

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

present the

Hot Rail!

newsletter



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

Volume X, Number 3

Fall 2012

BOUND FOR GLORY

Railroad Chapel Cars are focus
of Oct. 10 Dinner Meeting program

By Donna Johnson, Community & Media Relations Chair

SCRPA member Kathy Norris will be the featured speaker at our Fall Quarterly Membership Dinner Meeting. Kathy became interested in trains when she met her now longtime husband and fellow member, Dave Norris. She started collecting railroad china and silverware about 25 years ago as a way to pass time when she accompanied him at railroad swap meets.

Kathy and Dave met at Costa Mesa High School, married in 1968 and have one daughter. In August, they became proud first-time grandparents of Tyler David-Alexander Witter.

Continued on Page 2



The last and largest of the Catholic chapel cars. (Wikipedia)

SCRPA membership time is almost here

SCRPA is excited to kick off our annual membership drive. As we continue to grow, we look forward to welcoming new members and renewing friendships with our returning members.

We had some great times this past year! This year we look forward to expanding our annual events, implementing some new ideas and as always, sharing with you the excitement of being a rail enthusiast in Southern California.

Last year we saw our membership grow by more than 25%. We brought back Railroad Days to Fullerton, continued our long-standing Railroad Safety Poster Contest for Fullerton elementary schools and expanded our bus excursions to local rail themed attractions.

Our website – www.scrpa.net -- continues to expand and improve. When visiting, you'll view current information, such as an events calendar, committee news and articles on special events. You can also access an interactive library of Hot Rail newsletters going back to Volume 1, Issue 1 in summer 2003.

While we are not affiliated with any of the Class I railroads, we work with railroad contacts to support civilian safety programs like Operation Lifesaver and keeping our members updated on safety issues affecting rail enthusiasts.

Watch your mail box around Thanksgiving for your 2013 renewal request and be sure to send it in as quickly as possible. Membership is based on a calendar year, January through December.

It's going to be a great year! Feel free to write or e-mail us with any questions. You will find contact information on the back page of this Hot Rail.

— *By Kathy White, Membership Committee Co-Chair*

For our dinner program, Kathy will present an overview of the history and importance of the Railroad Chapel Cars that followed the trains west to provide religious services from the late 1800s to the 1940s for rail workers and people living in new towns along the tracks.

“My interest in Chapel Cars started when I was given a book about them. Not many people know about them and their influence on American social values,” said Kathy, who is a second generation Costa Mesa native.

At their peak, there were 13 Chapel Cars riding the rails in the United States, representing Baptist, Catholic and Episcopal faiths. The fronts of the cars were fitted out as churches on wheels with altars, pews and in some cases, stained-glass windows.

There were three Episcopal cars: *The Cathedral Car of North Dakota*, and the two chapel cars of Upper Michigan; seven American Baptist Publication Society cars: *Evangel, Emmanuel, Glad Tidings, Good Will, Grace, Herald of Hope and Messenger of Peace*; and three Catholic Extension Society cars: *St. Anthony, St. Peter, and St. Paul*.

“This Train is Bound for Glory,” a traditional folk song that was modified and recorded by Woody Guthrie, saluted the chapel cars. A popular book titled “This Train is Bound for Glory: The Story of America’s Chapel Cars,” by Wilma Rugh Taylor and Norman Thomas Taylor, as well as other books have chronicled the specialty rail cars’ role in America’s culture.

For a preview of the program, you can check <http://www.chapelcars.com/>.

Dinner meeting details

We will meet on Wednesday, October 10 at the Sizzler restaurant in Fullerton. The evening will start with a mixer at 6 p.m., followed by dinner at 6:30 and then the program and a brief meeting.

Members and guests will again order and pay independently for their meals. Prices range from \$7 to \$23, plus beverages – with daily specials and a senior discount available. No RSVPs are required.

The Sizzler, at 1401 N. Harbor Boulevard (north of Berkeley Avenue), also serves beer and wine. Menu nutrition and allergy information is listed by item at www.sizzler.com. The Fullerton Sizzler phone is: 714-738-5018.

Huntington Library was superb outing

We embarked on a superb day excursion by bus to The Huntington Library and Botanical Gardens in San Marino on July 21. After our delightful doughnuts and juice, we boarded our bus and off we went.

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 featured exhibition documented the creation of the Transcontinental Railroad beginning in 1862, and portrayed how it transformed the United States.

The library’s grounds are gorgeous and the galleries so impressive.

Back on the bus much later to delightful service of wine and cheese by Peggy and Harold Benash, along with cheery smiles.

It took loads of planning to organize such a memorable event. Thank you.

Our next excursion, to Nethercutt Museum and Collection, is scheduled to take place as the fall Hot Rail goes to print. So we’ll report on that outing in the winter edition.

— *By Edith Culp*

Curtain up! for 'rosy' free film series Comedy Night

By Gordon Bachlund, Movie Night Chair

The Pink Panther will once again take the spotlight for SCRPA's free members Retrospective Screening Series on Saturday, October 27. The evening will begin at 6 p.m. with a wine-tasting on the Fullerton Museum Center patio, 301 N Pomona Avenue. Tastings are selected by cork master extraordinaire Dennis White, and the evening's sponsors are Edith and Lee Culp.

Following the social time, we will move inside the auditorium to view "Twinkle, Twinkle, Little Pink," a six-minute UA cartoon, in which The Pink Panther buys a lot atop a narrow mesa and builds a house that blocks an observatory's view.

The feature film will be UA's "A Shot in the Dark," which was the first film made in the Pink Panther series, but it was actually the second one to be released. It was originally intended

to be the adaptation of a stage play, but director Blake Edwards and actor Peter Sellers refit the main character to accommodate the persona of Inspector Clouseau, which they were developing for "The Pink Panther."

When "The Pink Panther" proved to be a hit, the studio released "A Shot in the Dark" as a sequel and a series was born. In fact, the two films were released in some markets as a double bill.

Here, in this color film made in 1964 and running 115 minutes, Sellers is front and center as the hapless and ever-clumsy Clouseau.

Freed from sharing screen time with a higher billed co-star (David Niven in the previous film) and without a particularly coherent plot to follow, Sellers is allowed to engage in pratfall after pratfall and scenario after goofy scenario. And Henry Mancini provided some inspired music, notably over the animated title sequence.



PRESIDENT'S MESSAGE

That time of the year has arrived again. Membership packages will be in your possession in November. Please thoughtfully consider your membership contribution and the good works that it will do for the SCRPA in 2013.

We are looking forward to exciting special activities in the coming months, as you will read about in the following paragraphs – so remember to **SAVE THE DATES!**

Once again the SCRPA, partnering with the city of Fullerton and Metrolink, will provide some cheer for youngsters on **Sunday, December 16** as we await the **Holiday Toy Express** arrival at the Fullerton Train Station.

Last December was the first time that the SCRPA participated in the event and our **Holiday Express Celebration** prior to the brightly lighted special train's arrival was very successful.

Our celebration area near the cross-over elevator will again become a fanciful collection of lighted tents that feature **FREE** youth-oriented activities, model railroad displays, face painting, coloring books, caboose tours, plus treats of cookies and hot chocolate.

Looking ahead to springtime, we have had discussions with the city of Fullerton staff members with regard to **Railroad Days 2013 in Fullerton**. Our return to Fullerton for Railroad Days 2012 scored a solid hit, drawing thousands of families and railfans.

We are on the city calendar for the first weekend in May 2013 – with setup in the large parking lot next to the depot on Friday, May 3; and the array of displays, vendors and rail tours will open on **Saturday and Sunday, May 4 & 5** for the **FREE** community festival.

The paperwork process has started, including an event application to the city and plans for a presentation to the City Council.

As you know, a number of sponsors stepped up to provide funding that made this year's event possible – along with featured participants that provided special rail cars for tours. Together, we all created a huge success.

This fall, we will be in contact with these supporters, as well as looking for additional sponsors and featured participants. Without their contributions and our volunteers, Railroad Days will not happen.

As you can see, planning for the 2013 year is underway and can only be successful with the help of **YOU** – our membership. **YOU** are the ones that make Railroad Days the largest annual event for Fullerton.

See you at the Quarterly Dinner Meeting on Oct. 10!

— **Harold Benash**

HISTORY:

D. William 'Bill' Brosnan: The man behind the modern railroad

By Dennis White, Vice President

"The time will come when people will travel in stages moved by steam engines from one city to another, almost as fast as birds can fly, 15 or 20 miles an hour.... A carriage will start from Washington in the morning, the passengers will breakfast at Baltimore, dine at Philadelphia, and sup in New York the same day. ... Engines will drive boats 10 or 12 miles an hour, and there will be hundreds of steamers running on the Mississippi, as predicted years ago." – American Inventor Oliver Evans, 1800

Many a clever man worked to develop the railroads, beginning in 1789 when Englishman William Jessup built the first wagons with flanged wheels and followed in 1804 when the first steam locomotive operated on timber rails. 1826 marked the first railroad in America, laid down in Quincy, Massachusetts. It was horse drawn and ran for three miles.

The Baltimore and Ohio began in 1827, becoming the first common carrier railroad in the United States. The English-built Stourbridge Lion, was put to work on the Delaware & Hudson in upstate New York. Robert Stevens went to England in 1831 and shipped back (unassembled) the John Bull for the Camden & Amboy Railroad in New Jersey.

It was erected by mechanic Isaac Dripps, who had never seen a steam locomotive. There was no assembly manual. He made this the first locomotive fitted with a bell, headlight and cowcatcher, and it remained in service until 1866. Dripps went on to become superintendent of motive power for the Pennsylvania Railroad at Altoona.

Maj. Eli Janney, a Confederate veteran of the Civil War, invented the knuckle coupler in 1868; and the following year, George Westinghouse, another Civil War veteran, developed the air brake. In 1886, the U.S. government ordered all American Class I railroads to convert to standard gauge. And in 1893, the Federal Railway Safety Appliances Act instituted mandatory air brake systems, Janney knuckle couplers, and required standardization of the location and specifications for appliances such as handholds and grab irons necessary for employees' use.

Change is coming

From that first century of railroading, nothing much changed in railroading for the next 60 years -- until the 1950s, when the rail industry faced labor productivity issues and the slow death of passenger rail.

The practice of having a fireman in the cab of diesel electric locomotives caused the doubling of wages. Railroaders also got paid by the mile, not hours worked, caus-



D. William 'Bill' Brosnan

ing trouble for men working on switch engines in the yards. Cost of employee benefits soared.

The railroad also had to deal with a federal government that arbitrarily set tariffs, had to be consulted before rail service could be withdrawn and many other anti-business regulations that stifled the railroads. Above all, the railroads needed capital to keep running.

One man, D William "Bill" Brosnan of the Southern Railway was such a man.

Brosnan was a tough, autocratic, brutal personality who treated people like dirt and was his own worst enemy. He was also a genius in railroading. No man did more to finally drive the reluctant railroad industry in to the 20th century.

Brosnan: No choice

In 1952 as Southern's vice president of operations, Brosnan saw the need to replace men with machines. Rail executives were loath to address the issue and the unions just stonewalled, but Brosnan addressed the board of directors saying that employees by the thousands needed to be replaced with machines. "There simply is no other way."

The Southern Railway was the first Class I to fully dieselize and opened the first automated yard in Knoxville, Tennessee, followed by one in Birmingham, Alabama; and Atlanta, Georgia.

Brosnan saw early on that track maintenance was labor intensive, yet one of the most crucial jobs on the railroad. He invented and then improved on a machine that picked up ballast, cleaned it, and then returned it to the track. He also invented a ballast tamper that automatically compress and hold ballast in place between the ties.

In addition, he helped develop a machine that could pull spikes, pull an old tie out and insert a new one and then spike it home. He also conceived the idea of 39 foot "snap-track" sections of pre-assembled panels of track that could be carried on a 40-foot flatcar to a track site and lay

Continued on Page 5

it in place. By 1959, he had pioneered and helped engineer laying welded rail in mile-long sections.

Brosnan, watching piggy-back trailers being loaded and unloaded from flatcars realized that the process was labor intensive and time consuming. He had seen a large straddle lift for lumber and took that idea to design a large gantry crane to straddle the track and lift trailers (and later containers) on and off flatcars, cutting yard handling by 80%. He had Southern build several of these gantry cranes and gave his plans to other manufacturers and railroads. His design became the universal apparatus for handling inter-modal trailers and containers worldwide.

'Big John' cars

If he hadn't done enough, Brosnan designed and ordered "Big John" 100-ton capacity, covered hopper cars for hauling grain. Prior to "Big John," grain was hand-loaded into 40-foot box cars and unloaded the same way. So efficient was "Big John," Southern Railway was able to cut grain-hauling rates by 60%.

Brosnan invented and patented the SPOT car repair system, which brings cars to repair crews instead of sending crews out to repair the car wherever it was. He installed the first experimental microwave communication system on the Southern Railway in 1960. And he developed the hot-box detector that could warn of an overheated bearing before it caused a train wreck.

Microwave communication could handle voice and data transmission over the entire railroad, and the next logical step was computerization, which Brosnan embraced in early 1956. He patterned his data and communication system after that of the Strategic Air Command.

His work with radios led to his next invention, the remote operation of mid train locomotives without crews.

Brosnan's "Big John" hopper cars caused a backlash by competing railroads and the Interstate Commerce Commission wouldn't allow the Southern to lower its rates, because the others couldn't compete. Brosnan sued, following the legal trail all the way to the Supreme Court, which found in his favor in 1965.

Railroads vs. unions

Brosnan fought the unions over the need for firemen. Disgusted with the slow negotiations between the unions and the railroads, Brosnan pulled the Southern Railway out of the negotiations, which meant that the SRY would have to keep firemen.

Brosnan brought in more than 200 elderly black men with no railroad experience to fill the jobs. One of the men, a retired Atlanta garbage man, told a reporter that "the company just showed him where to sit and where to pee."

Brosnan retired in 1967 and lived until 1985, seeing all of his innovations put to use by almost all of America's

railroads. He single-handedly made the Southern Railway one of the most efficient carriers in North America, and worked with competitive railroads to pass his ideas and inventions on to them.

He was truly a renaissance man.

Bibliography:

Union Pacific Vol. III, Maury Klein, Oxford Press, 2011
<http://southern.railfan.net/ties/1967/67-12/bros.html>
<http://www.nscorp.com/nscportal/nscorp/>
<http://www.srha.net/>
<https://www.uprr.com/aboutup/history/index.shtml>
<http://www.acisal.org/>

H&MC FALL REPORT:

Committee keeps busy during summer months

By Dennis White, H&MC Secretary and Editor

History & Modeling Committee modelers spent many hot summer evenings constructing a corner HO scale module to be used in conjunction with our historic diorama modules. Because the module allows the three-track mainline to make a 90 degree turn, a suitable prototype was hard to come by.

Our group finally decided to incorporate a tunnel boring through low rolling hills. We chose to model the high plains of Wyoming between Cheyenne and Laramie, Wyoming, complete with golden prairie grass, snow fences and occasional rock outcroppings.

The portals of our three-track tunnel are similar to those of Union Pacific's famous Hermosa Tunnel on Sherman Hill. The differences are that our tunnel provides passage for three tracks instead of two and our bore features that 90 degree turn, whereas Hermosa is a tangent bore.

Construction is almost complete, with final scenic details being added these past few weeks. The module will debut at one of the raft of local railway shows scheduled for this winter

During the summer, H&MC chair Harold Benash and Railroad Operations Committee chair Stu Proctor decided to combined H&MC and ROC membership meetings, because the members of the two "worker bee" groups are almost identical. I guess if you like to dig for historical information and model railroad scenes and rolling stock, chances are you also like getting dirty in, on or under our two wonderful full-size prototype cabooses.

Won't you join us? We meet the fourth Tuesday of each month at St. Paul's Lutheran Church on the corner of Harbor Boulevard and Las Palmas in north Fullerton. We start at 7 p.m. and would love to see you.

Please contact Dennis White (7140400-4939) or Harold Benash (714-525-6266) for directions or questions.

Plains Indians and the Transcontinental Railroad

By Dennis White, Vice President

We've received requests seeking additional information on the subject of the influence of the Transcontinental Railroad on the North American Plains Indian, which was the subject of John E. Collins' presentation at SCRPA's summer Quarterly Dinner Meeting.

Who were the Plains Indians?

While the Plains Indians ranged from Saskatchewan, to Oklahoma and the Mississippi River to the Rocky Mountains, this article will concentrate on the those indigenous peoples affected by the arrival of the first transcontinental railroad. Most Plains Indians were nomadic: Arapaho, Blackfeet, Cheyenne, Comanche, Crow, Kiowa and Sioux. The Osage and Pawnee were semi-nomadic, living in temporary villages, farming and hunting and then moving on to another location. All of these tribes had one thing in common; they relied heavily on the American Bison (buffalo) to survive.



Pawnee warrior

Importance of the buffalo:

In 1849, Francis Parkman wrote: *"The buffalo supplies the Plains Indians with the necessities of life; with habitations, food, clothing, beds and fuel, strings for their bows, glue, thread, cordage, trail ropes for their horses, covering for their saddles, vessels to hold water, boats to cross streams, and the means of purchasing all they want from the traders. When the buffalo are extinct, they too must dwindle away."*

Caucasian buffalo hunters, drawn by the high prices being paid for buffalo skins, hunted the beasts for their pelt alone, leaving the skinned carcass to rot in the unrelenting sun. Their technique, using horses and high powered rifles, decimated the buffalo to near extinction.

Where the railroad fits in:

The railroad was not good for the Native Americans. It drove the buffalo away, depriving the Indian of his main means of survival.

The high plains had few trees, but those few were used by the buffalo to shelter themselves from winter blizzards and provided shade protection from the summer heat. In short, the animals needed trees to survive. Railroad construction crews needed timber for railroad ties, and cut down every tree they could find to build track; sometimes having to travel 100 miles or more to find suitable trees for track construction. As the trees disappeared, so did the buffalo and with the loss of buffalo, the Indians faced leaving their ancestral home or facing starvation.

The railroad brought people, disease and soldiers to the Great Plains, all to the detriment of the Indian way of life. The settler looked upon the Indian as an enemy, and in fact, that adversarial view quickly became the truth as skirmishes between the two developed. Needing meat, and with dwindling buffalo herds, Indians began raiding parties on the white man's cattle, rustling enough to feed themselves. As Indian raiding parties became bolder, so did retaliation from the white man.

The Indian 'problem':

In 1864, a regiment of U.S. soldiers raided an Indian encampment at Sand Creek, Colorado Territory, attacking the Indians as they slept. The reason for the attack: Col. John Chivington was *"chafing for some action."* Chief Black Kettle waved the white flag to no avail, and 150 Cheyenne, mostly women and children, were killed. The soldiers mutilated their victims, some removing genitalia as prizes.



Col John Chivington

Thirty-nine days later, an assembly of 1,000 Sioux, Arapaho and Cheyenne (survivors of Sand Creek among them) overran the town of Julesburg, Colorado, killing civilians and soldiers and distributing their body parts across the countryside. They continued, destroying stage stations and telegraph wires. Later the raiding party returned to Julesburg and burned it to the ground.

Railroad takes action:

Union Pacific Railroad chief engineer Gen. Grenville Dodge led the campaign against the northern Plains Indians following Julesburg, effectively dispersing the war parties. Dodge sent troops with Indian scouts from the only tribe

Continued on Page 7

Summer caboose work parties forge ahead

By Stu Proctor, ROC Chairman

August 18 -- Both cabooses were updated with FRA approved air hoses and valves donated by Coast Rail Services, George Engelage IV and his crew.

Electrical work in SP4049 commenced with the cleaning out of old and unused wiring in the bottom of the car's power cabinet. Installation of proper wiring is underway and is expected to be completed no later than the October 2012 work party.

On August 13, Harold, Dennis and I met with Mario Yturraide, a commercial and house painter, who expressed an interest in painting both cabooses. We showed him around the cars and explained what we were looking for.

Another meeting will be scheduled with subcontractors to determine final costs.

Workshop follow-up required:

- Finish wiring in SP4049.
- Replace desk tops and repaint conductor desks in both units.
- Repair floor in SP4049.

Current total of the ROC petty cash fund is \$440.92.

September 15 -- Our ROC work party turned out to be the hottest day this summer with noon temperatures hovering at 102. Most ROC Stars decided not to climb into a metal oven and attempt physical labor, but a few diehard

folks showed up anyway. Plenty of water bottles on ice were available to keep everyone well hydrated.

Work performed included:

The conductor's desk in the ATSF caboose was removed as a unit and disassembled. The frame and vault were found to be sound, except for the inboard Masonite wall of the vault, which was replaced. The wood frame and vault, sans the top, was reinstalled. The original welded brace was installed out of plumb, but a few "calibrated" swings of a sledge hammer brought it into alignment for the first time since the car was rebuilt in 1969.

The old top was found to be in very poor condition, so instead of recovering, it will be replaced with new plywood and Formica and installed at the October work party.

The compound, as always needed to be policed for litter, which was all picked up and hauled to the Dumpster. , no weeds survived the July spraying with herbicide

The old, non-functioning AV equipment in the ATSF locked closet was removed and taken to the recycler for proper disposal.

Distilled water is now on-hand and all battery cells were brought up to proper levels.

The next ROC work party is scheduled at 9 a.m. Saturday, October 20 at the cabooses.

-- Dennis White assisted in compiling this report.

PLAINS / from Page 6

friendly to whites, the Pawnee, and hunted the Indian and killed as many as they could.

The railroaders were terrorized by the Indian raiding parties, ambushes, sniper attacks and railroad sabotage. The railroad's livestock was continuously rustled by tribal raiders, who also shot up track gangs, raided isolated stations and cut telegraph lines.

The Indian Wars were probably inevitable, but the railroad's aggressive action, buttressed by soldiers from the recently ended American Civil War didn't help. Track crews had to be escorted by Army troops and friendly Pawnee braves.

The Pawnee were singularly friendly to the U.S. government and bitter enemies of the Lakota Sioux. Union Pacific cultivated this symbiotic relationship, offering Pawnee free rides on work trains -- and in return they helped protect construction crews from other Indian tribes.

Ten years after the 1869 meeting of east and west at Promontory Summit, Utah, the Indian problem was under

control. Most Indians were dead or on reservations, the threat to the railroad from raiding parties was past and the Indian had lost.

John E. Collins made the point that of the many treaties signed between the Indians and Washington, D.C., the Indians never broke an agreement and Washington never kept one.

Sources:

Union Pacific Volume 1, 1862 – 1893, Maury Klein, University of Minnesota Press, c.1987, ISBN 13 978-0-8166-4459-9

Native Americans and the Transcontinental Railroad, PBS, <http://www.pbs.org/wgbh/americanexperience/features/general-article/tcrr-tribes/>

How did the Homestead and Pacific Railroad Acts affect Native Americans living on the Great Plains? <http://answers.yahoo.com/question/index?qid=20091112175131AAonUsh>

Building The Transcontinental Railroad, http://www.digitalhistory.uh.edu/database/article_display.cfm?HHID=177

Pawnee Indians, <http://www.native-net.org/tribes/pawnee-indians.html>

Trip to Petoskey recalls childhood summer days

By Tom Eldredge

When my wife, Barbara, was growing up, her family spent some summer vacation time in Northwestern Michigan, mainly in Cadillac, on Lake Mitchell. So when The Cincinnati Railway Company advertised that a private railway train would travel in August to Petoskey, Michigan with a stop at Cadillac, we signed up.

Cincinnati Railway has three private cars: Birch Grove, with six bedrooms and 10 roomettes; The Observatory, a dome car seating 24 in the dome for meals, a lounge area and three bedrooms; and the Oliver Hazard Perry, with three bedrooms, a lounge area and a dining area. We had bedroom B on the Perry.

There were 23 guests including the owners, plus a chef and a porter. The chef was in charge of the three cars; that is, he made arrangements for water, ice, sewer flushing, hook-ups with other cars and anything else that came up involving the cars.

We boarded the cars in the Cincinnati area in the evening and about 3:00 a.m. they were attached to the back of Amtrak's Cardinal going from Washington, D.C., to Chicago. We arrived in Chicago about noon and were shuttled to the Amtrak yards, which are near the Chicago River and Roosevelt Boulevard.

In the yards, we could get off the car and go directly to Roosevelt Boulevard and flag down a taxi, (no wandering around the yards looking at other cars). We took a taxi to the shopping area on Michigan Avenue, then had dinner at Lawry's Restaurant and went back to the Perry.

During the next day, in the yard, a special train of 11 cars was made up, including our cars, and attached to the back of Amtrak's Blue Water train that goes from Chicago to Port Huron, Michigan. We left Chicago about 4 p.m. and traveled across Southern Michigan, stopping at the Amtrak stops until we arrived at Durand, about 50 miles from Port Huron. We were unhooked from the Amtrak train and a Central Michigan Railroad engine took us about 10 miles to Owosso, where we spent the rest of the night.

In the morning we traveled in a northwestern direction and stopped for an hour at Marion, where we joined in an "Old Fashion Days" celebration. Then it was on to Cadillac, where we had a couple of hours for lunch and shopping. Fife Lake was the next stop in the late afternoon and a few of our companions went swimming while the rest of us wandered around town.

After dinner on the train, we arrived at Boyne Falls to join in the town's Polish Festival. We wandered around their tents and were about to get a Kielbasa when it started



Barbara Eldredge relaxes in the lounge area of Oliver Hazard Perry private railcar on trip to Michigan.

to rain, so we hurried back to our car. The train headed for Petoskey and arrived after 11 p.m. We stopped at the edge of an inlet from Lake Michigan about a block from Petoskey's main downtown.

The next day we wandered around Petoskey and in the afternoon had a bus excursion around the area, looking at the summer homes that are in use about three to four months and then closed up until next year. Before air conditioning and when both husbands and wives worked, Chicago families used to come up with the family after school was out and stay in Petoskey. The husband would come up for a long weekend, coming up Friday and going back to Chicago on Monday, while the wife and children would spend the summer outside the city.

The next day we took our bus to Mackinaw City where we got a ferry to take us to Mackinac Island. The spelling differs because the city was English and the Island was at first French – but both are pronounced "Mackinaw." The only automobiles on the island are an ambulance and fire engines, everything else is horse-drawn, including the UPS truck that was a flat bed, four-wheel cart pulled by a horse. We had a carriage ride around the island and did some shopping for their famous fudge.

The next day our train left Petoskey and stopped again in Cadillac for lunch and last-minute shopping. Then it was on to Mt. Pleasant where we left the train for dinner. On to Durand where the Central Michigan Engine left us, and we were put on the back of Amtrak's Blue Water heading to Chicago, arriving shortly after noon.

The private train was broken up and our cars were attached to Amtrak's Cardinal the next afternoon. We arrived in Cincinnati about 4 a.m. We got off the car in the morning and went to the airport and our flight back home.

We had a very enjoyable trip and would recommend it to anyone who likes to travel by rail.

Annual Dinner at the Depot prize winners

Prize	Donor	Awardee
Great American Train Rides VHS	Sue Kientz	Gordon Bachlund
Carolwood Poster	Carolwood	Wendell Hanks
LA Conservatory Kid's Guide to Union Station	Elliot Alper	Carol Lawver
500 pc puzzle Ravensburger	Lee Culp	Jeff Schulze
Wood frame passenger depot	Doug Archer	Jim Hoffmann
3751 Baseball cap	George Engelage	Doug Archer
Geat Amerian Scenic RR's Donner Summit VHS	Sue Kientz	Annika White
Powell and Hyde Sts. Trolley	Jeff Schulze	Marty Gluck
Carolwood Poster	Carolwood	Rob Archer
Wonderland Express Christmas Ornament	Jeff Schulze	Jack
Pike's Peak by Rail VHS	Sue Kientz	George Engelage
Framed Century Ltd. Stamp	Bob Gordon	Kathy White
Carolwood Poster	Carolwood	Elliot Alper
3751 Baseball cap	George Engelage	Sue Kientz
Encyclopedia of RRs book	Sue Kientz	Lee Culp
Locomotive Engine hose holder	Jeff Schulze	Chris McCarthy
Wonderland Express Christmas Ornament	Jeff Schulze	Kathy Norris
750 pc Steam Engine puzzle	Lee Culp	Greg Smith
3751 black shirt XL	George Engelage	Dave Norris
Carolwood Poster	Carolwood	Don Lawver
Carolwood Poster	Carolwood	Edith Culp
3751 white shirt	George Engelage	Tommy Reminiskey
Framed Photo BNSF 7560	Dennis White	Gary Covington
Carolwood Poster	Carolwood	Peggy Benash
Framed Photo BNSF 6611	Dennis White	Eric Edborg

2012-2013 Calendar

<p>Oct. 10 SCRPA Quarterly Dinner Meeting, 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton</p> <p>Oct. 23 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Dr., Fullerton</p> <p>Oct. 27* Movie Night: " A Shot In The Dark " (1964), * 6:30 p.m. with Wine Tasting at 6 p.m., Fullerton Museum Center</p> <p>Nov. 17 ROC Meeting & Work Party, 9 a.m., Cabooses, Fullerton Train Station</p> <p>Nov. 27 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Drive, Fullerton</p> <p>Dec. 1* Holiday Train-Watching Party, 2-5 p.m., Cabooses, Fullerton Train Station</p> <p>Dec. 16 Holiday Toy Express Celebration, SCRPA free event with activities for kids while they wait for the Metrolink special train, Fullerton Depot</p> <p>Jan. 16 SCRPA Quarterly Dinner Meeting, 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton</p> <p>Jan. 19 ROC Meeting & Work Party, 9 a.m., Cabooses, Fullerton Train Station</p> <p>Jan. 22 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Dr., Fullerton</p> <p>Jan. 26 Movie Night * – Films TBD, 6:30 p.m., with Wine Tasting at 6 p.m., Fullerton</p>	<p>Feb. 16 ROC Meeting & Work Party, 9 a.m. Cabooses, Fullerton Train Station</p> <p>Feb. 26 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Drive, Fullerton</p> <p>March 16 ROC Meeting & Work Party, 9 a.m. Cabooses, Fullerton Train Station</p> <p>March 26 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Drive, Fullerton</p> <p>April 10 SCRPA Quarterly Dinner Meeting, 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton</p> <p>April 20 ROC Meeting & Work Party, 9 a.m. Cabooses, Fullerton Train Station</p> <p>April 23 H&MC Meeting, 7 p.m., St. Paul 's Lutheran Church, 111 W. Las Palmas Drive, Fullerton</p> <p>April 27 Movie Night * – Films TBD, 6:30 p.m., with Wine Tasting at 6 p.m., Fullerton Museum Center, 301 N. Pomona Avenue</p> <p>May 4 & 5 Railroad Days 2013 in Fullerton, 9 a.m. to 5 p.m., Saturday and Sunday, Fullerton Train Station</p>
--	--

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

Read the Hot Rail! in a color PDF and check out news and announcements at www.scrpa.net.



Most extensive and visited railroad website in the world
including live rail video at www.RailCams.com !

2012 Railroad Safety Poster Contest winner Emily Ong, who was a sixth-grader at Beechwood Elementary School, sent us a gracious note after earning a first-place award



Dear SCRPA,
 Thank you for hosting the Railroad Safety Poster Contest!
 It was very thoughtful of you to give those great prizes!
 Love,
 Emily Ong
 1st Place Winner

MEMBERSHIP APPLICATION

SOUTHERN CALIFORNIA RAILWAY PLAZA ASSN. INC.



Membership Levels		
<i>Please check appropriate level</i>		
BRAKEMAN	<input type="checkbox"/>	\$25
CONDUCTOR	<input type="checkbox"/>	\$50
ENGINEER	<input type="checkbox"/>	\$100
YARDMASTER	<input type="checkbox"/>	\$250
TRAINMASTER	<input type="checkbox"/>	\$500
BENEFACTOR	<input type="checkbox"/>	\$600+

PLEASE PRINT

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

E-mail: _____ Phone: _____

Please send this application with the appropriate check or money order payable to:

SCRPA, P.O. Box 5195, Fullerton, CA 92838-5195

Dues are based upon a calendar year

Southern California Railway Plaza Association, Inc.
1661 E. Chapman Ave., #1G
Fullerton, CA 92831

Presorted Std.
US Postage
PAID
Anaheim, CA
Permit # 815

Address Correction Requested

IN THIS ISSUE

- Taking a nostalgic trip on the Cincinnati Railway Co.; **Page 8**
- Comedy Movie Night on Oct. 27 presents Pink Panther film; **Page 3**
- Meet the man behind modern railroads; **Page 4**
- Get a preview of upcoming SCRPA activities; **Page 3**

Postmaster: Please deliver between Oct. 1 & 5

O HOT RAIL! O

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

**The Southern California Railway Plaza Association, Inc., &
The Southern California Scenic Railway Association, Inc.**

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

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

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

Editor: Donna Johnson

Send your letters to the editor to the address above or e-mail info@scrpa.net

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

O O O O O O



SCRPA BOARD OF DIRECTORS

Chair,	Harold Benash	
Members,	Gordon R. Bachlund	Donna Johnson
	Fred Canfield	Stuart Proctor
	Barbara Eldredge	Jeff Schulze
	George Engelage IV	Michael Vitale
	Terry Galvin	Dennis White
	Richard L. Hopping	

SCRPA CORPORATE OFFICERS

President,	Harold Benash
Vice Presidentss	Richard L. Hopping and Dennis White
Secretary,	Mary Proctor
Treasurer,	Barbara Eldredge

SCRPA HISTORY AND MODELING COMMITTEE

Chairman,	Harold Benash
Secretary and Editor,	Dennis White

SCRPA RAILROAD OPERATIONS COMMITTEE

Chairman,	Stuart Proctor
-----------	----------------

SCRPA APPOINTED CHAIRPERSONS

Membership,	Margaret Benash, Lauri Schulze, Kathy White (Acting)
Community & Media Relations	Donna Johnson
Railroad Days 2012,	Jeff Schulze

SCSRA BOARD OF DIRECTORS

Chair,	Sue Kientz	(seat expires June 2014)	
Members,	Gordon Bachlund	(Jan 2015)	Stuart Proctor (Jan 2015)
	Harold Benash	(Dec 2013)	Michael Vitale (Sept 2013)
	Jim Hoffmann	(Sept 2013)	Dennis White (Dec 2013)
	Ted McConville	(Jan 2014)	

SCSRA CORPORATE OFFICERS

President,	Gordon Bachlund	(June 2014)
Treasurer,	Michael Vitale	(June 2015)
Secretary,	Jim Hoffmann	(June 2015)

APPOINTED OFFICERS, COMMITTEE CHAIRS, AND MANAGERS

Vice President,	Sue Kientz
Railroad Operations Chairman,	Stuart Proctor
Caboose Docent Committee Chairman,	Jim Hoffmann
Caboose Maintenance Chairman,	Mike Vitale
Fund Raising Chairman,	Harold Benash
Publications Committee Chairman,	Sue Kientz
Key Control Officer,	Dennis White
Official Photographer,	Elliott Alper
Film/Digital Presentation Manager,	Jim Hoffmann
Motion Picture Film Archivist,	Gordon Bachlund