

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 3

Winter 2007

RAIL-THEMED "EXPERIENCE" CONSIDERED KEY FEATURE BY WORKSHOP PARTICIPANTS

**By Dennis White, FRPA Historical and
Modeling Committee**

Fullerton civic leaders held two community-planning workshops designed to help city leaders formulate plans for the Fullerton Transportation Center Redevelopment project. The City postponed a third workshop scheduled for December 14 until a later date, citing holiday conflicts, according to City personnel. The City invited the public to participate in all of these meetings through well-publicized notices in the local and regional press.

Workshop 1: Railroad Attraction Will Act as Magnet, Generate Business for Area

The first meeting, held September 28, opened with brief comments by the City's Rob Zur Schmiede, followed by Bill Fain of Johnson-Fain Architects. Frank Fuller of Field-Paoli Architects reviewed The Fullerton Downtown Strategy Plan, adopted by the City back in December 2005 after a series of community meetings facilitated by Field-Paoli Architects.

Paul Taylor, Manager of Planning, Development and Commuter Services for OCTA, provided insight into plans for Metrolink and OCTA that affect Fullerton. Taylor re-



Workshop participants marked up photos with their vision of the new Fullerton Transportation Center. Photos used were similar to this one, showing the area north of the train tracks, south of Commonwealth, east of Harbor, and west of Lemon. © earth.google.com

marked that hourly Metrolink trains from 5:30 a.m. until "late at night" were in the near future. He noted that plans are underway for the addition of a fourth track through the Fullerton area and he felt that combined Amtrak-Metrolink passenger service would quadruple.

Johnson-Fain's slide show of Fullerton history dating back to the first Europeans in the area, the Spanish land grants, land acquisition by pioneers and the story of the Amerige Brothers and the Santa Fe, held the interest of the audience and underlined the importance of rail history to the north county area.

The audience then broke out into seven discussion groups, each sitting around a table equipped with an overhead photograph of the Transportation Center. The assignment for each table was to determine the most important features wanted for the Transportation Center. After about 45 minutes, each table chose a spokesperson to present their vision of the development area to the audience as a whole. Overwhelmingly, a rail themed "experience" was at the top of participants' lists.

Closing remarks by Bill Fain reaffirmed the consensus of those in the room that a railroad attraction was key to the success of the Transportation Center by acting as a magnet to pull people into Fullerton to spend money in the area.

Workshop 2: Rail Museum Again Chosen as Focal Point

The second meeting, held November 9th, again opened with welcoming remarks by Rob Zur Schmiede, followed quickly by David Alpaugh of Johnson Fain, who reviewed

Upcoming FRPA Movie Nights

January 20, 2007

***It Happened to Jane* (1959)**

Wine Tasting: 6 p.m.; Movie: 6:30 p.m.

April 21

***Emperor of the North* (1973)**

Wine Tasting: 6 p.m.; Movie: 6:30 p.m.

An episode of the serial *Hurricane Express* starring John Wayne precedes each movie

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

Free for FRPA/SCSRA members and guests

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

See the 2007 Calendar on page 11

Continued on page 2

the work done in the first workshop. Workshop #2 narrowed the area of interest to the four-block area bounded by Harbor on the west, Lemon on the east, Commonwealth to the north and the railroad tracks on the south. Other portions of the Transportation Center project will be considered at a later time.

Hurst Harrigan Associates presented a fascinating market feasibility overview of the four-block Transportation Center, Downtown Fullerton and then outward in ever increasing diametric circles. Hurst Harrigan specializes in community demographics. Review of 30 key indicators helped develop a list of most needed components to the development.

Johnson Fain gave an analysis of buildings within the four-block area, listing historic buildings which must stay in place, contemporary structures, older structures that are in good repair and buildings that are in poor condition. Except for historic buildings, everything else is subject to possible modification or removal to meet the needs of the community. Johnson Fain presented comparable places and programs to look at and discussed how Fullerton was similar or different from each.

Again in this meeting, the audience broke into workgroups — six this time around. The breakout assignment was to work with an aerial photo of the Transportation Center and place scale Styrofoam buildings in various places within the four-block area of the Transportation Center. Participants had a grocery store, fitness center, pharmacy, railroad attraction (museum), hotel, retail business, cinema/auditorium, office space and residential blocks (condominiums, lofts and apartments). At each table participants agreed on their plan and then glued the model buildings down to the photo and a presentation was then made to the room as a whole. All six tables placed the rail museum along the north side of the railroad tracks between the historic ATSF depot and the Lemon Street viaduct. Interestingly, all six models varied from one another, except for the placement of the railroad attraction, and all six groups keyed their vision around the museum as the focal point of the exercise.

The meeting ended with closing remarks, encouragement to come to the final meeting, and a heartfelt thank-you from the City for great community participation.

New Date of Final Workshop TBA

The date for Workshop #3 has yet to be announced as of this writing. Please watch the *Fullerton Tribune* and the *Orange County Register* for time, location, and date.

TWO FILM SHORTS PLANNED FOR FRPA WINTER DINNER, JAN. 10

By Stan Swanson, FRPA General Meeting Chair

Gordon Bachlund, SCSRA's president and FRPA's Movie Nights chairman, with assistance from SCSRA board member Jim Hoffmann, will present a duo of rail-themed "short subjects" at the FRPA Winter Quarterly Dinner Meeting on January 10 at the China Buffet in Fullerton. Gordon offers the following short history of "two-reeler" films:

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.

In the earliest "Nickelodeon" days of motion picture exhibition, films were distributed on reels of 1,000' capacity. With but a single projector, the "show" was one reel of film running around 10 to 12 minutes in length. As the Nickelodeon grew to the respectability of the "movie theatre," two projectors became the norm, and multiple-reel photoplays were introduced, afforded by seamless "changeovers" between reels, but the 1,000-foot reel remained the standard of measure until after the advent of the talkies. Thus, the length of films has traditionally been referred to as the "number of reels" and in the 1920s and 30s a comedy identified as a "two-reeler" actually was two 1,000' reels in length and ran from 20 to 24 minutes.

On January 10, we will screen for your amusement two examples of the classic two-reeler comedies of the early days of sound films:

- **"Choo-Choo" (1932, 20 minutes)** – Early Our Gang comedy featuring an uncomfortable passenger train ride. Exchanging clothes with a group of mischievous orphans, the Our Gang kids end up on a train headed for Chicago. Pressed into service as the kids' supervisor, an effeminate Travelers Aid attendant suffers the torments of the damned, especially when he tries to prevent three-year-old George "Spanky" McFarland from punching the nose of every adult in sight. Things come to a head when the kids manage to get hold of some fireworks, at the same time accidentally

releasing a menagerie of circus animals from the baggage car. Listen carefully and you'll hear the voice of Oliver Hardy as the fireworks salesman yelling for help.



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- **"Berth Marks" (1929, 20 minutes)** – Early Laurel & Hardy comedy featuring another very uncomfortable passenger train ride. Big-time (so they think) vaudeville stars Stanley and Oliver take the train to Pottsville, their next booking. On board, they bumble into the wrong sleeping compartment, startling a semi-dressed woman. Her irate husband mistakes another passenger for the intruder and starts a coat-ripping free-for-all. The boys spend the rest of the trip trying to squeeze themselves into their cramped single upper berth.



Above, Laurel and Hardy with a conductor in Berth Marks; previous page, Spanky McFarland in Choo-Choo.

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 latest on Fullerton Railroad Days 2007 and various activities of our association. That's Wednesday, January 10, 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.

ONE-DAY PLANNING MEETING INSPIRES IDEAS, SHAPES PLANS FOR FUTURE MUSEUM

By Dick Hopping, FRPA Executive Vice President

The Fullerton Railway Plaza Association held a special all-day Planning Meeting on December 5, 2006, at the Fullerton-based Wyndham Hotel to which some fifty invited FRPA members, volunteers, civic leaders and supporters actively participated. The renowned Barry Howard, President and Creative Director of Barry Howard Limited was asked and did serve as the Moderator and Facilitator for the day's activities.

The convening of this free-flowing exchange initiated a plan to elicit the further thoughts and ideas of the primary FRPA members and supporters that would further inspire and shape the creation of a world-class railroad museum within the Fullerton intermodal transportation complex. Significant involvement at this meeting was by the dedicated leaders and members of FRPA's Historical & Modeling Committee who have met regularly and who have worked so diligently for a number of years in fleshing out the numerous related details of a museum that would create a meaningful cultural experience and serve as an attraction that would establish Fullerton as a destination.

The activities and records of the Association are extensive and already constitute a substantial archive. While much has been accomplished by the FRPA in the last

twelve years, the fact is that a great deal more remains to be done and it was with this in mind that this special meeting was convened.

Although many excellent studies, activities and ideas underlie the current perception of the Museum, the project scope and parameters as well as many of the key players over the years have changed considerably with the evolution to a mixed-use development on the acreage encompassing the proposed museum site. It was felt necessary to re-examine many of the original components of the vision for the project that can withstand the scrutiny of skeptics and justify that the Southern California Railroad Experience will be a successful and significant addition to Orange County's educational, recreational and cultural landscape, and an iconic destination attraction for the City of Fullerton.

The convening of this meeting enabled a free flowing exchange of ideas which elicited the thoughts and ideas of the project supporters and constituents that will inspire and shape the final project. There were no restrictions to the subjects, questions, issues or proposals that were offered.

All in all the results of the day-long meeting were felt to have been quite productive, with a number of follow up assignments being made. The outcome goal of the charrette will be the development of a post-charrette report and a comprehensive illustrated package.

2006 FRPA MEMBERSHIP WAS 240; 2007 TOTAL ALREADY UP TO 135

By Norma R. Goble, Membership Chair

December 31 is usually a dreaded date for a membership chair because all memberships disappear at the end of the year. I am so proud of you because that did not happen!

As of this publishing date, FRPA has 135 paid members for 2007. That is already over half the total membership from 2006 and it is not yet December 31. There are four new members and three renewals from 2005. Hopefully, I will be able to add a whole lot more to this number by the next Quarterly Dinner Meeting in January.

Thank you for continuing to hand out membership applications.

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FRPA HOLIDAY PARTY AND MOVIE NIGHT PREVIOUS WINE TASTINGS

By Sue Kientz

Over 50 attended FRPA's December Holiday Party and Movie Night and enjoyed hot egg rolls, cold ham and cheese sandwiches, and fine wine on a pleasant, mildly chilly evening at the Fullerton Museum Center Auditorium. After the refreshments and social time, the latest chapter of the serialized *Hurricane Express* starring John Wayne was screened, followed by the 1932 rare film classic *Silver Streak*. Afterwards the remaining food and wine was effectively consumed, followed by a second showing of the two films.

Thanks to Gordon Bachlund and Jim Hoffmann for handling the projection duties, and Sue Kientz, Dennis White, and Kathy White for preparing and serving the refreshments, the cost of which was donated by SCSRA in thanks for all the support given to its efforts to move SCSRA's two cabooses to Fullerton this past summer.

Last year our holiday party featured complimentary wine, and the response was so positive that we not only again offered wine at this event, but have also scheduled "wine tastings" before each movie night coming up in 2007 (see the calendar on page 11 for upcoming movie titles and dates).

Dennis White did an exceptional job selecting the wines for the evening, and since many people asked for the names of the brands, here are those details, as provided by Dennis himself:

The Red Wine

Terrazas de los Andies, 2005 Malbec (Wine Spectator 89) Bodega Terrazas de los Andes, Ciudad Mendoza, Argentina. The grapes for this wine come from terraced vineyards at 3,500 feet in the eastern foothills of the Andes Mountains of Argentina. Malbec wine is an intense reddish purple in color with an intensity of fruit characterized by the taste of cherries, plums, raisins and coconut with a smooth vanilla finish. The structure of the wine is fresh and young and exhibits soft, round tannins with a lively and vibrant taste.

Important in Bordeaux and the Loire for blending, the French sometimes replace Malbec with Merlot and the two Cabernet varieties. In California, Malbec is still part of the Bordeaux-blend recipe. Premium California wines using Malbec in their Cabernet Sauvignon blend include Opus One, Robert Mondavi's ToKalon Reserve, BV's Tapestry and Joseph Phelps' Insignia.

The White Wine

Rosemont Estate 2005 Traminer-Riesling, produced and bottled by Rosemont Estate, Denman New South Wales, Australia. A blend of 65 percent Gewürztraminer and 35 percent Riesling. This blend presents a floral and re-

freshing taste with crisp acidity that pairs well with spicy dishes.

Gewürztraminer grows best in cool areas that allow the grapes to ripen slowly as does Riesling. The Rosemont Estate Traminer-Riesling displays spicy, tropical fruit flavors and is elegant with a crisp and clean finish. The grapes for this wine came from the cooler New South Wales vineyards near Denman, in southeastern Australia.

HISTORICAL & MODELING COMMITTEE WINTER REPORT

By Dennis White, H&MC Secretary and Editor

The end of 2006 found the Historical and Modeling Committee busy promoting FRPA at railroad meetings whenever possible. FRPA's museum project board with the proposed plot plan of the Transportation Center and pictures of Fullerton Railroad Days traveled to the Huntington Library and Botanical Gardens in San Marino for their first annual railroad fair October 1, 2006. The Huntington limited participation to just the Pacific Electric Historical Society, Electric Railway Historical Society, Orange Empire Railroad Museum, and the FRPA, setting us up in the Friends Hall.

Outside the hall on the patio were two small O-Gauge modular layouts. The Library and Gardens staff directed all visitors from the ticket booths to Friends Hall and then out to the patio and the Lionel trains before continuing on to the gardens, thus assuring FRPA of foot traffic and good visibility. Harold Benash and Dennis White worked the FRPA

booth. Interest was very high and just about everyone we talked to was thrilled to hear of our efforts to create The Southern California Railroad Experience at Fullerton Railroad Plaza.

The Great Train Expo at the San Diego County Fairgrounds in Del Mar was next on our event calendar, December 2 and 3, 2006. FRPA's HO Scale diorama made the trek to San Diego and took its place at the end of the Orange County Module Engineer's display layout. Crowds watched many miniature trains blast past the scale model of Fullerton's historic Santa Fe station. Operating scale model trains are always a magnet to young and old alike and the Del Mar show is no exception.

H&MC members attended both of the City of Fullerton's Transportation Center planning workshops held at the Senior Center across from the Fullerton Public Library. Eleven of our committee members made the first meeting while fifteen made the second. Historical and Modeling Committee members have been working tirelessly for years to bring the dream of a railroad attraction to Fullerton, and they took advantage of the opportunity to speak to City employees, developers and architects about their vision.



The photo is fuzzy but the evidence is clear – holiday fun was flowing at the December party and movie night. Those who were toasting the "No Alcohol Beyond This Point" sign were (l-r) Darlene Slosar, Sue Kientz, Greg Smith, Annette "Santa" Seroigny, Marty Smith, and Dennis White. Photo by Jeff Barrow using Sue's cell phone (and thus the excellent picture quality).

A new interactive display is under construction and should be ready for unveiling at Railroad Days 2007. We've purchased a very rare 1947 aerial photo of the downtown Fullerton area including the Santa Fe depot and the surrounding packing houses and will wire it with push-button switches to light up various locations within the photo. This type of display, first constructed for the Sunny Hills Ranch Co. aerial photo for the 2004 RR Days, is extremely popular with adults and children alike and will add significantly to our historic photo collection.

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.

HISTORY

FULLERTON HISTORY INEXTRICABLY TIED TO RAILROADS

*By David J. Norris, FRPA
Historical & Modeling
Committee*

The history and success of Fullerton is inextricably tied to railroads. Edward and George Amerige set the first survey stake on their newly-acquired holdings to lay out a town site on July 5, 1887. In September 1887, the California Central opened its line from San Bernardino to Santa Ana via Orange and had plans to build a line from the newly opened route to Los Angeles. The Amerige brothers, aware of the necessity of a railroad to insure the success of their enterprise, sought out George H. Fullerton, president of the railroad's Pacific Land and Improvement Company, and convinced him to alter the route of the extension to Los Angeles to run further north and pass through the Amerige's newly laid out town site.

Story has it that the grateful brothers expressed a desire to name their new town after their benefactor and that Mr. Fullerton declined. The town was named Fullerton anyway, and rightfully so, for the railroad connected the new community with the rest of the nation and provided access to goods and services coming in and a market for its production. Without the railroad the new community might well have ended up as another casualty of the real estate boom busts of the era. On June 7, 1888, the new town's future was assured when the line building towards

Los Angeles from Orange reached Fullerton.

Over the ensuing 60 years, agriculture and oil dominated the economy of the area. The California Central became the Atchison, Topeka & Santa Fe, the Pacific Electric built into town in 1917, followed by the Union Pacific in 1923. Santa Fe constructed a line between Fullerton and Richfield (Atwood) in 1910 turning Santa Fe's line through Fullerton into its primary freight route from Los Angeles to the east. By 1945, when citrus production peaked, Fullerton was the largest packing and shipping location in Orange County. Fullerton was of such significance to the Santa Fe that when it replaced its aging station building in 1930 (see photo on page 6), it did so with a large, handsome structure which was unique in design rather than one of its standardized designs. There is no other station like it on the entire system. Fullerton generated a lot of business for the railroad and the railroad spent accordingly.

The post-war era brought many changes, most of which diminished the role of railroads with respect to Fullerton and the nation overall. In Fullerton, defense and technology pushed aside agriculture as the primary economic engine, housing replaced groves and fields, and all-weather paved roads and the vehicles they carried ate into the railroad's freight business and took passengers off the trains. UP gave up passenger train service in 1929, PE in 1938, and by 1971, Santa Fe was down to three trains each way per day through Fullerton to San Diego, service to Chicago having ended five years earlier.

Approximately 25 years ago, the cycle of fortune for railroad technology began to swing back upward. The growth of intermodal shipping, first with highway trailers on flat cars, then ocean-going containers and the growth of the ports of Los Angeles and Long Beach into the busiest on the Pacific coast has resulted in historic high freight tonnage levels and freight train frequency. An ever-growing



Above, George H. Fullerton; below, the Eadington Fruit Co., Fullerton. Photos from the Fullerton Public Library Collection



Fullerton was once the largest citrus packing and shipping location in Orange County.

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Fullerton's first train station, August 1888. Photo from the Fullerton Public Library Collection

population, ever-expanding residential development and the resulting vehicular congestion has brought about unparalleled levels of passenger train service. Fullerton's decision to preserve and improve its distinctive Santa Fe railroad station as well as preserve the Pacific Electric and Union Pacific railroad stations, coupled with the preservation of its historic business district, has made Fullerton one of the distinctive cities of the region. A recently published list of best-known railfanning locales in the U.S. ranks Fullerton among the top five, in the company of Horseshoe Curve, Cajon Pass and the Tehachapis. Fullerton's ties to railroads and railroading run to its founding, survival and prosperity and continue today.

RAILROAD TERMS

CABOOSES

By Dennis White

Now that three historic cabooses reside on the house tracks at the Depot, Fullertonians are asking questions about them, their history, their function on the railroad and why they are no longer a fixture at the end of most trains today.

Most historians agree with the Etymology Dictionary and Webster's College Dictionary, Second Edition, that the word "caboose" comes from the Low German, *kabhuse*, a nautical term for a house or cabin on the main deck of a sailing ship used for cooking meals. References to the nautical *kabhuse* date to before 1747. A slightly later reference in nautical literature from the Middle Dutch uses the similar word, *kabuis*, meaning a small cabin used for cooking aboard a ship. Rail historian and retired SP employee David Joslyn documented the railroad usage of the maritime term in his essay on American Railroad History. The earliest written reference using the word caboose dates to 1853, though its usage is known to have been circulating among railroaders for years before that.

The first end-of-train cars began to appear on trains in 1831 and were either flat cars fitted with a

shanty of some sort, or a boxcar to allow a railroad employee to ride the rear of the train. The Baltimore and Ohio Railroad documented the use of a brake wagon in an 1836 rulebook.

Primarily a term used by western railroads, a caboose was known by many U.S. railroads as a brake van or brake wagon, while in Europe they were usually known as guard vans or guard wagons. Cabooses underwent a metamorphosis through the years to better serve the needs of the railroad. First came cupolas, to allow the rear-end crew to sit atop the car, see the train, and look out for trouble, such as broken equipment, dragging cargo, overheated journals (hotboxes), et cetera. Bay window cabooses came a little later, providing better vision along the side of the train and eliminated the threat of a railroader accidentally falling from the cupola. Extended vision cupolas combined the best fea-



Closeup of the cupola of SCSRA's AT&SF 999110. Photo by Elliot Alper



Above, SCSRA's AT&SF 999110 Cupola caboose poses with SCSRA's Jeff Barrow (photo: Sue Kientz); lower left, SCSRA's Bay Window caboose, the Southern Pacific 4049, with Dan Price in foreground (photo: Elliot Alper); lower right, a closeup of 4049's bay window (photo: Sue Kientz).

tures of both a standard cupola and bay window caboose. The cabooses at Fullerton represent all three styles.

Slang terms included crummy, doghouse and snake wagon. Bone-breakers and hearses, used in a derogatory sense, came about because they were dangerous places to ride and work. Sudden take-up of train slack or equally sudden braking could hurl an unsuspecting crewmember from one end of the caboose to the other with catastrophic results. Injury or death from a rear-end collision was another constant threat.

A caboose provided office space for the train's conductor. The conductor was the captain of the train and responsible for handling the waybills that accompanied each car from origin to destination. Some railroads permanently assigned a caboose to a specific conductor and the car only moved when that conductor was on duty. A brakeman also rode in the caboose and in the days before automatic air brakes, had to climb up on the roofs of the cars and dog-down the brakes so a train could stop. The engineer used the locomotive's whistle to communicate with the brakeman. A flagman made up the third member of the caboose team. When the train stopped, the flagman's job was to walk back a safe distance from the rear of the train with a red flag (a lantern at night) to stop the approach of another train.

Until the 1980s, U.S. and Canadian railroad laws required a caboose at the end of the train, but new technolo-

gy made the caboose obsolete. The invention of sensors trackside that look for dragging equipment and overheated bearings, combined with more efficient and longer lived bearings, made watching the train unnecessary. With efficient solid-state radio, came the "End Of Train" (EOT) device, also known as the "Fred" or Flashing Rear End Device. These robotic wonders monitor the train's airbrake pressure and report problems directly to the engineer in the locomotive cab. They also detect movement of the train, allowing the engineer to know when all slack is out of the train and he can apply full throttle. When the conductor's



desk moved to the cab of the locomotive, the need for a caboose ended. Local trains still use a caboose where the brakeman is in a better posi-

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Above, Coast Rail Services 1002 at Railroad Days 2006. Below, closeup of No. 1002's extended-vision cupola. Photos by Elliot Alper



tion to set switches, and watch down the track during reverse operations.

Many cabooses felt the scrapper's torch, while others found new homes as outbuildings in rural areas or for railroad-themed businesses in town. Some have stayed in railroad service as maintenance of way cars, idler cars, or pushing platforms. Fortunately, a few railfan organizations rescued and preserved representative cars for posterity.

TRAINWEB.COM — A HISTORY

By Stephen Grande, TrainWeb.com Co-Founder

From a speech given December 9, 2006, at a ribbon-cutting ceremony that opened TrainWeb.com's new facility in Missouri. The date was also TrainWeb.com's 10th Anniversary.

When I was a child in the 1950s and growing up in a suburb of Boston, Massachusetts, I was amazed by the

electric streetcars, subway trains and elevated trains that seemed to be able to take people anywhere they wanted to go. They connected the city that we lived in with downtown Boston and with all the other cities around us. I loved riding in the trolleys and trains when we went visiting or shopping.

When I got to Junior High School age, I started to explore the Boston transit system on my own. One thin dime was all that was needed to spend an entire afternoon exploring the trolley, subway and elevated railway lines of Boston. Surprisingly, at that time there were no maps of the system

posted in the buses or trains, even though everyone seemed to know where they were going. For me, it was like exploring caves. I had to get off at every station and see if I could board any connecting lines from that station. I got to embark on an entire adventure every time I found a new line and rode it to explore where it went. Over time, I learned every line and knew their schedules and stations like the back of my hand.

I continued to enjoy occasional fun rides on the Boston transit system all the way until the end of my first year of college when I purchased my first car. After that, I seem to have forgotten my love for trains for quite a long period of my life. I didn't set foot into another train for almost 25 years! Amtrak started in the same year that I stopped riding trains, 1971, so I missed any first hand experience of the history and evolution of the early years of Amtrak.

Let's leave the "trains" aspect that led to TrainWeb.com behind for the moment and turn to the computer history of TrainWeb. Actually, the first couple of years that I started to be interested in computers were the last couple of years that I was still riding trains: 1969 and 1970. While at college I also worked at a job programming computers and continued in programming-related jobs from 1970 to 1980. During that time, I became fascinated with connecting computers to each other and everything related to computer networks and dial-up access to computers. Keep in mind this was long before the Internet became available to the public. It was even before the invention of Personal Computers!

Around 1982, Ray Burns, my wife and I started a computer timeshare service. We obtained a couple of computer systems that were considered relatively powerful in those days and started selling dial-up computer access to companies throughout the nation. As we moved into the 1990s, PCs were getting so powerful that we started to see a drastic drop-off in our client base. Our clients could do on their own desktop PCs what once required a room full of air-conditioned computer resources!

We knew we needed a new client base for our dial-up computer services and turned to home computer users. With their home computers and dial-up modems, they were just beginning to discover services like AOL, CompuServe and Prodigy among others. For a few years, we ran one of the few large Bulletin Board Services named the Liberty BBS featuring online chat, games, news, shareware downloads, online shopping and more.

Then a new animal hit the block — the Internet. Although the Internet had been around for many years connecting government, universities and research institutions, it hadn't been available to the general public until the early 1990s. Home computer users started losing interest in BBS systems and started showing more interest in visiting the rapidly growing number of websites. Once again, we transformed our online computer service company and became an Internet Service Provider (ISP).

However, it didn't take long before we found ourselves in a sea of competition as the number of ISPs grew rapidly, from both small local providers and major national companies. In 1995 we realized that we were going to have to do something different on the web to differentiate ourselves from the rapidly growing number of Internet companies.

Here, in 1995, is where we need to briefly return to the train part of our history.

Over the years, I had heard that it was possible to travel to various places in the nation in your own private room in a passenger train. I don't recall ever having seen a passenger train in my life other than a streetcar, subway, or tourist railway. But I assumed that they existed. If you had mentioned "Amtrak" to me in early 1995, I would have had no idea what you were talking about unless you told me it had something to do with trains.

The idea of travel in a private room in a train had intrigued me from time to time, but I didn't bother to investigate until I heard a radio ad for Amtrak in 1995 while I was exploring where to go for an extended weekend with my family.

I called the toll-free number for "Amtrak Vacations" and told them what days I had available for travel and my desire to travel in a private room on a train. They suggested that I fly with my family to Seattle, spend a couple of days there, and then take the overnight trip back in the Family Room on the Amtrak Coast Starlight. They said I should especially like this journey since they had just introduced a first class lounge car to the train that year called the Pacific Parlour Car.

To make a long story short, from that overnight trip on the Amtrak Coast Starlight, my love of train travel was rekindled and I was hooked on Amtrak travel! After that, I just had to explore everywhere that Amtrak served throughout the entire nation. Ten years and a quarter of a million Amtrak miles later, I have managed to explore all of Amtrak's routes many times over.

The trains and computers finally came together in 1995. Ray and I were trying to decide how to target a specific sector of the public to differentiate our web services. We

thought about planes, yachts, trains and more. We both really liked trains and I had already started posting travel-ogues and photos of my train trips just as a hobby by that time. So we decided to build upon what I had already posted to the web about trains and train travel.

For a while, we simply operated our train-oriented website as a subset of our original Liberty.com ISP. It wasn't until December 6, 1996, that we registered the domain name TrainWeb.com and started operating it as its own independent website dedicated to trains.

From the beginning, we believed there were enough people interested in trains to make the website successful. But it wasn't until we really got into operating the website and established our four major sections of Rail Travel, Railfanning, Model Railroading and the Rail Industry, that we realized just how many people are interested and involved with trains.

Early in the days of our company we started a parallel website called TrainWeb.org where we offer free web hosting for any individuals or clubs or organizations that want to operate a not-for-profit railroad related website. Today, we are hosting way over 1,000 independent railroad related websites at TrainWeb.org. All together, the websites that we run or host receive more than 5,000,000 page visits per month! That certainly does show that there are a lot of people interested in one aspect of trains or another.

TrainParty.com

Shivam Surve joined TrainWeb in 1999, just shortly after our return from promoting our website for 10 days at Railfair '99 at the California State Railroad Museum in Sacramento. He has become an integral part of TrainWeb designing, managing and supporting most of the features of our web servers and websites. Shivam recently became a full partner in TrainWeb along with Ray Burns, my wife and myself.

If you hadn't guessed already, the main source of revenue for TrainWeb over the past ten years has been the advertising revenue generated by our sponsors. More recently, the ability to place railroad related Google Ads on our websites has helped to boost our revenue stream. But in all honesty, the operation of the TrainWeb websites is a labor of love. Over the years, the revenue generated by all web advertising has been barely enough to cover the costs to provide the websites, if that.

For years, we knew we would not be able to generate adequate income to keep the company running until we were able to start selling online. We went through a number of dead-end attempts with either using poorly designed online shopping software from third party vendors, or not quite finding the right railroad related products to sell online.

All that time, the right products to sell online may have been staring us in the face! For years, people had been calling us asking if we could recommend where they could purchase party supplies with a railroad theme. Most often, they were parents of small children. But sometimes it would be someone from a railroad museum who wanted partyware for an event at the museum, or the family of a retiring railroad employee that wanted to throw them a railroad themed retirement party.

We've seen railroad themed party supplies at party supply stores as well as Wal-Mart, K-Mart, and other big department stores. We asked people if they had tried those places. The response always came back the same. Those were the first places they had checked, but those stores either didn't have an adequate selection or they didn't have enough of what they did carry.

We got so many requests of this type that we decided to try selling a few railroad themed party supplies as a test market. Our sales in this area grew pretty quickly. We kept

Continued on page 10

Fullerton Railroad Days 2007 UPDATE

Early January

We will send out over 100 applications to participants for Fullerton Railroad Days 2007.

Disney Will Return!

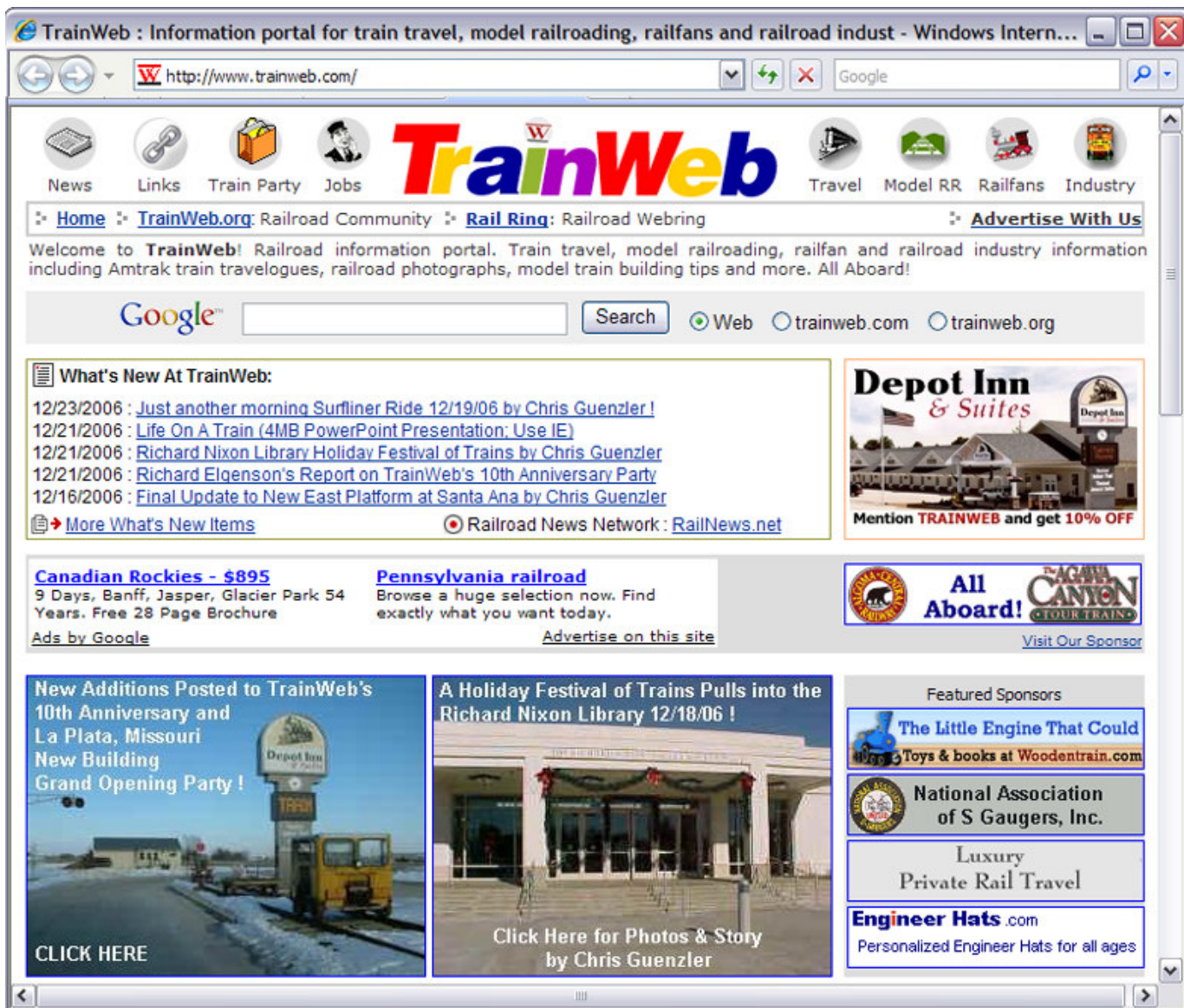
The Disneyland Resort Railroad has already agreed to participate! Stay tuned for further updates.

More Updates at Jan. 10 Dinner

Come to the FRPA Quarterly Dinner Meeting at the China Buffet on January 10 to hear more. See page 2 for more details on the dinner.

Check Web for Latest

Changes or additions to the list of participants and equipment will be found at www.scrmf.org/rrdays



Layout of the TrainWeb.com home page

running out of inventory about as fast as we were getting it in! Ray and Shivam started to spend almost all their time on this new party supply venture of TrainWeb in order to keep up with the orders coming in online and by phone. We set up a separate website for this effort that we named "TrainParty.com" for our online store of railroad themed party supplies.

Many of you know that our office was located in a small space above the Amtrak Ticket Office in Fullerton, California, from 1996 through 2005. We were sad when we had to move out of there and away from our bird's eye view of the tracks and the platform in order to find a facility large enough for our entire TrainParty.com inventory.

In less than a year, our need for more space for inventory had grown beyond even our new larger facility. We could already see that our need for more and more inventory space was going to continue growing for the next few years. At the same time, we realized that we could save a lot on shipping costs and the speed of delivery if we were more centrally located in the nation. Thus began a search for a new larger facility centrally located in the nation that would handle our growth needs for the next several years.

La Plata, Missouri

Our first choice was Liberty, Missouri, a suburb of Kansas City. But fate had other plans in store for us. Tom Mar-

shall called Ray Burns with an order for a large number of train whistles to celebrate the grand opening of his new railroad themed hotel, The Depot Inn. Tom and Ray hit it off right away as both certainly understood the concept of operating a business around a railroad theme.

Tom wanted TrainWeb to consider moving to La Plata instead of Liberty, as long as we were considering moving to Missouri anyway. Shivam was already in Liberty, looking for a new facility for TrainWeb. It appeared to be worth having Ray fly out and Shivam drive up to take a look at La Plata.

There are many factors that entered into the decision to go with La Plata, but a large amount of credit has to go to how welcome both Tom Marshall and his wife Kelly, City Administrator Ray Ivy, as well as the town of La Plata itself made us feel about moving here. They did a lot to help make this a good move for TrainWeb. It also didn't hurt that we were able to purchase a building right next to the BNSF mainline and once again have a clear view and webcam view of the tracks!

Museum of Amtrak History

Like many of you, TrainWeb has been collecting Amtrak souvenirs and memorabilia for years. In 1997 we joined the Amtrak Historical Society and started attending their annual conferences. The Amtrak Historical Society

had also been collecting items of Amtrak history for a number of years. Both TrainWeb and the Amtrak Historical Society hoped that one day a museum could be established devoted to the history of Amtrak. Compared to other railroad companies, Amtrak doesn't have a very long history, but we both felt that now is the time to start preserving that history while equipment and memorabilia are still more readily available.

The primary challenge of starting a museum devoted to the history of Amtrak was locating a building where the historical items could be placed on public display and enough land to store historic Amtrak locomotives and railcars. The possibility of such a museum was rekindled when we saw the land that was available near our new TrainWeb building in La Plata. We have obtained that land and have even acquired a couple of ex-Amtrak railcars that we expect to have delivered in the next few weeks.

Our plan is to eventually have a number of Amtrak locomotives and passenger cars on the land that we have acquired right by the La Plata Amtrak Station and have the Amtrak historical items on display in those cars that visitors will be able to walk through and view. Temporarily, we have placed the Amtrak historical items on display in a section of the new TrainWeb building as we have quite a bit of extra room in our building for now. We are also exploring with the City of La Plata and Amtrak the possibility of placing the Amtrak historical collection on display in the former baggage section of the La Plata Amtrak Station. In any case, we do expect the collection of Amtrak locomotives, railcars and historical items on display on the museum land in La Plata to grow over time.

The Rail Resort

Now we are implementing plans for a grand Rail Resort here in La Plata that will stretch from our TrainWeb building and the Amtrak Station, all the way over to The Depot Inn. The land to build this resort has already been acquired.

The Rail Resort is envisioned to be a vacation Valhalla not just for train fans, but also for their families regardless of their level of interest in trains. Many of you are probably familiar with golf resorts, beach resorts, ski resorts or spa resorts. The Rail Resort will have many features in common with other hotel resorts, but with the difference that it will feature a railroad theme throughout.

The existing Depot Inn & Suites will be the starting core of this resort, which will initially be expanded to about 100 rooms with banquet and meeting facilities. Similar to the genuine railroad theme carried throughout the Depot Inn as well as the quality of the hotel, the same attention to detail and quality will be extended throughout the construction of The Rail Resort.

Some of the possible features that have been proposed for The Rail Resort include an elevated sheltered Train Watching tower with a great view high above the mainline through La Plata, a set of caboose cabins where guests can spend the night in a genuine historic caboose, an indoor water park with a railroad theme, a miniature golf course with a railroad theme, a children's play area with a railroad theme, as well as numerous other features that you would expect to find at any vacation resort. An area will also be set aside where outdoor Garden Railroads and indoor Model Railroads can be viewed.

A narrow gauge railroad will be built to transport guests throughout the resort park, including to the Train Watching Tower, the Amtrak Station, the museum of Amtrak history, the caboose cabins, the Depot Inn hotel rooms and suites and all other areas of The Rail Resort. Transportation will also be provided to La Plata's quality golf course as well as daily tours offered to attractions in the nearby towns and countryside.

2007 Calendar

- | | |
|------------------|--|
| Jan 10 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave., Fullerton |
| Jan 20* | Movie Night: <i>It Happened to Jane (1959)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium, Fullerton |
| Jan 23 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Feb 27 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Mar 27 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| April 11 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. |
| April 21* | Movie Night: <i>Emperor of the North (1973)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium |
| April 24 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| May 5-6 | Fullerton Railroad Days , 9 a.m.-5 p.m., Fullerton Metrolink Station |
| May 22 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| June 16 | SCSRA Annual Dinner , TBA |
| June 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| July 11 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. |
| July 21* | Movie Night: <i>Rock Island Trail (1950)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium |
| July 24 | H&MC Dinner at the Depot , 7 p.m. |
| Aug 21 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Sept 25 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Oct 10 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. |
| Oct 20* | Movie Night: <i>The General (1927)</i> ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium |
| Oct 23 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Nov 27 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |

** Dates and movie titles subject to change
Check www.scrmf.org for updates*

The bottom line is that The Rail Resort will be a vacation spot where one can spend days or weeks enjoying all the expected features of a top quality holiday resort while enveloped in a railroad motif throughout.

We hope that many of you will come to La Plata, Missouri, from time to time to stay at The Depot Inn, to visit with us at TrainWeb.com, and to watch the progress as the museum of Amtrak history and The Rail Resort are constructed and continue to grow. For more information, contact me at TrainWeb.com, phone number (660) 332-4133 or e-mail Steve@TrainWeb.com.

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- **Two Short Films at Jan 10 FRPA Quarterly Dinner.** See page 2.
- **Fullerton History Inextricably Tied to Railroads.** Story on pages 5-6.
- **Upcoming Movie Night with Wine Tasting:** Jan 20, *It Happened to Jane*, see cover and calendar, page 11.
- **From TrainWeb.com to Rail Resort,** a fascinating history on pages 8-11.
- Updates on Railroad Days 2007, historical pieces, photos, more!

Postmaster: Please Deliver between January 1-9, 2007