



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

Volume VII, Number 1

Spring 2009

NEW CITY FOR SCRX PURSUED

George Engelage Outlines Bright Outlook for Rail Attraction

By Donna Johnson, Community Relations Chair

FRPA members packed the Feb. 11 special closed-session dinner meeting to learn about revised goals for developing the Southern California Railroad Experience (SCRX) attraction and how they can take part in the group's transition and reorganization.

President George Engelage IV outlined events and decisions that took place since the Dec. 2 Fullerton City Council meeting, when FRPA members and our consultant, Barry Howard, presented our proposal to include a railroad museum next to the Fullerton Metrolink Station as part of the city Transportation Center's redevelopment plans.

The City Council's 2-2 vote failed to support the concept.

In the next few weeks after that vote, FRPA's board of directors met and agreed it was time for a new plan. The board notified the mayor and council members that we would not pursue the idea in Fullerton and that Railroad Days will not be held this May because we are short on time and volunteers.

Obviously word spread throughout the area, Engelage told the more than 50 members at the Feb. 11 meeting, explaining that he had good news for everyone:

GOT QUESTIONS? NEED CLARIFICATION?

If you have a question or aren't clear on the decisions, announcements or other information presented at the Feb. 11 general meeting – or regarding recent actions taken by the board of directors – PLEASE let us know.

You may submit specific questions by mail to: Donna Johnson, c/o Fullerton Railway Plaza Association Inc., P.O. Box 5195, Fullerton, CA 92838-5195. Or you may leave a phone message at the FRPA office: (714) 278-0648.

DEC. 2 DVDs AVAILABLE

For the record, a free DVD may be requested by any FRPA member who would like to see how we presented our proposal to the Fullerton City Council on Dec. 2 and how the council members responded.

Copies are available by contacting Fred Canfield at fcanfield@roadrunner.com or by leaving a phone message at the FRPA office: (714) 278-0648.

"I am announcing tonight that we have heard from multiple local cities expressing great interest in having a rail attraction.

"In the last two months, we've had more positive political comments than we'd had in a long time in Fullerton," he said, adding that he has met with several governmental representatives but believes it is too early in the negotiations to name the cities.

Engelage had several other announcements that evening:

1. New Committees have been formed by the board, with the following chairmen and members named, along with openings for volunteers who were encouraged to sign up that night:
 - Organization and Structure Transition Committee – Gordon Bachlund, chairman; members Harold Benash, Barbara Eldredge, Terry Galvin and Jeff Schulze
 - Board of Directors Transition Committee – George Engelage, chairman; members George Barlow, Dennis White plus two general members
 - SCRX Committee – George Engelage, chairman; members Terry Galvin, Richard Hopping, Dennis White
 - Dues and Membership Committee – Norma Goble, chairman; member Stan Swanson plus three general members
 - General Meeting Committee – Stan Swanson, chairman; plus one to two general members
 - Railroad Days Committee – Fred Canfield, chairman; member Stan Swanson plus two to three general members

Continued on page 2

- Community Relations Committee – Donna Johnson, chairman; with the following subcommittees and chairmen:
 - Press Relations/Media Communications – Donna Johnson
 - Movie Nights – Gordon Bachlund
 - Newsletter – Sue Kientz
 - Railway Safety Poster Contest – Stan Swanson and Sharon Frazier
 - Website – Sue Kientz

Also, a Resource Development Committee will be formed to handle fundraising for the SCRX.

Each chairman listed his/her responsibilities and many volunteers signed up to help.

2. Organizational name change – Engelage said that the board is considering several options for renaming the group but that, because of the legalities covering our 501(c)(3) charitable deduction status, the FRPA name will be retained for now. The board also is considering proposed revisions to the group's Vision and Mission statements.
3. Railroad Days 2010 – Fred Canfield reported that plans are under way to present a Railroad Days weekend in springtime of 2010. The deadline to select a location will be Oct. 1, 2009. He has prepared a list of requirements for the site and an advertising schedule. He is seeking additional suggestions for locations, along with specific contact names and numbers. E-mail Fred at fcanfield@roadrunner.com.
4. Q&A session – Members were invited to ask questions or get clarification on any confusion regarding the recent events and decisions, along with making suggestions for the future.

RAILWAY POSTER CONTEST WILL BE OPEN TO 13,000 STUDENTS

By Donna Johnson

Rules and prizes for FRPA's 2009 Railway Safety Poster Contest will be announced in letters being distributed in March to almost 13,000 kindergartners through sixth-graders in the Fullerton School District.

Movie Event: April 18

The Great Locomotive Chase
(1956)

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

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



Wine Tasting generously sponsored by
Stan Swanson

Free for FRPA/SCSRA members and guests

FREE PARKING ACROSS THE STREET

See the 2009 Calendar on page 11

Stan Swanson will co-chair the competition this year, with the help of Sharon Frazier.

The individual schools will select their winners and then an FRPA panel of judges will select the citywide winners. Winning posters will be on display during the month of May in the Fullerton Main Library's Children's Room.

In the past, the contest has been part of Railroad Days. Although the event has been canceled this year, FRPA board members agreed that the contest should still take place as part of our long-standing commitment to educate children on the importance of railroad safety.

There will be three winners chosen in each of two categories – one for lower-grade students and the other for the upper-grades.

AMTRAK will again participate by presenting each winner with four round-trip family tickets. In addition, FRPA will provide cash prizes to each of the six winners in the following amounts: \$100 for first place, \$75 for second place and \$50 for third place.

ED SAALIG, AUTHOR OF "THE AMAZING JOURNEY OF SANTA FE'S RDC CARS," TO SPEAK APRIL 15

By Stan Swanson, Dinner Meeting Coordinator

On Sept. 19, 1946, the Budd Company of Philadelphia introduced a new generation of rail car, referred to as RDC cars. The letters RDC stand for rail diesel car, a self-propelled, air conditioned, stainless-steel car that can be operated equally well in either direction, singly or in multiple units. The brilliance of design made them easy to mass produce, much like the Model T Fords of the early 1900s.

As stated by Edward G. Budd Jr., the RDC manufacturer, "This new car is being offered to the railroads of America for use in services where it can improve net revenues."

Cost of operation (1953) was figured at 64¢ per mile.

Ed Saalig has been interested in trains since the age of 4, when his parents gave him his first Marx train set for Christmas. His interest in Santa Fe Rail Diesel cars came quite by "accident." While researching for an article he was preparing for the Upland Garden Railway Society, he found a photo of an RDC derailment in Los Angeles 50 years earlier that he very nearly witnessed. He immediately started to research the history of that night and ultimately of the two RDCs purchased by the Santa Fe Railway, which resulted in his new book.

Ed was born in Los Angeles and now resides in Upland. He is a graduate of Cal Poly Pomona with a B.S. and M.S. in economics. His master's thesis was on the economics of the discontinuance of the trains 75 and 76, the LARK. He has been in education for 39 years and is a counselor at Montclair High School.

For several years, he has been a historian for the Fairplex Garden Railroad in Pomona.

Plan now to attend and bring along friends and acquaintances. That's Wednesday, April 15, 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.

Ed's presentation will be of interest to all. Don't miss it. See you there!

MEMORIES OF BOB ROOT LIVE ON ALL AROUND TOWN

by Donna Johnson

As you drive around the city of Fullerton, you can see many signs and projects memorializing the life and dedication of Bob Root, founding president of the Fullerton Railway Plaza Association and a former city mayor. The longtime community leader and railroad-buff died Oct. 29, 2008, at age 88.

He was a proud third-generation native Californian who spent his boyhood years in the Bay Area developing his interests in airplanes and trains. Bob and his wife, Vivienne, moved to Fullerton in 1950, following his time serving in the U.S. Army Air Corps and continuing a career in the aerospace industry.

In 1971, Bob changed direction and joined McGarvey Clark Realty, where he was one of the company's top producers for the next 28 years. He also was elected to the Fullerton City Council from 1968-1976, serving as mayor in 1972-74.

Bob took an active role in many other community, business and civic organizations over the years, often serving as president. In 1985 he was honored as Fullerton's Man of the Year and in 1988 received the Rotary Club of Fullerton's Most Ethical Businessman award.

Root Street – near Pioneer Avenue and Starbuck Street – is one of the roadways and parks in the Amerige Heights development named as a salute to distinguished people in the history of Fullerton.

"Bob was deserving of that because he had a good deal to do with the character of the city," said Buck Catlin, a fellow former mayor who chaired that street-naming committee.

Several projects that he helped create around the city also bear Bob's name, according to his daughter, Pam Clark, including a plaque on an overpass crossing railroad tracks.

According to a eulogy presented by FRPA Executive Vice President Richard Hopping, it was Bob's love

of trains that helped form his long-held belief that Fullerton should capitalize on its history and location by developing a rail museum attraction in our city, which he felt would become a destination for all residents and for visitors throughout Southern California.

"This gentle but persuasive man began to educate me regarding his passionate belief in the cultural benefits that such an attraction could be," Dr. Hopping recalled from a meeting he had with Bob, who proceeded to fill Dick in on efforts that he had undertaken since 1991 on this concept, including the formation of FRPA.

Bob and fellow FRPA board member George Barlow, along with help from Terry Galvin, started "Fullerton Railroad Days" in 1999. Through the past decade it grew to be the city's major annual event, drawing upwards of 40,000 over two days.

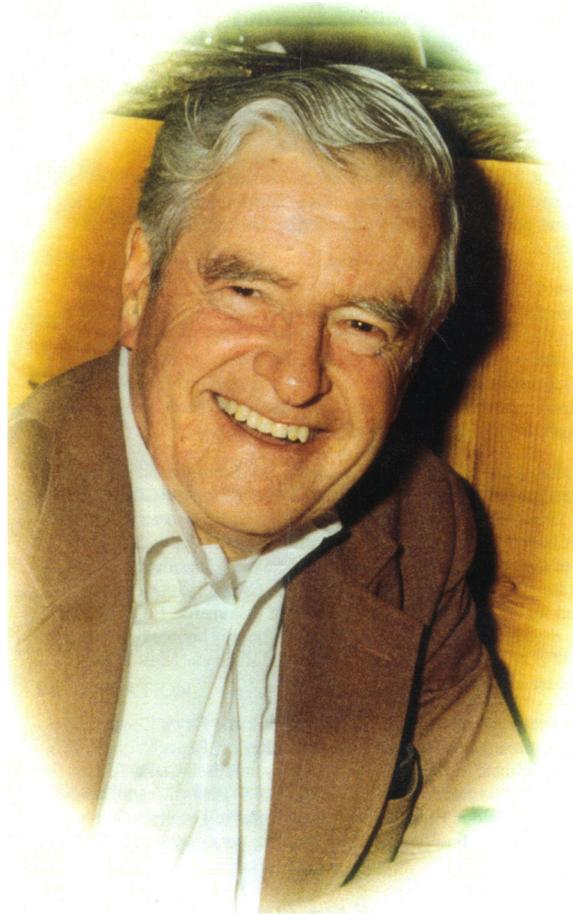
"Bob was definitely a railroad man. He belonged to so many rail museums and train associations across this nation, and a great vacation to him was to board a train and travel to various parts of the country," Dick remembered.

Although Bob's ideal rail museum location in Fullerton is no longer part of city plans for the Transportation Center's redevelopment, George Barlow believes that Bob's dream is still alive.

"Bob was extremely interested in leaving a legacy from his generation, whether it would be in Fullerton or elsewhere," George said. "His main interest was in preserving the machines – trains, planes and even classic cars – so the

kids of tomorrow could still see what these big, old engines were like."

Dick Hopping concluded: "I believe that Bob's destiny was to serve his city and his fellow man and this he did very, very well."



Bob Root, founding president of FRPA and former Fullerton mayor. Photo courtesy of the Root family.

"His main interest was in preserving the machines – trains, planes and even classic cars – so the kids of tomorrow could still see what these big, old engines were like."



H&MC SPRING REPORT

By Dennis White, H&MC Secretary and Editor

The Historical and Modeling Committee is always busy during and after the holiday season as we prepare for, and present FRPA's historical displays at various Southern California railroad shows. Before the trucks are loaded for each show, displays are checked, cleaned and repaired as necessary, and we must round up committee members for set-up, presentation and take-down.

H&MC displayed its Fullerton Depot modules in conjunction with Orange Empire Railroad Museum's fall Thomas the Tank Engine festivities in Perris. Thomas always brings out a great crowd and this show was no exception. We were squeezed into a car barn this year, making for difficult viewing and a little too much dirt and dust in the air as the multitudes shuffled past the display. OERM rep-

resentatives hinted at our being located in the more hospitable Grizzly Flats building next year.

Next up was Great Train Expo at the San Diego County fairgrounds at Del Mar. The show ran all day Saturday and Sunday. Ted Johnson and his group from Orange County Modular Railroaders manned our display on Saturday, saving us the burden of either commuting back and forth between Orange County and Del Mar for three days or staying in San Diego County and paying hotel expenses.

The newly completed Union Pacific modules made their public debut to great reviews at the Del Mar show. The new modules depict the Union Pacific Fullerton Branch between Highland and Spadra circa 1955 and include full models of Elephant Packing House, the Union Pacific Depot and the old Cone Chevrolet used-car lot that sat on the corner of Truslow and Spadra. Lighted

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The UP Fullerton Modules (this page) depict the Union Pacific Fullerton Depot and packinghouses circa 1955. Photos by Dennis White.



These ATSF Fullerton Modules depict the area around the ATSF Fullerton Depot and packinghouses circa 1955. Photos by Dennis White.



More photos on pages 6 and 7



Two more of the ATSF Fullerton Modules. Photos by Dennis White.





A boxcar stands on an overgrown siding in front of the Union Pacific Fullerton Depot. Photo by Dennis White

Continued from page 4

background flats represent the Richfield Oil gas station across from the used-car lot, plus houses and an apartment house of the era, some of which still exist. A cut-away packing house with full interior detailing plus several outbuildings in the foreground complete the display.

With the New Year, came the Great Train Expo at Anaheim Convention Center. Both the Fullerton Santa Fe Station and Union Pacific Station Modules were displayed, providing 16 feet of historic Orange County in HO scale. Attendance was excellent and judging by the brisk sales in the vendor booths, there was no hint of a recession in Anaheim that day.

Coming in the middle of H&MC's busy show schedule was the Fullerton City Council meeting of December 2, 2008. Seventeen of H&MC's twenty-two members attended in support of FRPA. The committee's commitment to FRPA, its vision and goals was never more evident than that night.

H&MC is in the midst of constructing two more historic dioramas (in modular form so they can operate as part of a modular display) of the Fullerton railroad scene circa 1920. Modeled in HO scale is the original 1888 frame ATSF station with all its gingerbread, the

Spanish style Pacific Electric Depot on Commonwealth and the Ward & Harrington Lumber Co., including its office, located in a two-story Greek Revival house that once stood just east of the ATSF property on the north side of the railroad tracks.

Members have begun collecting historical data and tracking down old photographs of Orange County railroading beyond Fullerton. We will shift our historic photo display to a more regional content encompassing the four railroads serving the county, plus vignettes of Anaheim, Brea, Buena Park, Garden Grove, Irvine, La Habra, Orange, Placentia, Santa Ana and Yorba Linda.

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 July 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.

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HISTORY

WHERE HAVE ALL THE RAILROADS GONE?

Santa Fe, Pennsy, New York Central, Southern Pacific – all gone

By Dennis White, Historical & Modeling Committee

North American Railroads began multiplying soon after the Baltimore and Ohio Railroad laid down their first primitive rails on the North American continent back in 1827. Seems merchants, bankers and speculators in every town and city wanted to build a railroad and hundreds of start-up roads proliferated. They were built to varying standards; interchange with other railroads wasn't even considered and rail was laid to several different gauges. Most of those early railroads vanished almost as quickly as they appeared.

By 1865, logistical support for the American Civil War had proven the necessity of standardizing the railroads to a single rail gauge. The huge cost of rebuilding war damaged railroads and converting track, locomotives and cars to the agreed upon standard of 56½ inches forced many early railroaders into bankruptcy, receivership, merger, or abandonment. By the dawning of the twentieth century, the stronger players began to appear. The likes of Huntington, Dodge, Gould and Harriman prospered.

American mainline track miles reached their peak in 1925 but soon began shrinking as railroads consolidated their routes and pruned unprofitable track. The Crash of 1929 and the Great Depression took a heavy toll on the railroads, but there were still more than 140 Class I carriers when the U.S. entered World War II, December 8, 1941.

By the time the war was over in August 1945, the railroads were physically spent, having performed brilliantly for the defense of the country, utilizing every piece of equipment they had, even if it had to be pulled from deadlines or rip tracks to move freight, troops and passengers. The cost of replacing worn out locomotives and cars, rebuilding track and modernizing the physical plant was too much for some railroads and the modern trend toward merger and buy-outs began in earnest.

The second half of the twentieth century witnessed the greatest changes to the American railroad scene. As red ink flowed, mergers became the name of the game. Not all of those marriages were made in heaven (Penn Central comes to mind), and some others never even made it to the altar (Southern Pacific-Santa Fe). Merger fever continued; merged railroads joined other merged railroads, eventually boiling down to the six major transportation systems we know today.

Railroad identities that disappeared have become known as "Fallen Flags" among railroad buffs and some enthusiasts actively seek out, photograph and log rolling stock still wearing a pre-merger railroad herald.



What follows is an abbreviated timeline of railroad mergers, buy-outs and government plans just during my lifetime. It's amazing!!!

Date	Event
Oct 1943	Monson Railroad, last of Maine 2-footers, quits
Jan 1946	Atlanta, Birmingham, and Coast merged into Atlantic Coast Line
Sept 1946	Missouri & Arkansas line dispute ends in abandonment of RR.
June 1947	Pere Marquette merged into C&O
Oct 1947	Tonopah & Goldfield abandoned
Feb 1949	Colorado Midland abandoned
Dec 1949	Wheeling & Lake Erie taken over by Nickel Plate Road
Aug 1950	Savannah & Atlanta acquired by Central of Georgia
April 1956	East Broad Top RR abandoned
Mar 1957	New York, Ontario & Western quits
Aug 1957	Nashville, Chattanooga & St. Louis RR merged with L&N
Jan 1958	Litchfield & Madison RR merged into CNW
Sept 1958	ICC predicts end of passenger trains by 1970
Oct 1958	Spokane International RR acquired by UP
Dec 1959	Virginian RR acquired by N&W
Dec 1959	ACL acquired Charleston & Western Carolina RR
Aug 1960	Southern Ry acquires Central of Georgia
Oct 1960	Delaware, Lackawanna & Western merges with Erie and becomes Erie Lakawanna
Jan 1961	Soo Line created by merger of Duluth, South Shore & Atlantic; Minneapolis, St. Paul & Sault Ste Marie; and Wisconsin Central
April 1961	Pacific Electric merged into SP
Sept 1961	Rutland RR struck and abandoned
Oct 1961	Lehigh & New England ceases operation. Portions acquired by CNJ
Feb 1963	Chesapeake & Ohio assumes control of Baltimore & Ohio RR
Oct 1964	N&W acquires Nickel Plate Road
Feb 1965	Buffalo Creek & Gauley RR ceases operation
Jan 1967	Chicago, South Shore & South Bend acquired by C&O
July 1967	Atlantic Coast Line and Seaboard Air Line merge. New railroad known as Seaboard Coast Line.
Feb 1968	Pennsylvania RR and New York Central merge and become Penn Central
April 1968	Erie Lackawanna acquired by N&W holding company Dereco
July 1968	Delaware & Hudson joins Dereco

Date	Event
Aug 1968	Tennessee Central folds. Portions acquired by IC, L&N and Southern
Dec 1968	Penn Central acquires New Haven RR
July 1969	Piedmont & Northern merged into SCL
March 1970	Burlington Northern formed by merger of CB&Q, GN, NP and SP&S
May 1971	AMTRAK begins operation
July 1971	Monon merged into L&N
April 1972	Pacific Great Eastern RR changes name to British Columbia Ry
Aug 1972	Gulf, Mobile & Ohio and Illinois Central merge to become Illinois Central Gulf
Dec 1972	First use of "Family Systems" name for Clinchfield, L&N, SCL, and Georgia Road
June 1973	B&O, C&O and Western Maryland RR's become Chessie System
Jan 1974	Norfolk Southern Ry purchased by Southern Railway
April 1976	Conrail begins operation with merger of Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey, Lehigh & Hudson River, and Pennsylvania-Reading Seashore lines
Sept 1976	Durham & Southern purchased by SCL
Oct 1976	Chicago & Eastern Illinois and Texas & Pacific merged into Missouri Pacific (MoPac)
Oct 1976	Canadian Pacific and Canadian National form VIA Rail Canada. Via operated as a subsidiary of CN
April 1978	VIA becomes separate corporation
Nov 1978	Missouri & Illinois RR merged into MoPac
Sept 1979	Bankrupt Rock Island taken over by Southern Pacific, Rio Grande, and Kansas City Terminal railroads
Feb 1980	Milwaukee Road ends service west of Miles City, MT
March 1980	Rock Island shuts down. Largest railroad abandonment in U.S.
June 1980	Detroit, Toledo & Ironton acquired by Grand Trunk Western
Oct 1980	Rock Island's Kansas City - Tucumcari line sold to Cotton Belt; Herington, KS, to Dallas, TX, line sold to Katy
Nov 1980	Merger of Chessie System and Family Lines creates CSX Corp.
Nov 1980	Frisco merged into BN
Jan 1981	Northern Alberta Railways merged into CN
June 1981	Gilford Transportation purchases Maine Central Ry.
Sept 1981	Illinois Terminal Ry acquired by NW
June 1982	Norfolk & Western and Southern Ry merge creating Norfolk Southern Corporation

Date	Event
June 1982	Soo Line takes over Minneapolis, Northfield & Southern Ry.
Nov 1982	Georgia Railroad assumed by SCL
Dec 1982	Missouri Pacific (MoPac) and Western Pacific merged into UP
Dec 1982	L&N merged into SCL. Name changed to Seaboard System unit of CSX Corporation
March 1983	CNW acquires Rock Island's Twin Cities - Kansas City line
Sept 1983	Southern Pacific Transportation and Santa Fe Industries agree to merge with new name Southern Pacific - Santa Fe
Jan 1984	Detroit, Toledo & Ironton merged into GTW
Jan 1984	Toledo, Peoria & Western merged into ATSF
Jan 1984	Delaware & Hudson RR acquired by Gilford Transportation
Feb 1985	Soo Line purchases Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road)
Nov 1985	Santa Fe and Southern Pacific start painting locomotives in the SP-SF Kodachrome paint scheme
July 1986	SP ATSF merger turned down by ICC. Southern Pacific Santa Fe ordered to dissolve
April 1987	Baltimore & Ohio (nation's first RR) merged into C&O by parent CSX
Aug 1987	C&O swallowed by CSX and ceases to exist
Oct 1987	Soo Line sells 2000 miles of mainline to new Wisconsin Central
Feb 1988	ICG ceases to exist as company changes name back to Illinois Central
June 1988	Guilford leads Delaware & Hudson into bankruptcy
Aug 1988	Rio Grande purchases Southern Pacific
Aug 1988	Union Pacific purchases Missouri, Kansas Texas (Katy)
Nov 1991	Canadian Pacific purchases Delaware & Hudson RR, merging operations into the CP system
Feb 1992	Cotton Belt (Saint Louis Southwestern, or SSW) merged into parent Southern Pacific and ceased to exist
Sept 1992	Northwestern Pacific merged into Southern Pacific
April 1995	Chicago North Western merged into the Union Pacific Railroad
March 1996	Kansas City Southern purchases Transportaci3n Ferroviaria Mexicana (TFM) and changes name to Kansas City Southern de Mexico, SA.
Sept 1996	Southern Pacific acquired by Union Pacific Railroad
Dec 1996	Santa Fe Industries and Burlington Northern merged, forming Burlington Northern Santa Fe

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Date	Event
June 1997	Conrail split between Norfolk Southern and CSX Transportation with each receiving roughly half of Conrail
Feb 1998	Mexico denationalizes its railroads
April 1998	Union Pacific purchases 26% of Ferromex (Ferrocarril de Mexico), largest railroad in Mexico
Jan 2005	Burlington Northern Santa Fe changes corporate name to BNSF Corporation

While that detailed list might look quite depressing, there has been recent good news for railfans. The future of railroading includes high speed passenger trains on dedicated grade separated private rights-of-way. Last November, Californians approved \$20 billion for design and engineering of a proposed high speed corridor between San Francisco and Los Angeles. *The NY Times*, in an article dated Feb. 20, 2009, said the almost \$1 trillion Federal Economic Stimulus Package earmarks \$8 billion to improve passenger rail through upgrading of existing track, crossings and signaling systems, most of which will benefit the busy New York to Washington corridor.

So it's out with the old, but in with the new. The future of railroading looks pretty exciting!

Sources:

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- <http://www.uprr.com/aboutup/attachments/locorost.pdf>
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Artist's conception of the proposed California High Speed Rail. Photo © State of California

11. Stimulus Package to help NE Corridor, *New York Times*, 02-20-2009

FRPA MEMBERSHIP AT 108

By Norma R. Goble, Membership Chair

Thank you for your early response to my call for membership dues for 2009. As of this publication date, we have received 108. We have 4 new members and two returning from 2007. Please keep them coming. I look forward to each day's mail.

We are happy to begin a new section called New Members, where we announce who has just joined in the past quarter. If you happen to recognize one of these names on someone's nametag at the next dinner, you can make sure that new member feels welcome.

One last note: please be patient for your 2009 Membership Card. I am waiting for confirmation of FRPA's new name when it becomes available.

New Members
Welcome Aboard to:
Linda Baker Peter Baker Royce Inglis Kathleen Norris

FRPA BOARD WELCOMES JEFF SCHULZE AND DONNA JOHNSON

By Sue Kientz

The FRPA Board of Directors is pleased to announce the election of Jeff Schulze and Donna Johnson to three-year terms on its board.

Jeff is a resident of Placentia and a long-time member of FRPA and H&MC, joining both organizations in 2001. Jeff has served on the Fullerton Railroad Days Committee, and is a member of the Toy Train Operating Society, Train Collectors Association, Bay Area Garden Railroad Club, De Oro Pacific Modular Club, SoCal Garden Railway Association, Orange County Garden Railway Club, and the Orange Empire Railway Museum. He has been president of BridgeMasters, a sales and manufacturing venture of G-scale railroad accessories, since 1991. Jeff is also a decorated U.S. Army veteran. Jeff was elected to the board at its December meeting.

Donna Johnson has been a resident of Fullerton since 1973, serving throughout the years on numerous boards and as an officer, including involvement with PTAs, sports booster organizations, Girl Scouts, Boy Scouts, and charitable organizations. A graduate of Cal State University, Long Beach, with a B.A. in Arts Promotion and Publication, Donna added to her education by obtaining certificates in Graduate Museum Studies (Cal State, Long Beach) and Gerontology (Fullerton College). In past years, Donna has held editorial positions at the *Orange County Register*, the *Los Angeles Times*, and the *San Gabriel Valley Tribune (Pasadena Star News)*, and she has been a free-lance writer for numerous clients. Donna currently is an adjunct faculty member at North Orange County Community College District School of Continuing Education's Older Adult Program.

2009 Calendar

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| <p>Mar 24 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>April 15 FRPA Quarterly Dinner Meeting, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.</p> <p>April 18* Movie Night: <i>The Great Locomotive Chase (1956)</i>,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium</p> <p>April 28 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>May 26 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>June 23 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>July 15 FRPA Quarterly Dinner Meeting, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.</p> <p>July 18* Movie Night: <i>Go West (1940)</i>,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium</p> <p>July 25 H&MC/SCSRA Annual Dinner at the Depot, 7 p.m.</p> | <p>Aug 25 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>Sept 19* SCSRA Caboose Open House/Pot Luck, Cabooses, Fullerton Metrolink Station, 1-4 p.m.</p> <p>Sept 22 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>Oct 14 FRPA Quarterly Dinner Meeting, 6 p.m., China Buffet, 104 W. Orangethorpe Ave.</p> <p>Oct 17* Movie Night: <i>Malcolm (1986)</i>,* at Granada Theater, Bakersfield. Roundtrip bus transportation available; wine tasting on the bus. Time and reservation details TBD.</p> <p>Oct 27 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>Nov 24 H&MC Meeting, St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.</p> <p>Dec 5* SCSRA Christmas Train-Watching Party, Cabooses, Fullerton Metrolink Station, 2-5 p.m.</p> |
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** Dates and movie titles subject to change. Check www.scrmf.org for updates*

Jeff and Donna join the other 10 remaining board members, completing a board of 12 members which had dwindled to 10 by December. In addition to the passing of Bob Root, who was a board member, Sue Kientz resigned in December, citing personal reasons. Sue will continue to serve as editor of the *Hot Rail* and webmaster of FRPA and SCSRA's websites.

FRPA is lucky to have such dedicated public servants as Jeff and Donna working towards our new vision for the SCRXX, and we congratulate them on their election to the board of directors.

SCSRA BOARD ADDS TWO MEMBERS, AND PICKS UP TWO ASSOCIATES IN BARGAIN

By Sue Kientz, SCSRA Board Chairman

At SCSRA's December Board Meeting, which included lunch at Fullerton's delicious health-food restaurant Rutabegorz, two new board members were voted into service: H&MC's own Dennis White and Harold Benash. Joining Dennis and Harold for lunch and to spectate at the mysterious workings of the meeting, were their wives Kathy White and Peggy Benash. The only unfortunate part of having our meeting during lunch was, now there's a general consensus that ALL SCSRA Board Meetings should be held at restaurants.

SCSRA is delighted for Harold and Dennis to join SCSRA as dual members and then to serve on its board, and we welcomed them warmly. Each brought such stellar backgrounds with them, that even if you know all about these two, here are the details anyway:

Harold Benash has over 20 years of successful construction management experience, in both commercial and residential arenas, preceded by seven years of engineering experience. A resident of Fullerton, Harold is president of H&MC and an FRPA board member.

Dennis joined FRPA in 2001, joined its board in 2003, and now serves on its Strategic Planning Committee. Previously he belonged to the Pacific Beach Model Railroad Club and the Orange Empire Trolley Museum. Now retired from PIC Industries, a producer of narrow web inspection and rewind equipment, he last served there as vice president. Dennis attended L.A. Harbor College, Mesa College, Cal State San Diego, and Fullerton College.

One unexpected bonus of Harold and Dennis's election was, after lunch both Peggy and Kathy decided to become SCSRA dual members, too. Welcome aboard all of you! We appreciate your support.

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