



WOW!

Railroad Days 2010 draws record crowd for Brea Downtown



**By Dennis White, Vice President, and
Donna Johnson, Community and Media
Relations Chair**

A new, tree-lined venue; enthusiastic support from the city of Brea; Brea Downtown Owners Association (BDOA); community organizers; the mighty Union Pacific Railroad and generous corporate sponsors helped set the stage for SCRPA's 11th running of Railroad Days on May 1 & 2 -- judged the best ever by many attendees.

"What a great weekend! We were thrilled with the turnout for Railroad Days!" said BDOA's Executive Director Sylvia Bianchi, who has declared it was "the largest two-day turnout for an event in Brea Downtown."

Our first Railroad Days held in Brea drew an estimated 20,000 people, which included an army of strollers as families and railfans packed Birch Street, Madrona and Walnut Avenues and explored the trackside displays off Berry Street.

Above left, crowds at Railroad Days (photo: L. De La Rosa); above right, Brea Downtown sign; right, Brea Mayor Ron Garcia in front of one of the many RR-Days exhibitor booths (photos: E. Alper).

The return of Railroad Days longtime vendors, combined with several great first-time exhibitors, added up to more than 50 participants that completely filled two and one-half blocks of Birch with the sights, sounds and excitement of railroading.

Crowds learned about train safety, rail history, the art and execution of model railroading in various scales and gauges -- all accompanied by the "toot-toot" of a trackless train offering free rides to youngsters.

Results from SCRPA surveys representing 2,079 people noted they came to Railroad Days 2010 in Brea from 86 cities throughout California, including 25 cities in Orange County.

"The city of Brea is thankful that the SoCal Railway Plaza Association chose to bring Railroad Days to our town," Brea's Mayor Ron Garcia said. "Of all the groups we've worked with, it was one of the most professional and dedicated groups -- with great exhibitors and attendance."



"This is the type of event we look forward to, and we look to it being even bigger and better in future years. And we hope that someday Brea will become the home of the Southern California railroad museum," the mayor added.

**RAILROAD DAYS 2010 Photo Gallery,
please see pages 8 to 10**

**Also, more Railroad Days news
beginning on page 3**

Continued on page 4

JULY'S MOVIE NIGHT WILL FOCUS ON SCREWBALL COMEDIES

By Gordon Bachlund, Movie Nights Chair

The free members' retrospective screening series will offer a double-bill of humor during the July 24 Screwball Comedy Night.

Our quarterly get-together will begin with wine tasting at 6 p.m., under the tutelage of corkmaster extraordinaire Dennis White on the Fullerton Museum Center patio, 301 N. Pomona Ave. Sponsor for the evening's wine tastings is Dr. Richard Hopping.

Opening the screen entertainment at 6:30 p.m. in the museum's auditorium will be "Lulu in Hollywood," featuring the Little Lulu comic strip character created by Marjorie Henderson Buell, who debuted in *The Saturday Evening Post* on Feb. 23, 1935, in a single panel, appearing as a flower girl at a wedding and strewing the aisle with banana peels.

In "Lulu in Hollywood" (1944), her fourth cartoon short, Lulu is seen getting an offer from Hollywood to star in movies for \$10,000 a week.

The feature film will be *Some Like it Hot*, released in 1959 in black/white by United Artists. It runs 120 minutes and is not rated (NR). It introduces two penurious musicians, Joe and Jerry, who witness what looks like the St. Valentine's Day massacre of 1929. When the Chicago gangsters, directed by "Spats" Columbo, see them, the duo flee for their lives.

They decide to leave town, only to find the sole out-of-town job available is in an all-girl band headed to Florida. The two disguise themselves as women, calling themselves Josephine and Geraldine (later Jerry changes his pseudonym to Daphne), join the band and board a train.

Joe and Jerry both become enamored of "Sugar Kane," the band's vocalist and ukulele player, and struggle for her affection while maintaining their disguises.

And the story becomes a web of humorous interaction and deceit, including a famous rooftop chase at Hotel del Coronado in San Diego.

The Chicago and train exterior scenes were shot at the MGM Studios in Culver City. The eight section/five compartment Pullman sleeping car that was used in this movie (the "Clover Colony") is now at the Tennessee Valley Railroad Museum in Chattanooga, Tennessee, where it is used in excursion/local service.

The cast includes acclaimed performances by the three stars -- Tony Curtis, Jack Lemmon and Marilyn Monroe -- and other featured actors, including Joe E. Brown, Pat O'Brien and George Raft.



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 film was directed by the great Billy Wilder and adapted by Wilder and I.A.L. Diamond from the story by Robert Thoeren and Michael Logan. Logan had already written the story -- but without the gangsters -- for a German film, *Fanfare der Liebe* (1951), so that Wilder's film is considered by some as a remake.

New SCRPA Members

By George Barlow, Membership Chair

Since the spring *Hot Rail* issue, the following people have become first-time members of SCRPA. Please join me in welcoming them:

Jim Carter, Riverside
 William Cosentino, Brea
 August Hahn, San Dimas
 Per Harwe, Tustin
 Wayne Neal, Brea
 Gene Palmer, Yorba Linda
 Todd Scott, Newport Beach
 Augustine "Augie" Traino, Brea
 Roger Van Oppens, La Habra
 Dorena and Wayne Wedin, Brea

Volunteer Spirit Produced Successful Railroad Days 2010!

I want to thank everyone who participated in Railroad Days 2010. Because of your effort, the event turned out to be the largest two-day turnout for Brea Downtown since its opening, and we have been asked to return next year.

Many SCRPA members and friends pulled together to make our 11th festival – and the first in Brea – such an overwhelming success. Without all of you, we couldn't have done it.

Thanks again,
Harold Benash,
President

Exhibitors

A Bird Flying at Night Productions
Alder Eagle Blues Band
BP Maxx Band
Brad Lewis Band
Brea Museum and Heritage Center
Brea Trails Task Force
California High-Speed Rail
California State Firefighters Assn
Canfield Family Circus
Citrus Roots, Preserving Citrus Heritage Foundation
Cowboy & Indian Band
Cross Road Gospel Quartet
Del Oro Pacific
Distinctive Hose Hangers
Express Yourself Images
5 Star Band
Fred Farias
Fullerton College Foundation
Fullerton Community Bank
Fullerton Radio Club (W6ULI)
Fullerton Republican Women Federated
Fullerton/Yorba Linda Rainbow Girls
Girl Scout Council of Orange County
Home Depot Garden Railway Display
Imagination Depot

HOT RAIL! NEWSLETTER

John Bowman
La Habra Business Connection
La Habra Host Lions Club
Morgan's Big Trains Emporium
Nevada Northern Railway Museum
N-Trak Express
OCTA
Olinda Oil Museum and Trail
Orange County Module Railroaders
Orange County N-Gineers
Orange County Tinplate Trackers
Pacific Coast Modular Club
Pins & stickers
Railway & Locomotive Historical Society
Rose Hills Mortuary
S & A Fashion Jewelry
SCRPA History & Modeling Committee
Show Down Band
Southern California LEGO Train Club
Southern California Railroad Experience
Southern California Scenic Railway Association
Southern California Transit Advocates
The Business Connection Brea
The Serenaders Band
Toltec Images
Toy Train Operating Society SW Div.
Train Collectors Association
TrainWeb.com
Union Pacific
Walt Disney's Carolwood Society
Women in Railroadng
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Volunteers

Elliott Alper
Doug Archer
Jack Barich
Peggy Benash
Rick Bremer
Paul Bush
Claudia Canfield
Rose Cannataro
Bill Cosentino

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Santa Fe Express Café
Tall Mouse
Union Pacific Railroad
United Sports Agency
Valley Tax Service & Trains
Wedin Enterprises

Amtrak - Poster Contest
Coast Rail Services - Poster Contest

Jim Creasman
Lee Culp
Edith Culp
Mike DiCerbo
Eric Edborg
Tom Eldredge
Bill Enright
Sharon Frazier
Marilyn Galvin
Bob Garland
Erica Garland
Paul Gerhardt
Jim Hoffmann
Pat Hopping
Bryan Hunnell
John Hvizdos
Al Johnson
Ted Johnson
Diane Johnson
Rich Kanger
Bob Keller
Sue Kientz
Fred W. Kingdon
Fred H. Kingdon
Marganne Kingdon
Marty Kluck
Don Lawver
Bill Lewis
Jim Marshall
Chris McCarthy
Denise Merrill
Robert Merrill
David Norris
Kathy Norris
Carl Pfetzing
Julia Proctor

Mary Proctor
Curtis Raymond
Tommy Reminiskey
Diane Rowe
Harold Schultz
Jeanie Schultz
Lauri Schulze
Todd Scott
Greg Smith
Mary Stanfill
Cathy Stanfill
Jamie Teuber
Steve Teuber, Jr.
Steve Teuber, Sr.
Augie Traino
Roger Van Oppens
Kathy White
Carolyn Wilcox
Eric Wilcox

And SCRPA Board Members

Gordon Bachlund
George Barlow
Harold Benash
Fred Canfield
Barbara Eldredge
George Engelage IV
Terry Galvin
Dick Hopping
Donna Johnson
Stu Proctor
Jeff Schulze
Stan Swanson
Elbert Swerdfeger
Mike Vitale
Dennis White

"Railroad Days Draws Record Crowd" continued from cover:

And a survey conducted by our co-host, the Brea Downtown Owners Association, showed that merchants think our newcomer to the area's lineup of events is an ideal fit.

Of those who responded, 93% rated Railroad Days from "fair to great" for Brea Downtown. Most were impressed with the crowd size and that the event drew many people who wouldn't have otherwise visited the area.

New to Railroad Days this year, a Preview Center opened on April 5 at the corner of Birch Street and Brea Boulevard to offer a small taste of what to expect during the two-day fair, plus present information on what SCRPA is all about.

The storefront provided by a very generous property owner was open every day for four weeks and drew in excess of 3,200 visitors prior to the Railroad Days weekend, when it became the Headquarters and communication center.

Anchored by the Southern California LEGO® Train Club's fantastic layout, admired by throngs leading up to and during Railroad Days, the center also displayed SCRPA's History & Modeling Committee's historic photo collection and three 8-foot long HO-scale modules depicting north Orange County railroading circa 1920, 1947 and 1952.

An early concern of organizers was the need to split the 2010 festival between two areas -- one downtown and another at the Berry Street train tracks, but the concept turned out to be a great asset for the show. The two free shuttle "trolleys" connecting the Union Pacific exhibit and Brea Downtown displays became one of the most sought-after attractions.

SCRPA welcomed Union Pacific Railroad as a first-time Railroad Days participant this year. Providing a unique look into the future of railroading, UP management offered tours of an ultra-modern, low-emission Genset freight locomotive. The railroad also displayed one of its Hy-Rail maintenance-of-way, rail-riding trucks and staffed both units with helpful employees who explained the operation of such intriguing equipment.

Model-train displays included the always popular Del Oro Pacific Modular large-scale layout at the east end of Birch Street, drawing many admirers of G-gauge railroading. Also on display were several HO-, N- and Z-scale operating layouts, two landscaped garden railroads, plus Lionel Standard and O-gauge displays.

The meticulously restored 1902 horse-drawn steam fire engine of the California State Firefighters Association, complete with Dalmatian mascot Blaze, visited again this year, offering children the chance to sit high in the driver's seat.

"The setup was great and the spot reserved for the steamer was excellent," noted Fullerton Fire Inspector "Tommy" Thompson. "Having all the shops and the wide sidewalks makes the event that much better."

Other exhibitors agreed that the new location provided many bonuses.

HIGHLIGHTS OF RAILROAD DAYS 2010 ON THE MENU FOR QUARTERLY DINNER MEETING

**By Donna Johnson and Stan Swanson,
General Meeting Coordinator**

Our July 14 dinner meeting's program will feature a recap of our inaugural Railroad Days in Brea and shine a spotlight on our many hardworking volunteers during those two busy days.

We'll present a slide show of the fantastic photos taken by several members and offer behind-the-scene memories of how we handled the many challenges of organizing a major community event in just three months at a brand new site. Especially since it was divided into two parts!

In addition, there will be a display of the tremendous array of media reports and promotional materials that helped make the 11th running of Railroad Days a tremendous success.

You can also learn about plans already underway for Railroad Days 2011.

Plan to attend the Summer Quarterly Membership Meeting at the China Buffet, 104 W. Orangethorpe Ave., at Harbor Boulevard, in Fullerton. A mixer starts at 6 p.m. April 14 at the China Buffet, 104 W. Orangethorpe Ave., Fullerton. Dinner is \$15 per person, which includes an all-you-can-eat buffet, soft drink and gratuity.

HISTORICAL & MODELING COMMITTEE SUMMER REPORT

By Dennis White, H&MC Secretary and Editor
Railroad Days Preview Center fills four weeks for History & Modeling members

Railroad Days 2010 in Brea Downtown was everything we hoped it could be, and more! As always, H&MC members were everywhere, doing what needed to be done to assure success.

Preparations for Railroad Days kept the crew busy.

A new picture board with a thumbnail peek at early Brea had to be researched, pictures located, copied and printed and captions written. The seven other boards took almost as much work, as new pictures were added and emphasis changed to reflect Orange County instead of just one city.

Long overdue maintenance to erase the ravages of time, repeated transportation to hundreds of venues, extremes in weather and the loving touches of those who didn't see our "Do Not Touch" placards also occupied the time of team members.

In addition, members devoted many hours to helping host the Railroad Days Preview Center during April. To maximize member time, work parties were moved from Harold Benash's home to the rear of the Preview

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Center. Visitors enjoyed watching H&MC members as they labored on the boards and HO modules.

The HO-scale historic modules depicting three different eras in the history of Fullerton also received much-needed maintenance and updating, especially the Union Pacific diorama, which required the replacement of two of its main-line tracks because of warping and the wear and tear of multiple showings.



Railroad Days visitors intently study the updated rail history boards. Photo by E. Alper

A Santa Fe Steam locomotive bell (with the clapper partially muted) was on display in the center and available for anyone with a strong desire to make noise to give it a nice hard yank. Kids from 8 to 80 took us up on the offer to ring that bell.



H&MC member Stuart Proctor offers tips to youngsters on finding the 10 items hidden within the LEGO display at Preview Center. Photo by E. Alper

One well-organized H&MC member was able to calculate his mileage driven in pursuit of data and the time spent working on the displays. He logged 860 miles chasing down photo leads and 23 full 10-hour days working on the projects in the three months prior to his participation in Railroad Days 2010.

Special thanks to Doug Archer, Jack Barich, Harold Benash, Rick Bremer, Lee Culp, Paul Gerhardt, Bryan Hunnell, Ted Johnson, Martin Kluck, Don Lawver,



Labradoodle Fozzie Bear gets up-close and personal with the LEGO layout. Photo by E. Alper

David Norris, Stu Proctor, Jeff Schulze, Todd Scott, Roger Van Oppens and Dennis White.

Thanks also to the H&MC "Auxiliary" -- Peggy Benash, Edith Culp, Diane Johnson, Chris McCarthy, Kathy Norris, Julia Proctor, Mary Proctor, Lauri Schulze and Kathy White -- for their participation at the March "mixer," the Preview Center and during Railroad Days.

Besides digging for historic facts, looking for artifacts, and building dioramas and models, the folks of the History and Modeling Committee are active "worker bees" for SCRPA. We are involved in all the events and functions of the parent organization. If you would like to get involved, the H&MC is a great place to start.

Won't you join us?

We need the participation of SCRPA and SCSRA members who share our dreams. Whatever your railroad interest, there is a place for you in H&MC.

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 Road 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.

SIX FULLERTON STUDENTS EARN TOP AWARDS IN 12TH ANNUAL RAILROAD SAFETY POSTER CONTEST

By Donna Johnson

Citywide winners of the 2010 Railroad Safety Poster Contest received their awards during a June 8 presentation at the Fullerton School District board meeting.

The contest was sponsored by SCRPA, Amtrak® and Coast Rail Services in a continuing effort to make children in Fullerton aware of the hazards associated with moving trains and the potential for serious injury in being around rail crossings and train tracks.

More than 13,000 Fullerton elementary students were offered an opportunity to participate in this year's educational competition.

Our judges selected the six citywide winning posters from nearly 80 school-level winners submitted by 15 elementary campuses. The students' posters were judged in two categories by grade level: kindergartners through third-graders and fourth- through sixth-graders.

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We extend our congratulations to the top winners:

Place	Student's Name	School/Grade	Teacher
1st	Kelvin Chung	Fisler/Third	Hancock
2nd	Jenna Estrada	Raymond/ Second	DiDonato
3rd	Bryant Chung	Acacia/Third	Jue
1st	Guillermo Fernandez	Pacific Drive/ Fourth	Grover
2nd	Donghyeon Lee	Sunset Lane/ Sixth	Jenisch
3rd	Andrew Rodriguez	Acacia/Sixth	Cockerill



The six citywide winners show their posters at the Fullerton School Board awards presentation. Front row (l-r): Bryant Chung, "Stay Off the Tracks"; Kelvin Chung, "Stop, Look, Listen." Back row (l-r): Donghyeon Lee, "Keep Clear"; Jenna Estrada, "Stop, Look and Listen"; Guillermo Fernandez, "Danger!"; and Andrew Rodriguez, "Don't Try to Race a Train." Photo by T. Galvin

These students received cash prizes of \$100 for first place, \$75 for second place and \$50 for third place from Coast Rail Services. In addition, Amtrak presented four round-trip tickets for the winners' families to either San Diego or Santa Barbara.

The citywide winning posters were displayed during Railroad Days 2010 and then placed on exhibit with posters created by all winners from the 15 schools in the Fullerton Main Library's Children's Room for the month of May.

SCRPA's 12th annual Railroad Safety Poster Contest Chairman Stan Swanson organized this year's event, working with Lauralyn Eschner, Visual and Performing Arts coordinator for the Fullerton School District.

WINNERS AND 'LOSERS' @ RAILROAD DAYS

By Donna Johnson

With appreciation to generous donors, SCRPA conducted an opportunity drawing during Railroad Days 2010, with the top prize a beautifully hand-stitched quilt

MARK YOUR CALENDARS!

SCRPA's Board of Directors has chosen the dates and you can look forward to:

Railroad Days 2011 on Saturday, April 30 and Sunday, May 1 in Brea

To build on the success of our 2010 festival, we must have more members willing to step up and fill several important roles.

We're looking for people willing to organize the following for Railroad Days 2011:

- Fundraising
- Volunteers for booth display area and track-side equipment
- Merchandise sales
- Opportunity Drawings

To become a key member of the Railroad Days team, please contact SCRPA President Harold Benash at 714-336-1690 or email hbenash@att.net



Hand-stitched quilt by Mary Schultz spurred sales of opportunity drawing tickets to benefit SCRPA. Photo by M. Vitale

by the talented Mary Schultz. The brightly colored, train-themed creation was won by a lucky Daniel Sepu.

In addition, a gift of a Comfort Day Spa visit was won by Lisa Hessali and copies of the Santa Fe locomotive No. 3751 prints were claimed by Lyle Fenimore and Scott.

Ticket sales benefited SCRPA.

And the "LOSERS"? Several people lost items at Railroad Days and the articles are still looking for their

owners. Here's what remains in our Lost and Found collection:

- A stylish pair of prescription glasses stamped with a designer's logo
- A pair of metal-framed sunglasses
- A cute pink vinyl wrist watch with a butterfly motif
- Also a key ring with two keys, one inscribed with a (949) phone number was mailed to that company for return to the owner. If that sounds familiar and you haven't received them, let us know.

To arrange pickup of the items, leave a message on the SCRPA office phone at 714-278-0648, or send e-mail to info@scrpa.net

UNION PACIFIC'S NEWHALL PASS

A Longtime Gateway to So. California

By Dennis White

El Pueblo de Nuestra Señora, la Reina de los Angeles de Porciuncula was considered a backwater cow town and unworthy of rail service prior to 1872. In that year, however, the little pueblo found herself the center of attention by two competing railroads, one from the north and one from the east. Either railroad would change Los Angeles' status forever. But which should the city choose?

On November 5, 1872, Angeleños voted to allow the Southern Pacific Railroad into Los Angeles from the north, turning their back on the promises of the San Diego and Los Angeles Railroad, a proposed extension of the Texas and Pacific Railroad, then building west through southern Texas. (Southern Pacific would eventually meet the T&P on January 12, 1883, at the Pecos River in Texas, completing the second transcontinental railroad. But that's a story for another time.)

Southern Pacific's plan for entering Southern California involved building south from Lathrup, 40 miles south of Stockton and the Central Pacific and Southern Pacific junction, to Sumner (Bakersfield), then over Tehachapi Pass into the Antelope Valley and through Newhall Pass to the San Fernando Valley and into Los Angeles.

The push south began in April 1874.

SP also began building north from Los Angeles in March 1873, arriving in San Fernando April 24, 1874. Track extending north of San Fernando to the future site of the Newhall Tunnel followed shortly thereafter. The Newhall dig was Tunnel 25 on the SP timetable.

Newhall Pass, named for the ranch on which it sits, was to become a major challenge for the SP, with its almost vertical slopes, thick brush and parched landscape.

The mountain, saturated with oil and water, made construction exceedingly difficult. Blasting at the south end began March 22, 1875. Boring at the north end did not begin until late August of that year because a 500-foot approach cut had to be dug first. Actual blasting at the north portal did not begin until the last week of August. (Note: Because Southern Pacific trains traveling away from San Francisco are considered Eastbound and trains going toward San Francisco are Westbound, the railroad refers to the south end of Tunnel 25 as "East Portal" and the north end as "West Portal.")

Construction crews dug three vertical shafts to provide air for the men working inside the tunnel and to haul away debris. More than a thousand Chinese laborers and 300 animals worked from both ends and from the three shafts to dig the 6,966-foot tunnel. Dirt and rock removed from the bore became fill at both approaches to the tunnel. Constant cave-ins from the slippery oil soaked earth killed several workers and necessitated extensive redwood cribbing and bracing throughout the project.

While digging continued on Tunnel 25, track gangs continued working south and west through the Antelope Valley and Soledad Canyon, advancing as far as the huge fill at Lang where they stopped until the "big bore" was completed.

"Punch-Through" occurred July 14, 1876. Completion of cribbing, bracing and timbering of the tunnel on August 9, 1876, followed three days later by spiking the last rail in place, allowing the first locomotive from Los Angeles to pass through.

Track construction continued toward Lang, joining Los Angeles with central California, on September 5, 1876. A gold spike ceremony held at Lang with special trains of dignitaries from San Francisco, Sacramento and Los Angeles completed the route. Regular scheduled service between Los Angeles and San Francisco began the following day with a scheduled time of 24 hours, 30 minutes.

Traffic through Newhall Pass continued to build through the years, culminating in four first-class passenger trains operating each way during World War II; The Owl, West Coast Ltd., Tehachapi and San Joaquin Flyer, later renamed San Joaquin Daylight, in addition to several extra freights, kept the rails polished. In 1946 the Tehachapi was downgraded to a second-class train and lost her name, but freight traffic continued to build.

By the time of Amtrak's creation, May 1, 1971, Southern Pacific Passenger service had dwindled to only the San Joaquin Daylight. Amtrak chose to run buses between Los Angeles and Bakersfield, ending

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RAILROAD DAYS 2010 in BREA



These photos are
in color on the
web!

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Hot Rail!
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Thank you to the talents of Railroad Days 2010 photographers Elliott Alper, Leslie De La Rosa, Terry Galvin, Mike Vitale, and Carolyn Canfield Wilcox

More Photos on next page



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passenger service through Tunnel 25 and the Antelope Valley until the creation of Metrolink, October 26, 1992.

The railroad merger of Southern Pacific and Union Pacific in 1996 meant freight traffic through Newhall Pass would begin to wear the famous Armour Yellow and Harbor Gray livery of the UP.

The tunnel through Newhall pass has always been plagued with water and oil seepage. The saturated ballast and soil in the floor continually cause the track to settle. The dampness also caused deterioration of the ties and interference with the signal system. Some support timbers were replaced in 1886 and a cave-in in 1907 necessitated complete re-timbering once again.

Beginning in 1916, the tunnel was opened up to standard clearances and lined with concrete.

Southern Pacific lowered the floor of the tunnel to gain vertical clearance for container trains in 1983. The track lowering failed to provide sufficient clearance so crews immediately lowered the floor again.

Major problems were avoided until February 7, 1971, when the 6.6 magnitude Sylmar Earthquake struck, bringing down three freeway interchange bridges on top of the mainline and blocking the east portal. The tunnel itself sustained no damage.

Not as fortunate during the 7.1 magnitude Northridge temblor of January 17, 1994, Tunnel 25 suffered bulging of its walls requiring immediate repair. Freeway bridges again fell on the approach tracks east of the tunnel, blocking the mainline for about eight days.

Today, the only passenger trains through Tunnel 25 are Metrolink heavy-rail commuter runs between Los Angeles and Santa Clarita, Palmdale and Lancaster. Union Pacific considers the Antelope Valley line through Newhall Pass as secondary to its primary Southern California access via the old SP Coast Line and the Palmdale-Colton Cutoff through Cajon Pass. Also, freight traffic consists of a few Union Pacific

TOFC and COFC trains and the occasional manifest freight.

Railfanning the area around Tunnel 25 is forbidden due to Homeland Security restrictions, which prohibit trespassing on railroad property or loitering near any rail tunnel, railroad bridge or highway bridge spanning a railroad.

The east portal is directly under the interchange of I-5, I-210 and State Route 14 and is in a deep cut, making photography almost impossible. The West portal, surrounded by posted private property with no public roads nearby, cannot be reached without violating trespassing laws.

A much better, safer and legal view of the area is gained by riding Metrolink to Santa Clarita.

Sources:

Southern Pacific – The Roaring Story of a Fighting Railroad, By Neill C. Wilson & Frank J. Taylor, © 1952 McGraw-Hill Book Co., Inc., New York, NY

50 Years of Railroading in Southern California 1936 – 1986, Edited by Tom A. Nelson, © 2001, Pacific Railroad Society, San Marino, CA

Railroading through the Antelope Valley, by Phil Serpico, © 2000, Omni Publications, Palmdale, CA

The Orange County Register Archives, www.oregister.com/archive/ © 2002 Freedom Newspapers

FORSHER MOVES TO NORTHWEST

By Dennis White

Charles Forsher, longtime Southern California Scenic Railway Association member and friend of many, recently relocated to Seattle, Washington to be closer to family.



Charlie is a humorist, artist, dedicated railfan and author of the "Travels with Elliott" series in past issues of the SCSRA *Headlight* and in *Hot Rail*, detailing his automobile journeys with fellow SCSRA member Elliott Alper as they visited various railroad hot spots. Charlie's off-beat humor – mixed with a little rail history and a vivid imagination – is almost certain to raise the eyebrows of more serious rail historians. But his version of life is always a treat to read.

Charlie often speaks of his work as a docent at Travel Town and the many hours he spent riding the SCSRA cabooses, providing historical information to his "captive" audiences. He truly misses his time in Griffith Park and Travel Town.

He also has a love of commuter rail, with particular interest in the history of the Pacific Electric. Many of his travels with Elliott attempted to trace the old P.E. right-of-way, usually with nothing more than a Thomas Guide and a blurry PE system map to guide them. Discovering a forgotten relic of the Red Car era brought excitement to those travels.

Metrolink helped fill the void left by the loss of P.E. and has been a favorite subject of Charlie's observations in recent years. One can be assured that it won't take long before his presence is noted at stations along the Seattle-Tacoma Sounder commuter rail system.

Seattle's gain is definitely our loss. Good luck, Charlie.



At left, Charles makes one last call at the station. Above, he's finally off for parts north. Photos: Elliott Alper

2010 Calendar

July 14	SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	Oct 13	SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
July 24*	Screwball Movie Night: <i>Some Like it Hot</i> (1959) ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium	Oct 30*	Hallowe'en Movie Night: <i>Terror Train</i> (1980) ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
July 27	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Oct 26	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Aug 24	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Nov 23	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Sept 28	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Dec 4*	SCSRA Christmas Train-Watching Party , Cabooses, Amtrak Depot, Fullerton, 2-5 p.m.

* Dates and movie titles subject to change. Check www.scrpa.net for updates

Southern California Railway Plaza Association, Inc.
1661 E. Chapman Ave., #1G
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- **Highlights of Railroad Days 2010** will be presented at the July 14 Quarterly Dinner meeting; see page 4
- **Upcoming Movie Event:** Saturday, July 24, *Some Like It Hot*, starring Marilyn Monroe and Tony Curtis, preceded by a Little Lulu cartoon; see page 2.
- **Newhall Pass** article by Dennis White; see page 7.

○ HOT RAIL! ○

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1661 E. Chapman Ave., Unit 1G, Fullerton, CA 92831 / E-mail: info@scrpa.net
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Editor: Sue Kientz

Send your letters to the editor to the address above or e-mail sue@scsra.org

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