

So. California Railway Plaza Assn. &  
So. California Scenic Railway Assn.

present the

# Hot Rail!

newsletter



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

Volume VII, Number 3

Fall 2009

## New, Expanded Website Debuts

*"Ride" our railcars through 12 pages outlining activities, history, and future goals*

**By Donna Johnson, Community and Media Relations Chair**

Come take a colorful ride through our new, expanded Southern California Railway Plaza Association website, which debuted in September at [www.scrpa.net](http://www.scrpa.net).

At the top of each page, a click on the train of tiny railcar "buttons" lets visitors browse page-by-page through comprehensive topics covering everything about SCRPA from "Who We Are" and "What We Do" to an e-membership application and details on SCR plans and Railroad Days past and future.

Contributors to the content organization and text on our site included Website Committee members George Barlow, Fred Canfield, Terry Galvin and Dennis White and Community and Media Relations Chairman Donna Johnson. Board member Gordon Bachlund also stepped up to reserve our appropriately titled new URL.

Creative credit for the clever railcar concept goes to Fred, who took the lead in designing the page header – complete with a very SoCal mountainscape – along with the locomotive, tender, box cars, and caboose that light up and spin wheels along the track. Fred also provided hours of technical skill in setting up the pages.

*Below, the new banner and railcar navigation at SCRPA's website.*

TrainWeb.com generously has agreed to continue hosting the site for SCRPA, and TrainWeb was also very helpful in getting our info up and running. Sue Kientz, who had filled in as SCRPA's webmaster for the last several years, then arranged for our old site to automatically forward to the new web address.

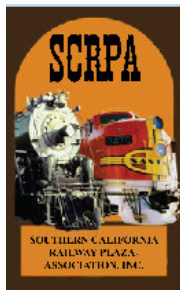
The site fills an important double niche for SCRPA as a jazzy, informative marketing tool and membership builder. And it connects to our vision and mission emphases on rail education under the new theme: "An Educational Journey into the History of Railroads in Southern California."

Here is a list of page topics for you to check out:

- Home – WELCOME!
- What's New
- Membership
- Who We Are
- What We Do
- Goals
- Railroad Days
- SCR X
- Poster Contest
- History & Modeling
- Board of Directors
- Contact Us

They're designed to be user-friendly and it's easy to jump back and forth between pages.

**[www.scrpa.net](http://www.scrpa.net)**



## SOUTHERN CALIFORNIA RAILWAY PLAZA ASSOCIATION

*"An Educational Journey into the History of Railroads in Southern California"*



## RAIL PANEL CHAIRMAN ART BROWN TO SPEAK AT OCT. 14 DINNER MEETING

**By Stan Swanson, Dinner Meeting Coordinator**

Buena Park Mayor Pro Tem Arthur C. "Art" Brown will present his view on the direction that rail transit will take in Southern California when he speaks at the SCRPA Fall Dinner Meeting.

Brown brings more than a decade of experience in rail-related efforts, including his current role as chairman of the Los Angeles-San Diego Rail Corridor Agency, to his second appearance as guest speaker at our quarterly membership gatherings.

The retired sheriff's deputy has been a political force in Southern California since his election to the Buena Park City Council in 1990 and has been involved in all facets of communication, transportation and public works. He has represented the North Orange County area on the O.C. Transportation Authority and has also served on Metrolink, Southern California Intercity Rail Group and Fixed Guideway Rail Systems panels.

As a member of the OCTA Board of Directors, Brown serves as a member on the following committees: Transit, Finance and Administration, State Route 91 Advisory, Transportation 2020, Legislative and Communications Committee and the Security Working Group.

Plan to attend the membership dinner meeting at the China Buffet, 104 W. Orangethorpe Ave., Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person, which includes all-you-can-eat buffet, soft drink and gratuity.



Art Brown. Photo © www.octa.net

## COMMITTEE'S SEARCH NARROWS FOR SCRX, RAILROAD DAYS SITES

**By Terry Galvin, SCRX Chair**

The SCRX Committee had an eventful summer. In addition to scouting out potential locations for SCRX and having multiple meetings with various city officials, we also were looking for potential Railroad Days sites.

Because of the economy, cities and developers have had to scale back their private projects. While some are continuing to plan for the eventual economic improvement, there is little activity outside of city public works-type projects.

There is sufficient interest in the Orange County area so we aren't having to go too far afield for both SCRX and Railroad Days. The committee is focusing on two cities, both of which can offer good locations. Until we obtain more certainty of the sites' details, participation potential from other sources and expected timelines, we are not divulging their names.

## Southern California Railway Plaza Assn.

### Our Vision Is

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

### Our Mission Is

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

### Our Goals Are

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

### The SCRX Vision Is

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

### The SCRX Mission Is

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

### The SCRX Goals Are

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

The committee is convinced that Railroad Days should be conducted as soon as possible in order to keep the SCRPA name in public view, even though the SCRX might ultimately end up in a different city.

**Movie Night:  
Saturday, October 24**

## **Program of Early TV Shows Featuring Railroads:**

*You Are There - Sugarfoot - Highway Patrol*

**Wine Tasting: 6 p.m.**

**Three TV Episodes Begin: 6:30 p.m.**

**Fullerton Museum**

**Center Auditorium**

**301 N. Pomona Ave., Fullerton**

Wine Tasting generously sponsored by  
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**FREE PARKING ACROSS THE STREET**

See the 2009-10 Calendar on page 7



# BOARD OF DIRECTORS REPORT, SEPTEMBER 2009

**By Donna Johnson**

The SCRPA Board of Directors unanimously voted Sept. 14 to add Fred Canfield as an official member, bringing the total to 14 directors.

As Railroad Days Chairman since 2002, Fred has regularly attended board meetings as a guest to report on activities and preparations for the annual event. The board decided it is time for him to be a full voting member of the board. His term will expire in January 2011, to maintain a balanced schedule of board elections.

Fred is in the initial stages of planning for the 2010 Railroad Days weekend. Look on the new website, [www.scrpa.net](http://www.scrpa.net), for more news to come on the date and location.

The board has completed its reorganization process that began in January and included acquiring state approval of a new name for the organization; adopting new Vision, Mission and Goals for both SCRPA and SCRX; and creating an updated, expanded website.

## SCRPA MEMBERSHIP AT 164

**By Norma R. Goble, Membership Chair**

Thank you for your response to my call for membership dues for 2009. As of this publication date, we have received 164. We have 8 new members and 4 returning from 2007. Please keep them coming. I look forward to each day's mail for your response.

## SCSRA UPDATE

**By Sue Kientz, SCSRA Board Chairman**

This past June, longtime SCSRA secretary Greg Smith resigned his seat and directorship. We want to thank Greg for the many, many years he served SCSRA, being one of the original members who started the association. While no one can *really* take his place, Jim Hoffmann was then voted in as the new secretary. Thanks to both of you for your service and dedication.

SCSRA is now making a schedule for renovation of its two cabooses. We aim to have both exteriors painted and the plated windows replaced, among other improvements. We estimate having funds for completing one of the cabooses and part of the second cooosie. Mike Vitale is creating a schedule, so you will see some Cooosie Work Days on the calendar in the near future.

## H&MC FALL REPORT

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

Summer is a time for fellowship, rest, and recharging of the committee's "batteries" before embarking upon the busy fall and winter show schedule and Summer '09 was no different.

We began our summer fun with the annual joint "Dinner at the Depot" on July 25, held in partnership with Southern California Scenic Railway Association (SCSRA). Harold Benash and Gordon Bachlund took turns as Masters of Ceremony. The combined group served 39 meals consisting of submarine sandwiches and all the "fixin's," plus a variety of soft drinks. Sue Kientz once again provided a sheet cake for dessert, donated by SCSRA, and decorated with a topical SCRPA/SCSRA

theme. This year's cake depicted little cartoon men, representing different unnamed cities, wooing the SCRPA logo which sported arms and legs. A most hilarious effort by Sue (see all dinner photos on page 5),

The first order of business after dinner was the annual presentation of special awards. Gordon presented SCSRA's prestigious Clarence Ridenour Award "For Leadership, Inspiration and Dedication" to Dennis White. Harold presented H&MC Award Certificates "In Recognition of Leadership, Direction and Support to the Organization" to Jack Barich, Diane Johnson, Ted Johnson, Martin Kluck and Dennis White.

Sue handled disbursement of Door Prizes with the assistance of Jeff Schulze, Sue's boyfriend Ron Baalke, and Harold. The volume of donated prizes this year was such that each attendee "won" two prizes. Thanks to all who donated railroadians, books and model trains for door prizes (list on page 4).

As always, train watching was a major feature of the evening, made even more memorable by the very rare meeting of both east and westbound Amtrak Southwest Chief consists at Fullerton – the westbound being delayed more than 12 hours due to a derailment in Arizona. The ubiquitous blue and silver Amtrak California Surfliners came through more or less on time followed by several freight trains, adding to the evening's "fun" factor. A great time was had by all.

## Other H&MC activities

Jack Barich and Dennis White were presented with their recognition awards at the committee's August meeting, as neither could attend the July event. Amazingly, their H&MC and SCSRA friends were able to keep these awards secret from them and both Jack and Dennis were "blindsided" by the surprise presentations.

Dave Norris and Bryan Hunnell are contacting local historical societies, city libraries and the Orange County Archives for use of photographs, maps and data to help in updating our picture boards to a more regional type of display. Dennis is also involved in this ongoing activity.

Construction of the 8-foot-long Pacific Electric module is almost complete and features a pre-1925 view of the Fullerton depot area, between the ATSF mainline and the P.E. station on Commonwealth Avenue. True to the

*Continued on page 4*

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

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era, the old 1883 frame ATSF depot structure with all its gingerbread is represented by another of Doug Archer's beautiful models. Also included are pre-Granada warehouses trackside and an early view of Ward & Harrington Lumber Co. Typical of all the SCRPA historic modules, the P.E. display features many fine details that can be discovered only through careful study of the modeling scene.

### Coming Events

The History and Modeling Committee begins its 2009-10 display season participating with the Santa Susanna Model RR Club annual show in Simi Valley, Oct. 31 and Nov. 1.

Next up, the H&MC displays travel to Orange Empire Railroad Museum in Perris, California, for OERM's annual Thomas the Tank Engine show, Nov. 7-8, Nov. 11, and Nov. 15-16.

We next travel to the Ontario Convention Center for The Great Train Expo, Dec. 5-6, followed by the same show at the San Diego County Fair Grounds in Del Mar, California on Dec. 12-13.

The second annual San Bernardino Railroad Museum "Train Day" at the restored ATSF depot expands to two days this time around. SCRPA/H&MC will display inside the depot lobby Jan. 16-17, 2010.

The effort to showcase SCRPA's work and present our mission and vision statements to the railfan community require considerable effort upon H&MC members, with transportation of the displays requiring use of member pickup trucks and (hopefully) a trailer or donated U-Haul truck, and of course manpower.

We encourage participation by SCRPA 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 SCRPA. Meetings are held 7 p.m., the fourth Tuesday of each month (except June and December) at St. Paul's Lutheran Church (corner of Las Palmas and Harbor Boulevard), Fullerton. Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.

### ANNUAL DINNER AT DEPOT PRIZES

Thanks to the many people who generously donated prizes for what turned out to be a mammoth drawing, with so many prizes that we went through the tickets twice. See below our generous donors, the happy winners, and a list of all the wonderful and interesting rail-themed prizes:

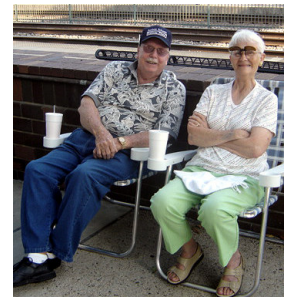
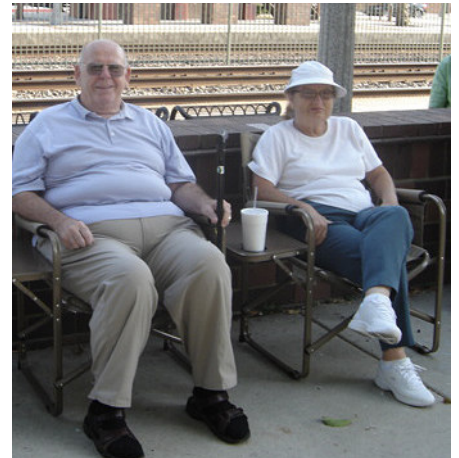
Door Prize	Donated by	Winner(s)
Decals: Fairmont Speeder Safety Decal (2)	Gordon Bachlund	Donna Johnson; Ron Baalke
ATSF Timetable	Don Hampton	Margaret Archer
HO Car Kit	Harold Benash	Don Lawver
EMD SW1000 Op Manual	Gordon Bachlund	Greg Smith
Santa Fe Timetable	Sue Kientz	Diane Johnson
DVD set: <i>America By Rail</i>	Dave Norris	Marty Kluck
Booklet: <i>This is Southern Pacific</i>	Dennis White	Curtis Raymond

Door Prize	Donated by	Winner(s)
AT&SF Timetable 21	Dave Norris	Lee Culp
Loco of UP (envelope)	Dennis White	Jim Hoffmann
EMD GP40 Op Manual	Gordon Bachlund	Edith Culp
Wash/Balt/OH Portfolio	Dennis White	Carol Lawver
AAR Standard Code of Op Rules (2)	Gordon Bachlund	Stu Proctor; Laurie Schulze
Sys Map of Norfolk Rwy	Dennis White	Doug Archer
VHS RR tape	Doug Archer	Gary Leister
Passenger Train Timetables	Dennis White	Charles Forsher
SP Western Region Timetable No. 3	Gordon Bachlund	Robert Bartlett
Map of Wabash RR	Dennis White	Bob Gordon
Electric Rwy's Photos	Dennis White	Carol Bennett
ATSF Timetable No. 5	Jeff Schulze	Harold Benash
VHS: <i>Alaska's Gold Rush Train</i>	Gordon Bachlund	Jeff Schulze
Hallmark Train Ornament	Jack Barich	Marty Smith
REA Express Book	Dennis White	Kathy Norris
VHS: <i>Canadian Rockies</i>	Gordon Bachlund	Kimberly Bennett
"Encore" Train puzzle	Jack Barich	Sue Kientz
Car Builders Dictionary	Dick Hopping	Jim Hoffmann
DVD: <i>Train Deluxe Rail Safari</i>	Don Hampton	Tommy Reminiskey
Horseshoe Curve (1903) postcard	Gordon Bachlund	Donna Johnson
DVD: <i>Royal Orient Express</i>	Don Hampton	Fred Canfield
VHS: <i>Cumbres and Toltec</i>	Gordon Bachlund	Denise Merrill
DVD: <i>Venice Simplon Orient Express</i>	Don Hampton	Elliot Alper
DVD: <i>America By Rail</i>	Jeff Schulze	Ted Johnson
Rail Expo '88	Jack Barich	Mike DiCerbo
2007 Narrow Gauge Annual	Jack Barich	Dave Norris
VHS: <i>Scenic Rail Journeys of America</i>	Jeff Schulze	Kathy Norris
DVD: <i>Trains Spectacular</i>	Jeff Schulze	Elliot Alper
Loco Kit puzzle set	Jeff Schulze	Jim Hoffmann
Cassette: Singing Rails	Stu Proctor	Ted Johnson
Train tie tac	Stu Proctor	Kimberly Bennett
Wine: Callaway Syrah 2004	Stu Proctor	Donna Johnson
<i>History of N. American Rail</i>	Bennett Family	Marty Kluck
VHS: Fullerton	Doug Archer	Curtis Raymond
1948 Official Guidebook of World's Fair	Dennis White	Lee Culp
Signed by author: <i>Amazing Journey of Santa Fe's RDC Cars</i>	The book's author, Edward Saalig	Harold Benash



# ANNUAL DINNER AT DEPOT 2009

Photos by Elliot Alper





## “IT WAS A VERY GOOD YEAR”

*By Dennis White, History and Modeling Committee*

The other day I was crawling along the Santa Ana Freeway, listening to 94.7 FM, when Frank Sinatra crooned the wistful words of, “It Was A Very Good Year,” and it started me reminiscing with my passenger about my good old days as a management trainee for a major paper company 40 years ago, and one of my assignments in the company’s Traffic Department.

In those pre-computer days, large companies needed a well staffed traffic department to coordinate inbound and outbound rail and truck traffic to their facility. I was assigned the job of managing inbound rail movements which suited me just fine as I was a closet railfan, a secret I kept well hidden from everybody including the rail representatives that called on me every day.

Traffic analysts and clerks spoke a different language; words like consignee, bills of lading, constructive placement, demurrage, reciprocal switching, OS&D, etc., rolled off our tongues effortlessly. Without the help of traffic departments, transportation costs could easily price product out of the market, so expertise in matters of traffic was of great importance.

One learned a lot about geography working in a traffic department. Out of the way places like Nampa, Idaho; Hoquiam, Washington; Streater, Illinois; and Westbrook, Maine were as familiar to us as our own neighborhoods. We knew that a car passing Klamath Falls on the CB&Q was two days away, while one passing Salt Lake City on the UP would be available the following morning.

My employer had two facilities within the yard limits of Union Pacific’s Los Angeles East Yard, and a third plant served by the Los Angeles Junction Railway (LAJ). All three locations were within Los Angeles’ reciprocal switching area, meaning that a car brought into town on any of the three railroads at that time (UP, ATSF or SP) was switched as if it were carried by the delivering railroad, thereby eliminating switching charges.

To keep all three transcontinental railroads happy, routings were split equally so that each railroad got a fair share. Of course, railcar routing across the country affected the assessment of freight charges, so the route taken also played into the equation. Generally, railcars from the northwest traveled into town on the ATSF having been handed off from Western Pacific in Stockton, CA; those coming from the east were predominantly routed via UP at North Platte, NE or ATSF out of Chicago; and those from the south arrived via SP’s Sunset Route.

In the days before deregulation, all the railroads had to sell was service, as tariffs precluded negotiated rates. Union Pacific’s three hottest trains of the era were the “CLS” (for Clougherty Live Stock, AKA Farmer John), “LAF” (Los Angeles Forwarder), and the “LAM” (Los Angeles Merchandise). These trains ran 38 hour schedules between North Platte and Los Angeles. Southern Pacific usually made sure that our cars out of Texas, Arkansas and the St. Louis area were on the “BSM” (Blue Streak Merchandise), touted as the fastest freight train in

the world. El Paso Texas was only 24 hours from Los Angeles. Paper was a priority commodity; so much of our product rode these hot-shot trains.

In the computer age, it is hard to imagine that urgent communication was primarily by the U.S. Mail. When a car arrived in Los Angeles, the railroad mailed a postcard announcing that the car was on “constructive placement” meaning that it was available to be ordered onto a customer’s siding. Demurrage began accruing on the date of constructive placement, so this information was critical to holding down freight costs. Demurrage is the charge per day for cars left on a customer’s siding or in a yard waiting to be spotted. Plain box cars were allowed two days free demurrage after which daily storage charges began. Specialty box cars such as insulated cars, those with special DF (Damage Free) equipment, i.e., spreader bars, and/or movable bulkheads, and/or cushioned underframes (rare in those days) were only allowed one free day.

To keep demurrage charges to a minimum and because of the large number of cars the company had enroute at any one time, one of my jobs as a traffic analyst was to track cars destined for our facility as they made their way across the country, allowing me to create a switch list before receiving the constructive placement notice in the mail. To do this, I called UP, SP and ATSF tracing departments daily and asked for the last reported position of each car. While my job was completely manual and required several hours on the phone, the railroad’s job was much more daunting. In those days, each car was listed on a teletyped manifest when it cleared certain locations on the railroad. The tracing clerk visually scanned their teletype reports and highlighted cars of interest. It is no wonder that every railroad tracing clerk I ever met wore glasses.

We had two 13-car sidings that paralleled a dock for a total daily capacity of 26 railcars. Cars on track one (closest to the dock) were unloaded and then the warehouse crew would bridge across to the cars on track two. I don’t ever recall us not having a backlog of cars waiting to be switched in, and we almost always worked all 26 cars each day.

I was a traffic analyst in 1972 and we dealt primarily with boxcars and refrigerator cars. Piggy-back trailers were just beginning to become dominant and containers were only used for Hawaiian shipments when I was promoted away from my “briar patch” and back into real work.

Dealing with railroads had some lighter moments, though none of those moments seemed light at the time. One of my first experiences involved a load of paper from Hammermill in Westbrook, Maine. The car was loaded with 5,000 pound rolls of paper in each end of the car, loaded “on bilge” which meant they were on their side and braced with DF spreader bars. In the center of the car, cartons of sheet stock on pallets rode in the doorway and were also braced with DF bars.

Two critical railroad mistakes doomed the shipment. 1.) The car was humped over the crest of the classification yard in Chicago even though it was placarded not to be humped. This broke the spreader bars loose and the rolls started moving back and forth inside the car. 2.) The car was misrouted to the GMO

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(Gulf Mobile & Ohio) at Chicago and sent on its way to Mississippi. By the time the error was discovered and the car located and sent back to Chicago to be correctly routed to CNW and UP, both ends of the car were beginning to bulge from the incessant rolling of the paper rolls. When the shipment finally made it to its destination in Los Angeles, the contents were destroyed. The rolls had worked like a mortar and pestle, grinding up the boxed paper on pallets. Even the pallets were ground up, leaving nothing but piles of wood pulp and a 100% loss. The rolls themselves had cracked all the way down to the core.

On another occasion, we received an old outside braced wooden box car loaded with industrial paper. When the car was opened, the fork lift driver took one whiff and declared that there was a dead body inside. When the police arrived, they asked how he knew there was a body, and he said he had served in Viet Nam and knew what death smelled like. The cops agreed, and since it was interstate commerce, the FBI was brought in. Under careful supervision of the FBI, the car was unloaded, but no remains were found. It was later discovered that the car had previously been loaded with animal carcasses destined for a rendering plant, and the smell of those animals had permeated the wood of the car. UP told us that the car was sold for scrap and taken out to the desert and burned.

One of the perks of working in the traffic department was dealing with the RR sales people and executives. Receiving more than 6,000 rail shipments a year,

we were well taken care of. The Traffic Manager, Traffic Analysts and secretaries were plied with ball tickets, special customer appreciation train rides, and were never forgotten at Christmas or on our birthdays. Whenever brass came to town, we were treated to private meals with railroad executives in their private railroad cars. I remember one very special luncheon, hosted by Mr. John Kennifeck, then President of the Union Pacific Railroad. We met aboard his private business car, Arden, which was spotted on a house track on Ferguson Drive between the old UP freight house and the East Los Angeles Depot. Mr. Kennifeck, our UP sales rep, my secretary and I were seated at a beautiful table set with the finest linen, china and crystal and served a wonderful rack of lamb accompanied by great wines. After lunch, we sat in the observation room and talked about how the Union Pacific could provide better service. I remember Mr. Kennifeck as personable and a real gentleman, and I was very impressed. I also had the pleasure of dining with Mr. John W. Barringer, then president of the Missouri, Kansas & Texas RR (Katy). He also was a very warm and kind person.

By the late 1970s, the company began computerization and the traffic department was cut to just one person. Eventually it was eliminated completely. Those computer aided duties were transferred to the shipping and receiving departments.

I'm glad I had the experience of being a traffic analyst back in the day. 1972 was definitely a "Very Good Year" for me.

## 2009-10 Calendar

<b>Oct 14</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave., Fullerton.	<b>April 27</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Oct 24*</b>	<b>Movie Night: Program of Early TV Shows Featuring Railroads (1950s)</b> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium, 301 N. Pomona Dr.	<b>May 25</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Oct 27</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>June 26</b>	<b>H&amp;MC/SCSRA Annual Dinner at the Depot</b> , 6 p.m.
<b>Nov 24</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>July 14</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
<b>Dec 5*</b>	<b>SCSRA Christmas Train-Watching Party</b> , Cabooses, Fullerton Metrolink Station, 2-5 p.m. No RSVP necessary. Bring food or drink, something to sit on, and watch the trains!	<b>July 24*</b>	<b>Screwball Movie Night: Some Like it Hot (1959)</b> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
<b>Jan 13</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	<b>July 27</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Jan 23*</b>	<b>British Movie Night: Belles of St. Trinian's (1954)</b> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium	<b>Aug 24</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Jan 26</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Sept 28</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Feb 23</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Oct 13</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
<b>Mar 23</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Oct 23*</b>	<b>Western Movie Night: Home In Oklahoma (1946)</b> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
<b>April 14</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	<b>Oct 26</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>April 24*</b>	<b>Hollywood Movie Night: Silver Streak (1976)</b> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium.	<b>Nov 23</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
		<b>Dec 4*</b>	<b>SCSRA Christmas Train-Watching Party</b> , Cabooses, Fullerton Metrolink Station, 2-5 p.m.

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

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