duluth. The name of the new organization was Mesabi Transportation company and it made \$8,000 profit in its first year.

By the end of The Great War (WWI), Wickman and Bogan owned 18 buses, earning an annual profit of \$40,000. Orville Caesar, owner of Superior White Bus Lines, came along in 1922, joining Wickman and Bogan. The growing company then added West Coast operations, Pickwick Lines and Pioneer Yellowway to, their system and began making transcontinental runs between California and New York.

The fast growing company became known as Greyhound Lines in 1926 and continued to grow. With the depression, more people looked to buses for cheap transportation, and by 1935 Greyhound announced record profits of \$8 million. With the outbreak of World War II, the company had grown to 4,750 stations and nearly 10,000 employees.

The building of the Interstate Highway System beginning in 1956 signaled a switch to the automobile as the preferred mode of travel in the United States. Along with a similar downward trend in public transportation in general, ridership on Greyhound bus routes began a long decline.

Greyhound leadership saw the trend, and used the profits of its bus operations to invest in other industries. By 1970, Greyhound was a large and diversified company, with holdings in everything from Armour & Company meat-packing to Dial Soap Company, Traveller's Express money orders, MCI bus manufacturing company and even leasing transport aircraft to the airline industry.

Greyhound is presently owned by Laidlaw Transportation Ltd., of Toronto, Canada.

## Sources

Greyhound Bus Museum, Hibbing, Minnesota 218-263-5814  
Wikipedia - [en.wikipedia.org/wiki/Greyhound\\_Lines](http://en.wikipedia.org/wiki/Greyhound_Lines)  
Greyhound Bus Museum - [www.greyhoundbusmuseum.org](http://www.greyhoundbusmuseum.org)

## San Francisco's Key System

The Key System (or Key Route) was a privately owned company that operated between San Francisco and throughout the east bay. They operated articulated cars between Oakland and San Francisco on the lower deck of the San Francisco Bay Bridge, and streetcars and buses throughout the various communities that make up the east bay area. The system, founded in 1903, continued until sold in 1960 to AC Transit, a company that ultimately became part of the BART system.

The streetcars ended operation in 1948 and the commuter trains to San Francisco were discontinued in 1958. Today, the entire Key System map is overlaid with routes by BART and AC Transit Company.

## Sources

*The Key System*, by Key System Historical Society, Oakland, CA  
Orange Empire RR Museum - [world.nycsubway.org/perl/show?17352](http://world.nycsubway.org/perl/show?17352)

## Did GM kill the Pacific Electric (PE) and Los Angeles Railway (LARY)?

**Rumor:** General Motors killed streetcars in 45 cities around the U.S., so they could sell more buses and cars by

threatening to block shipment of cars to dealerships in those cities, founding a bus company to operate those buses. Not only that, the "Dirty General" built weapons for the Nazi's during WWII, through Opel AG.

## Facts:

- Electric streetcar and interurban business peaked in 1920, beginning a steady slide that only hesitated during WWII. PE only had eight years of profitable passenger business in its entire history.
- Streetcars were heavy users of electricity and for practical reasons — many of these lines owned their own electric utilities. The Public Utility Holding Company Act of 1935, part of Roosevelt's New Deal, ordered all electric utilities to sell off those portions not actively generating electricity, so buyers for the transportation portions had to be found quickly, or face federal censure.
- Many U.S. transportation systems had already discontinued rail for buses before purchase by National City Lines.
- General Motors, Firestone Tire and Rubber, Standard Oil of California and Phillips Petroleum funded National City [bus] Lines between 1936 and 1950 for the express purpose of acquiring local transit systems throughout the country, mostly in medium-sized communities, but including Los Angeles, Tulsa, St. Louis, and New York. All of those streetcar lines ultimately were shut down to be replaced by buses.
- NCL purchased buses from Twin Coach, Mack and General Motors.

GM and their partners strongly denied all accusations. They denied using strong-arm tactics against the railroads. They also claimed that their investments in transportation companies were small and they had no control over decisions made by those companies. Finally, GM claimed that buses were part of a nationwide trend that was already in motion way before they became involved.

Street railways were inefficient, unpractical and slow by the 1930s. PE averaged 13 mph street running, though their private rights-of-way were faster. Of course, grade crossings were a major hazard to PE's high-speed lines. Buses were just cheaper to operate and maintain than trolleys. A point lost in most conversations: PE began converting to buses in 1917 and by 1940, buses accounted for more than 35 percent of PE passengers hauled.

GM and its NCL partners were convicted of criminal conspiracy in 1949 by the U.S. district court in Chicago and fined \$5,000. That finding was overturned in 1974, with GM being charged with a single anti-trust count for requiring National City Lines to purchase GM buses.

**Outcome of discussion:** Greyhound had nothing to do with National City Lines, General Motors or the Great Streetcar Conspiracy and nothing to do with the fall of the Key System. Key System seemed to fall victim to its own problems, primarily age of equipment and deferred maintenance. AC Transit, created by combining 13 transportation systems in the east bay into a municipal organization, has but one connection to National City Lines — Oakland's old bus system was owned by NCL at the time AC Transit was formed.

## Sources

Third Rail Online - [www.thethirdrail.net](http://www.thethirdrail.net)  
The General Motors streetcar conspiracy - [en.wikipedia.org/wiki/General\\_Motors\\_streetcar\\_conspiracy](http://en.wikipedia.org/wiki/General_Motors_streetcar_conspiracy)  
The Straight Dope - [www.straightdope.com/classics/a2\\_335.html](http://www.straightdope.com/classics/a2_335.html)  
The Great GM Conspiracy Legend - [1134.org/stan/ul/GM-et-al.html](http://1134.org/stan/ul/GM-et-al.html)  
U.S. vs. National City Lines - Court Brief - [caselaw.lp.findlaw.com/scripts/getcase.pl?navby=search&court=US&case=/us/334/573.html](http://caselaw.lp.findlaw.com/scripts/getcase.pl?navby=search&court=US&case=/us/334/573.html)



# In Fond Remembrance ...

---

FRPA and SCSRA lost four wonderful people in the last few months. Other members have stepped forward to share their thoughts and memories of these four individuals who will be greatly missed by all of us. For those of us who knew them, I'm sure you will enjoy these reminiscences in addition to your own, and for those of us who did not know them, hopefully these memorials will cast light on what was missed.

## JERRY GOBLE

*By Sue Kientz and Norma Goble*

Jerry Goble, husband of FRPA Secretary and Membership Chairwoman Norma Goble, passed away on July 13 at St. Joseph Hospital. His presence at FRPA quarterly meetings, at FRPA board meetings which he attended with Norma, and so many FRPA events, will be sadly missed.

Born on January 17, 1930, Jerry was adopted by John and Bess Goble of Altadena, CA, on January 30, bringing him home directly from the hospital.

Jerry earned his Associate of Arts Degree from Pasadena City College. In May of 1965, he married Norma Risser at Wylie Chapel of Hollywood Presbyterian Church, and they settled in Arcadia until his company moved them to the City of Orange. Jerry worked in the electronics industry for 40 years.

He served in the Civil Air Patrol, in the California National Guard, and in the U.S. Air Force, seeing action with the 13th Air Force during the Korean War.

Jerry had many hobbies — trolleys, trains, and airplanes. His greatest joy, however, were his cars: Studebakers, Dodges, and Chryslers. He enjoyed taking his 1970 classic Dodge Charger to car shows and he won a number of trophies. There was an extensive article about his Charger in Hemmings Muscle Machine Magazine just last year.

Norma recalls Jerry's 1962 Gran Turismo Hawk Studebaker hardtop, as beautiful as if it had just come off the showroom floor, when someone pulled in front of him on the interchange to the 57 freeway. He swerved to avoid damaging his car but his wheel caught a previously downed light standard. The car rolled but fortunately Jerry came through it unhurt. He then asked Norma if he bought her a new car, could he have her 1970 Dodge Charger.

Both he and Norma had amateur radio licenses, his call sign being WA6LGZ. Jerry was a member of the radio clubs both of Orange and Fullerton. He was a member of both the Fullerton Post 142 of the American Legion and the Fullerton Veterans of Foreign Wars. Jerry and Norma also belonged to the Fullerton First Evangelical Free Church. And Jerry was, of course, a proud member of FRPA.



*Jerry circa 1998. Photo courtesy of Norma Goble*

---

## CARL SCHMITZ

*By Dennis Leslie*

One of FRPA's local members, Carl Schmitz, passed away on June 21, 2006. He was always on hand during Railroad Days with his model trains.

Carl was born on January 19, 1924, in Chicago. At the time of his passing, he was president of the Pearl Harbor Survivors, Chapter 14, in Los Alamitos. After World War II, Carl worked on the railroads, and in his spare time he built a complete train layout in his home. Every boy in the area grew up watching Carl's trains run through the little towns and countryside.

I, too, worked for the railroads during World War II so we had a lot in common. At the last train event, he was so happy being with those who loved trains.

Carl's son wrote the following Farewell on the mass cards given out at his funeral. I thought you and the other members would like to see how much we thought of him, so I'm sending you a copy of the Mass Card. *Carl's son's poem is reprinted at right.*

*His sweet train has come  
Gabriel has blown his whistle  
His hand extends  
And Michael's smile beckons*

*As he boards, time flees  
The conductor calls — tickets please  
He settles into his seat  
The whistle blows — one more ride*

*He turns and waves, the images blur  
His strength returns, his eyes twinkle  
The twilight shall never again fall  
Blessed by the Son*

*Heaven calls with sweet bliss  
Into God's love with an Angel's kiss  
Nestled safely in Jesus' arms  
The Journey done  
Goodbye Dad. Give Mom a hug for me.*

*More remembrances on page 10*



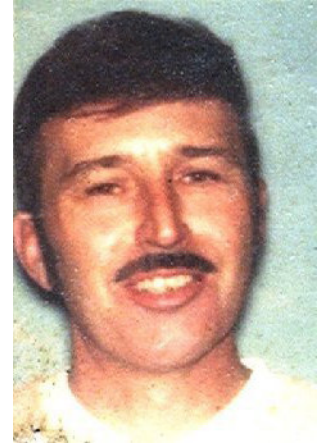
## JACK FINN

by Alan K. Weeks

Jack was one of my oldest friends and a friend to many other railfans. He had been in ill health for the last several years. He had moved to Pasadena to live in one of Walter Abbenseth's apartments. Walter was a long time resident and well known railfan who passed away in February. Walter never had a car and Jack had taken Walter to the market every week for many years. Jack even helped Walter in his final days of illness.

Jack was born in French Canada and as a child was brought to the U.S. by his family. As a young child Jack lived very close to the Pacific Electric Glendale line. It was there that he gained his deep interest in the Pacific Electric Railway. I met Jack with Ron Longworth on the last regular passenger car on the Santa Monica Air Line. I believe this was in 1953.

Jack attended Marshal High School and joined the Navy after college. He worked in the clothing manufacturing business for years. His last position before he retired was at Rancho Los Amigo's Hospital. He was an In-



Above, Jack in the 1970s.

Photos courtesy of Alan Weeks

halation Therapist in the children's section.

He and I both operated rail cars at the Orange Empire Railway Museum for many years. I was # 54 and he was # 74. He founded the Pacific Electric Railway Historical Society. He collected oral interviews of many people who rode or worked for the P.E. He also published eight Monographs with these interviews and pictures. It is hoped that the Society's trustees will continue Jack's work.

His research and knowledge of the P.E. was quite extraordinary in my opinion. He was a stickler for accuracy. But in the long run I will remember Jack for the kind and caring person who looked after many ill people who had no one else to help them. He did this quietly and without fanfare.

Jack passed away peacefully in his apartment Thursday night or Friday morning, July 20/21, 2006. A memorial service was held on July 28, 2006, in Alhambra.

## MIKE "OATMEAL" FLAHARTY

By Glen Icanberry

Michael A. "Oatmeal" Flaharty, an SCSRA Life Member, died of cancer July 14, 2006, in Oxnard at age 67.

Born October 20, 1938, in Chicago, Mike referred to Chicago and its railroads as "Mecca" and claimed that many interurban and Chicago EL cars carried etched glass front windows, at "nose height," left by him. A small boy, Mike was fascinated with Chicago's electric railroads, and the EL in particular.

In the late 1940s Mike and his mother Virginia moved to Oxnard area. While around high school age, Mike peddled his bike alongside slow moving SP cab forwards, pacing them along parallel Oxnard Blvd. and Fifth Street. He said that about all the other SP trains quickly outdistanced him.



Oatmeal playing piano. Photo by Sue Kientz

Mike was a talented musician, and when drafted into the U.S. Army, he was immediately assigned to the U.S. Army Band, where he served his tour of duty based primarily at Fort McArthur. The Army also sent him to the Naval School of Music, where Mike performed and marched with the Army Band in the Rose Parade and other events.

Mike's musical career extended to playing in various bands, teaching music, and he was heavily involved in drum and bugle corps with the American Legion. Once when Mike was spending a few weeks at Orange Empire Railway Museum (OERM) in Perris, he learned that the local American Legion, or VFW, did not have a bugler, but was instead playing a record for veterans funerals, etc. Mike immediately volunteered his services and played the bugle for them.

Continued on page 11

Mike joined the Santa Clarita River Valley Railroad Historical Society as a life member shortly after it was formed in 1993. He worked as a SCRVRHS car host on several of the Ventura County Fair/Metrolink Specials, and served briefly as a car host with SCRVRHS on the Fillmore & Western. On occasion he played the piano on the Fillmore & Western dinner trains and other excursions.

Mike joined the Southern California Scenic Railway Association when at Travel Town about 1990, as a life member. For the next several years he enjoyed going to Travel Town to volunteer as a car host and brakeman, when the "full crew" was called, to move a caboose within Travel Town. He also enjoyed the movie nights with SCSRA, being a big fan of Laurel & Hardy and other early movie stars from the era before and shortly after "talkies." Mike's musical interests and the use of pianos and theater organs contributed to his enjoyment of the silent movies. Mike, along with other SCSRA volunteers and friends, was extremely disappointed when SCSRA was pushed out of Travel Town, due to shortsighted, misguided City politics.

In 1958, Mike became a psychiatric technician at Camarillo State Hospital, retiring in the late 1980s. He was remembered for his working with autistic and retarded children, whom he was particularly good with. While Camarillo State Hospital was his regular employment, Mike continued his musical career, and later went into the Navy Reserves to learn surveying and machine shop. Mike later taught math and machine shop at high school and junior college level.

It was through his pursuit of surveying that Mike and the Navy became involved with the Museum at Campo, which led to his joining OERM. A few of OERM's stuffed shirts chose to ignore or belittle his knowledge and talents, so instead Mike pursued an interest in becoming a brakeman, then motorman at OERM, along with serving as a volunteer guide of the property primarily on weekdays, when few knowledgeable members were around to do it. OERM received many complimentary letters from groups which Mike had patiently led around the Museum's property on impromptu tours.

Mike had life memberships with the Orange Empire Railway Museum at Perris, Pacific Southwest Railroad Museum at Campo, the San Diego Model Railroad Museum, the Southern California Scenic Railway Association, and the Santa Clarita Valley Historical Society at Saugus. When he retired he enjoyed circulating between the various organizations, volunteering as his musical obligations and health allowed. For several years he spent alternate Sundays helping with restoration of SP 2-6-0 No. 1629, until group politics forced an end to active restoration of the locomotive to steam operation.

While still a high school student, I met Mike Flaharty at the Ventura County Model Railroad Club, about 1972. Mike drove myself and other young fans around in his beat up, black Volkswagen "Sludge Bug," to explore various railroad facilities in Los Angeles and along the SP Coast Line. This was before some of us were old enough to drive. Over the next thirty plus years we made many extended and short trips together. Mike's somewhat erratic



*Oatmeal mugs for the camera at SCSRA's Christmas Party at Sue's house, 2001. Photo by Sue Kientz*

schedule with Camarillo State Hospital, and my odd hours at Santa Fe Railway, sometimes coincided to where we could travel together. Although Mike was not a photographer, he was extremely patient in waiting around for the right shots which I was pursuing. Mike just enjoyed being out and watching the world of railroading. In 1984, when the "World's Fair Daylight" ran through California behind SP 4449, Mike rode several segments. One of his more memorable stunts was whenever a truly weird, obnoxious railfan would approach him, Mike would jingle his large State Hospital keys and slur, "I liiive at Camarillo State Hoshhh-pital!"

Some of Mike's O gauge tinplate and HO model railroad items are on display in the Middleton Museum at Orange Empire Railway Museum. OERM's Richard Radford will be working in some of Mike's HO Southwest Transfer equipment, which represents a heavyweight, steam powered passenger train, into the Middleton Museum displays. This crack name train often ran behind double and triple headed, articulated, steam locomotives and was referred to as "The Procrastinator" by Mike Flaharty and his friends.

*Mike played some impromptu songs on piano at SCSRA's Christmas Party in 2001 and this was captured in two digital movie files. Listen to the boogie-woogie from Oatmeal which nearly rocked the decorations off the piano (watch the fish swing back and forth!) at <http://www.scsra.org/oatmeal>*

## 2006 Calendar

- |                |  |
|----------------|--|
| <b>Oct 11</b>  | <b>FRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave., Fullerton   |
| <b>Oct 24</b>  | <b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.   |
| <b>Oct 28*</b> | <b>Movie Night: <i>Rails Into Laramie</i></b> ,* 5:30 p.m. and 7:45 p.m., Fullerton Museum Center Auditorium, Fullerton  |
| <b>Nov 9</b>   | <b>Community Planning Workshop</b> , 6 p.m., Fullerton Senior Multi-Service Center, 340 W. Commonwealth Ave. (across the street from the City Hall & Library complex), Fullerton |
| <b>Nov 28</b>  | <b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.   |
| <b>Dec 2*</b>  | <b>Holiday Party, with the Movie <i>The Silver Streak (1934)</i></b> ,* 5:30 p.m. and 7:30 p.m.  |
| <b>Dec 14</b>  | <b>Community Planning Workshop</b> , 6 p.m., Fullerton Senior Multi-Service Center, 340 W. Commonwealth Ave. (across the street from the City Hall & Library complex), Fullerton |

*\* Dates and movie titles subject to change. Check [www.scrmf.org](http://www.scrmf.org) for updates*

# O HOT RAIL! O

is published quarterly at Fullerton, California, and is the official publication of

**THE FULLERTON RAILWAY PLAZA ASSOCIATION, INC., &  
THE SOUTHERN CALIFORNIA SCENIC RAILWAY ASSOCIATION, INC.**

400 E. Commonwealth Ave., Suite 7, Fullerton, CA 92832

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



*FRPA and SCSRA are California Nonprofit Public Benefit Corporations  
IRS Tax Exemption No. 33-0776081 (FRPA) and No. 95-3947766 (SCSRA)*

Editor: Sue Kientz

*Send your letters to the editor to the address above or e-mail [sue@scsra.org](mailto:sue@scsra.org)*

Any article or feature published in *Hot Rail!* may be reprinted in whole or in part provided that proper credit is given the source.



## FRPA BOARD OF DIRECTORS

*Chair,* George H. Engelage, IV  
*Members,* Gordon R. Bachlund Susan J. Kientz  
George J. Barlow Robert Root  
Harold Benash Paul R. Simons  
Terry Galvin Stan Swanson  
Norma R. Goble Michael Vitale  
Richard L. Hopping, O.D. Dennis White

## FRPA CORPORATE OFFICERS

*President,* George H. Engelage, IV  
*Exec. Vice President,* Richard L. Hopping, O.D.  
*Vice President,* George J. Barlow  
*Treasurer,* vacant  
*Secretary,* Norma R. Goble  
*Recording Secretary,* Barbara Eldredge  
*CPA,* Charles A. Munson, CPA

## FRPA HISTORICAL AND MODELING COMMITTEE

*Chairman,* Harold Benash  
*Secretary and Editor,* Dennis White

## FRPA APPOINTED CHAIRPERSONS

*General Meetings,* Stan Swanson  
*Membership,* Norma R. Goble  
*RR Days 2007,* Fred Canfield  
*Movie Nights,* Gordon Bachlund, Jim Hoffmann

## SCSRA BOARD OF DIRECTORS

*Chair,* Sue Kientz (June 2010)  
*Members,* Gordon Bachlund (Jan 2007) Jerry Price (June 2010)  
Jim Hoffmann (Sept 2007) Greg Smith (Sept 2007)  
Ted McConville (Jan 2010) Mike Vitale (Sept 2007)

## SCSRA CORPORATE OFFICERS

*President,* Gordon Bachlund (June 2008)  
*Treasurer,* Mike Vitale (June 2009)  
*Secretary,* Greg Smith (July 2007)

## APPOINTED OFFICERS, SUPERINTENDENTS AND MANAGERS

*Vice President, Museum Relations,* Sue Kientz  
*Safety Officer,* Jim Hoffmann, *Acting*  
*General Superintendent,* Jerry Price  
*Chief Mechanical Officer,* Gordon Bachlund  
*Asst. Supt., Rolling Stock,* vacant  
*Asst. Supt., Electrical/Communications,* Jim Vicars  
*Operating Superintendent,* Jim Hoffmann  
*Maintenance of Way Superintendents,* Jeff Barrow, Dan Price  
*Fund Raising Coordinator,* Sue Kientz  
*Official Photographer,* Elliot Alper  
*Film/Digital Presentation Manager,* Tim Dulin  
*Motion Picture Film Archivist,* Gordon Bachlund  
*Projectionist Extraordinaire,* Jim Hoffmann

**Fullerton Railway Plaza Association, Inc.**  
400 E. Commonwealth Avenue, Suite 7  
Fullerton, CA 92832

**Address Correction Requested**

PRSR STD  
U.S. POSTAGE  
**PAID**  
ANAHEIM, CA  
PERMIT NO. 815

## IN THIS ISSUE

- **Upcoming Workshops Crucial to Rail Museum's Future!** Plan to attend Nov. 9 and Dec. 14. See cover.
- **Art Brown on Future of Local Rail at Oct 11 Dinner.** See cover.
- **Upcoming Movie Nights:** Oct. 28 and Dec 2 (holiday party). See cover for movie titles and details.
- **SCSRA Celebrates at Annual Dinner.** Story and photos, pages 3-4.
- **Remembering Four Extraordinary Members,** pages 9-11
- Interesting railfanning and historical pieces, photos, more!

Postmaster: Please Deliver between October 1-9, 2006