

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 XIII, Number 2

Summer 2015

Summer dinner program previews PTC safety system

SCRPA Members Quarterly Dinner Meeting on July 15 will feature our own David Sibrel as guest speaker. He will focus on an important issue that's in the news these days: Positive Train Control, aka PTC, a federally mandated railway safety system.

PTC is primarily designed to prevent three things from happening: trains running red stop signals, unauthorized entry onto mainline tracks and trains from going too fast. David will present an overview of the PTC system, its current status of implementation, Energy Management Systems, and the future of PTC.

In April 2011, after 16 years of working as a mechanical technician in various fields, David began his career with



David Sibrel

the Union Pacific Railroad. He started as a diesel machinist in Long Beach. He discovered there was a need for someone with prior experience working on the Cummins diesel engines that powered the NRE GS21B Gensets, pioneered by Union Pacific. The Gensets soon became Dave's sole focus.

David quickly moved up the ranks to foreman, and his responsibilities included managing the entire fleet of 61 Genset locomotives in the Los Angeles Basin. Two short years later, David was promoted to manager of mechanical engineering in Union Pacific's

See "Speaker" on Page 2

Locomotives draw big crowds at Railroad Days 2015

Rail fans and families at Railroad Days clustered around the very popular "big three" locomotives on display at the Fullerton Train Station -- Disneyland Railroad's Ernest S. Marsh Locomotive #4, left; and along the tracks, BNSF's brand new diesel locomotive and the 1927 restored former Santa Fe steam engine #3751. See **Pages 4-7** for more photos and news on the very successful event.

Photo by Karen Sibrel



Save the date for our annual Dinner at the Depot: July 25. RSVPs are due July 20; details on Page 3.

President's Message

Volunteering is a great thing; without it many things would not happen.

Your volunteering for the SCRPA Railroad Days 2015 in Fullerton made it the most successful in the organization's 15 years of presenting the event.

I wish to personally thank all of you who volunteered on May 1, 2 & 3, 2015. Please see www.scrpa.net for a complete list of all our fantastic volunteers.

And a special thank you to the Committee Members: Jeff Schulze, Chairman; Stu Proctor, Vendor Coordinator; Donna Johnson, Communications; Mary Proctor, Kids Train Ride; Lauri Schulze, Volunteer Coordinator; Dave Sibrel, Electrical Planner & Installer; Allison Benash, Marketing and Entrance Coordinator; Karen Sibrel, Photographer; George Engelage, Rail Equipment Coordinator; and Denis Hergenreter, Carpenter.

And to those who helped in the days preceding the event, all of your assistance and support brought everything together. Thank you again.

* * *

The historic Union Pacific railcars recently acquired by SCRPA have not yet arrived. The process of arranging transportation and permitting for a heavy-duty crane are still in progress. There is much going on behind the scenes to complete the endeavor, and we will keep you updated as information becomes available.

You will find information and a flier for another excursion, planned for September 12, within your Hot Rail. We look forward to your participation in the event.

We also have plans for the annual Dinner at the Depot on July 25, featuring a summer get-together for train watching and socializing, along with presentation of the annual Clarence Ridenour Award .

See you there!

— **Harold Benash**

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.

"Speaker" continued from Cover

Locomotive Engineering and Quality group. In his

current role, David is a key member of the Positive Train Control testing and implementation team.

David is also responsible for the installation, testing, engineering and field support of all three of Union Pacific's Energy Management Systems.

So join us for a great evening, beginning with dinner at 6 p.m. Wednesday, July 15 at the Sizzler restaurant, 1401 N. Harbor Boulevard in Fullerton.

Members and guests will again order and pay independently for their meals. No RSVPs are required.

Members Movie Night features railroad history and melodrama

By Dennis White and Gordon Bachlund,
Movie Night hosts

The summer Retrospective Film Series for Members on July 18 will open with a short titled “The making of The Great Locomotive Chase.” This episode of Walt Disney’s “Disneyland” gives a fascinating look at the making of the movie “The Great Locomotive Chase” (1956) that we screened in 2009.

The feature film is “Rails into Laramie” (MPAA Not Rated). Filmed in 1954, this is one of the more obscure Universal-International westerns, but that is no reflection on its entertainment value.

“Town tamer” Jefferson Harder, intends to clean up the wide-open community of Laramie. Everyone knows that an outlaw gang, headed by Jim Shanessy, is responsible for preventing the railroad from building a line into Laramie. But every time he is arrested, Shanessy always manages to intimidate the all-male juries into releasing him.

He and saloon-hall gal Lou Carter want to keep the rails out of Laramie so that both can pursue their criminal activities unabated. But when Lou switches sides and aligns herself with Harder, it spells the end for the scurrilous Shanessy and the beginning of ladies serving on juries.

The cast: *John Payne as Jefferson Harder, Mari Blanchard as Lou Carter, Dan Duryea as Jim Shanessy, Joyce Mackenzie as Helen Shanessy, Barton MacLane as Lee Graham, Ralph Dumke as Mayor Frank Logan, Harry Shannon as Judge Pierce, James Griffith as*



Marshal Orrie Sommers and Lee Van Cleef as Ace Winton.

Join us for our free Movie Night on Saturday, April 18 at the Fullerton Museum Center, 301 N. Pomona Ave.

Wine tasting, courtesy of Dennis and Kathy White, will start the evening at 6 p.m. on the patio. Then we will move into the auditorium for our program.

COMING EVENTS

2015 Dinner at the Depot set for July 25

It's time again for SCRPA's annual Dinner at the Depot for members and guests. Mark your calendars for 6 p.m. Saturday, July 25 on the patio at the east end of the historic Amtrak Depot in Fullerton on Santa Fe Avenue. The patio is next to the north side of the pedestrian bridge and elevator.

Please mail your RSVP and check or money order for \$15 per person to Southern California Railway Plaza Association – Dinner at the Depot, P.O. Box 5195, Fullerton, CA 92838-5195.

We must have the reservation and payment by Monday, July 20 to allow enough time for SCRPA to pre-order the food.

The dinner provides an opportunity for our membership to come together, watch trains, socialize and eat.

Presentation of the annual Clarence Ridenour Award commemorating the leadership, inspiration and dedication of a deserving SCRPA volunteer is a highlight of the evening.

There will be door prizes too. See you there!— **Dennis White**

Fall outing offers a day of 'Railroadiana' shopping plus train and trolley rides

We're hosting an all-day bus trip on September 12 for members and guests to the Orange Empire Railway Museum in Perris. That is the day of their Fall Railroadiana Swap Meet, which includes antiques, collectibles, art, books and toy trains

The price of admission includes train and trolley rides. Food will be available on the grounds that day, so lunch is the excursioner's responsibility – or you can bring your own.

SCRPA is arranging the bus, tailgate morning snacks and event admission for \$50 per person, with reservations and payment due by August 15. Price based on minimum 30 people. Please see the flier with RSVP form inserted in this Hot Rail

Our seasonal outings are very popular and include a fun day of socializing and new experiences. Come, join us!

— **Peggy Benash, Excursion Chairman**

A night to remember

By Dennis White, Vice President

Railroad Days 2015 started out like all the rest, with a long and very busy set-up Friday, ending well after dark. Saturday morning came very early with only about five hours of sleep, and I was already very tired. But arriving at the Fullerton Depot, I was inspired and excited by the sight of crowds lining up more than an hour before the gates opened, and I knew we'd have one of our best-ever shows.

With somewhat limited mobility – and weariness - my job for two days was sitting at the conductor's desk in our beautifully conserved Santa Fe caboose, talking to the multitudes and answering the thoughtful questions of thousands of visitors traipsing through our three wonderful cabooses.

A surprise invitation

Early Saturday afternoon, fellow SCRPA board member George Engelage IV came through my caboose during a rare lull in the procession of visitors and leaned over, whispering, "*Would you be able to climb into the cab of (steam engine) 3751?*"

Thinking I might be treated to a visit to the cab of the big Northern steam locomotive 3751, owned by San Bernardino Railroad Historical Society, I excitedly answered in the affirmative. "You're sure?" George asked, followed quickly by my response - "*You bet!*" Nothing more was said, and George left the caboose. SCRPA President Harold Benash appeared shortly thereafter, asking me if I felt strong enough to climb the ladder to the tender plate and enter 3751's cab -- I was impressed with both their concerns over my ability to mount the Northern safely.

Then it happened.

George Engelage appeared again, leaned in conspiratorially, and said "*I've arranged for you to ride in the cab of 3751 when it leaves Sunday night for Los Angeles – are you sure you are able to get into and out of the cab safely?*"

To say I was overwhelmed, shocked and excited beyond belief would be an understatement. My answer was a very enthusiastic: "*Yes, absolutely certain!*"

The rest of my hours at Railroad Days literally flew by, and I had difficulty concentrating on answering caboose questions of our adoring public. It's been more than 20 years since cabooses operated on most trains and a whole generation has no idea what they are, or what they were used for – but I soldiered on and soon it was time to get home for some much needed rest.

Sunday morning arrived, and I soon found myself marveling at the large crowds – so much bigger than last year –



Dennis White enjoys the ride of his life.

but constantly thinking of what lay ahead after Railroad Days came to an end for another year. Soon enough, the rail fair ended, and I found myself standing near the big steamer awaiting my chance of a lifetime! We got word from BNSF that as soon as the eastbound Amtrak[®] Southwest Chief cleared Fullerton, "*Steam Train 3751 West,*" as the BNSF addressed us over the radio, would have a straight run to Redondo Junction on track one.

It's all aboard!

I mounted the locomotive with as much agility as I could muster and was assigned the seat behind the fireman on the left side of the engine. Soon, I was summoned to the engineer's seat to look out the window, wave at the crowd, blow the whistle and pose for pictures. This was apparently my 15 seconds of fame, and it was a heady feeling, indeed.

As the Southwest Chief began to move, its engineer exchanged whistle blasts with the steam engine followed by comments exchanged over the radio. The whistles continued calling and answering until a stern voice on the radio admonished both engineers by saying, "*THAT'S ENOUGH!*" The silence after the radio transmission lasted for about 15 seconds until the P-42 Genesis and 3751 were side-by-side, cab-to-cab; the whistles again began blaring. The majority of the Southwest Chief's passengers were glued to the left side windows, checking out the piece of history simmering right next to them -- lots of pointing, waving and camera action – for a brief moment in time, everyone on the Southwest Chief was a "steam fanatic."

The BNSF "protection" locomotive and 3751 began their reverse run on the drill track with 3751 stopping just

See "ride" on Page 5

VOLUNTEERS MAKE IT HAPPEN!

The nearly 35,000 people who turned out for Railroad Days 2015 owe a huge ‘THANK YOU’ to all those who assisted in the event setup, Welcome Center or dining car organization, exhibit guidance and in any other way volunteering on May 1-3 at the Fullerton Train Station.

A very important part of our yearly celebration of trains were the almost 50 SCRPA member volunteers who devoted many hours preparing for the event and helping throughout the weekend. About 45 Fullerton Union High School football players earned community service credit by lending a helping hand as needed.

A full list of all these volunteers will be posted on our website at www.scrpa.net -- just click on the ‘Railroad Days’ button.



SCRPA hosted a relaxing Railroad Days success celebration and thank you party for volunteers at Goathill Junction park in Costa Mesa. Train rides and a tasty feast of pizza and salad were enjoyed by all.

— Photo by Stu Proctor

“Ride” continued from Page 4 east of the Lemon Street bridge to take on the pilot, who is steam qualified and had flown in from Texas by the BNSF specifically for the move of 3751. While awaiting the pilot, the fireman accidentally dropped the fire in the firebox. A large bunch of cotton waste, soaked in kerosene was lighted with a wood “kitchen-style” match and tossed into the firebox which immediately ignited the raw fuel spraying from the atomizer.

We were back in business well before the pilot stepped aboard and soon backing down toward the switch – the BNSF ES44Ac had already cleared the switch and pulled forward to allow our Northern to couple behind it. After aligning the switch for Track 1, we steamed forward and coupled onto the big GE road engine. Because of the large number of rail fans on the platform at Fullerton, BNSF Dispatch decided to redirect our engine hop onto Track 2 – the center track through Fullerton – as a precaution. To reach the crossover to Track 2, 3751 and our helper had to back beyond the junction point to clear the switches. As soon as the crossover was aligned, we were ready to roll and wanted to put on a show for the crowd of hundreds along the tracks and on both the north and south station platforms.

Off we go!

The BNSF ES44C4 No. 8357 crew planned to use dynamic braking to make 3751 work hard and create a “bark” from the stack. We got our “red over yellow” signal, released our brakes and off we went. After a few seconds, the BNSF 8357 engineer radioed back: “3751, is that all you’ve got?”

The challenge was too much to bear, and our “driver” pulled back on the throttle, our fireman adjusted the fuel valve and atomizer, we hung on and blasted through Fullerton at 15 mph with the steamer working hard, and the whistle screaming. Fortunately, the crew issued ear plugs before

we departed – and the steam engine continued working hard and our engineer kept hanging on the whistle lanyard until we crossed Highland Avenue.

We continued toward Los Angeles under yellow until La Mirada, where we got a “red over red,” stopping adjacent to the yard office. The entire night crew was lining the tracks with their camera cell phones recording us for posterity. Soon enough we were on our way again, once again under yellow. After crossing Rosemead Boulevard just north of Slauson Avenue, we got a green and quickly accelerated to 48 MPH, the fastest speed we would see on this trip.

Arrival at Redondo Junction

Once again under yellow from Commerce to West Hobart, we rolled at 15 mph or less, coming to a complete stop and contacting Metrolink Control for clearance over the “flyover.” Getting clearance we pulled off the main into the Amtrak Engine and Car facility north of the Santa Monica Freeway (I-10), traversed several crossovers before stopping once more and cutting off our pilot engine.

We backed down about 15 car lengths to allow the big GE to pull clear, return to the main and return to Commerce. Free of the diesel electric, 3751 backed through the Amtrak Engine facilities all the way to the old ATSF turntable at the site of the razed Santa Fe roundhouse. I expected to exit the engine at this point, but before I could, we were cleared to roll onto the “table” and given a spin to the pit track. Once secure on the pit track, the fire was dropped, and the SBRHS people scrambled over the locomotive, getting her ready for a nap until her next excursion.

We reunited with the ground crew we had left in Fullerton and lingered a while, savoring the thrill of a once-in-a-lifetime cab ride on a huge steam locomotive and the unexpected “icing on the cake” of riding the locomotive as she was turned on the historic turntable and put away until next time.

MEMORIES OF RAILROAD DAYS 2015 IN FULLERTON



**Photos by Elliott Alper,
Karen Sibrel and Mike Vitale**



Clockwise from top left: Former Santa Fe 3751 steams down the track to wrap up Railroad Days exhibit, young rail fan tours our caboose, Lauri Schulze guides youngster operating the Buddy Young layout and crowds get close-up view of the Garden Railroad layout.



From top left and below (clockwise), two model train layouts attract fans in huge tent with 13 modular groups, the BNSF brand-new diesel locomotive was a very popular exhibit on the tracks and SCRPA's "big five" crew of Railroad Days Committee kept things rolling.



TRAINS, PLANES & AUTOMOBILES

Grand Prize drawing winner Kevin LaConti of La Habra prepares for helicopter ride at Fullerton Airport. He also won passes on Amtrak® Pacific Surfliner and a Muckenthaler Cultural Center golden membership.



Restoration and conservation of Santa Fe and Southern Pacific cabooses nears completion

By Dennis White, Vice President

After 54 consecutive months of dedicated work by SCRPA's Railroad Operations Committee (ROC), interior restoration and conservation of ATSF 999110 and SP4049 are now at a point of stasis – work on the interiors will now switch to ongoing curation and preservation, maintaining their condition as of the time they were retired in 1989.

ATSF999110 had a serious hole in its roof when ROC began work on the car in January 2011, and the first order of business was finding the broken smoke jack and locating a blacksmith with the skills to meet ROC's needs. The team found such a man in La Habra who specializes in the repair and restoration of old steam fire engine pumps.

With the reconstruction of the smoke jack and fabrication of new stays, the chimney was remounted and sealed to the roof of the car. Over the next four years, bird nests and bird droppings were removed. The team replaced a dry-rotted wood panel and a ruined cupboard door, straightened, repaired or replaced door hinges; stripped upholstery; painted seat frames; applied new foam and Naugahyde™ upholstery; scrubbed walls and ceilings of years of nicotine; scraped and prepped peeling paint; solved problems with DC electrical; constructed and installed a working replica "tuna can" antenna; and brought a radio voice back to the old car.

New window shades, paint, refrigerator, installation of a hidden 120 volt AC electrical system, refinishing of grabs and steps, and hundreds of smaller jobs completed the interior project.

SP4049 suffered other serious problems. Her floor had rotted out in several places and previous attempts at repair prior to the creation of ROC were not particularly successful. ROC members removed the crumbling sections down to the metal bracing and installed new multi-layered substrate -- permanently ridding the floor of holes and soft spots.

They also finished the repaired deck with nonskid flooring per SP standards. Using TSP and lots of elbow grease, the team scrubbed nicotine off the walls and replaced the upholstery in the same manner as ATSF999110.

The lavatory -- which had been used as a storage cabinet since the caboose's days at Travel Town -- was emptied, and the rusted and abused little room scrubbed, scraped, prepped and painted, including the floor. A proper stainless steel Microphor toilet was found, polished and installed, completing the restoration of the lavatory.

The biggest problem with SP4049 involved her glazing, which came from Southern Pacific with Lexan™ high-impact window material as required by FRA CFR 49, Part 223. Over the years, these windows clouded over and turned opaque from long exposure to UV light, and attempts to sand and polish the Lexan™ back to a useful condition proved fruitless. ROC realized that only replacement of the material would restore the windows. Working with a railroad glazier, the "plastic" window panes were replaced with FRA approved, laminated safety glass, which also conforms to FRA CFR 49, Part 223 and is also correct for C-40-4 class SP cabooses, while having a much longer service life than Lexan™. Repairing some minor problems with the DC electrical system and installation of a low visibility 120 VAC electrical system corrected a charging problem and provided additional sources of power for electronic tools and devices needed to maintain the car.

Both cabooses received updated train-line angle cocks and air hoses per Federal Railroad Administration requirements in 2013 and passed an air test in April 2015 – maintaining the "roadworthiness" required for movement over the nation's rails. Early on, ROC installed proper ABC fire extinguishers in each end of each car and with completion of the new 120 volt A.C. electrical system, now they have operating CO and smoke detection units, all of which are required for public display of the artifacts.

ATSF 999110 and SP4049 will soon be taken offsite for some much-needed exterior rejuvenation. When they return to the SCRPA compound at the Fullerton Depot, the refurbished cars will look spiffy and, with the ROC crew providing a regular maintenance and cleaning schedule, they will continue to look grand and ready to go on that next outbound freight.

ROC Quarterly Report — Stu Proctor, Chairman, Railroad Operations Committee

The second quarter this year, Railroad Operations Committee members started with the preparation for Railroad Days 2015. Most of the work was done on SP 4049, which was most in need of it.

During the two work parties in June, we have been building the two doors using the skins provided by Will-Mann Inc. A lot of the work on the doors has been done on Tuesday night work parties combined with the History & Modeling Committee.

At the June 20 ROC session, we matched the new B-end door with the old door for lock placement. A stainless-steel barrel bolt that allows us to use our current Almont padlocks will be installed and used instead of the current system of hasps. The A-end door will be similarly done next. When both new doors are prepped and primed, they will be installed on 4049.

FUTURE PROJECTS: Replace rubber seals in windows of both cabooses (In progress), replace doors on SP 4049 (In progress), fabricate and install drip rails over windows.

OPEN HOUSE TOURS:

The free caboose tours each month on the first and third Saturdays have been encouraging. We've gotten anywhere from 25 to 50 "tourists" each day we are there. Dennis White assisted in the preparation of this report.

Railroad terms explained: ‘drover cabooses’

By Dennis White, Vice President

Back in the day when meat was shipped to market “on the hoof” in railroad stockcars, the U.S. government regulated how the animals must be treated while in route to their doom. In those days before PETA, the government came to mandate that live-stock trains stop every 26 hours or so the animals could be unloaded and “rested” from the burden of standing in a moving freight car as it careered over hill and dale, coupler slack taken up or let out in a jerking motion as brakes were applied or released as necessary to control the train. Resting points along the railroad consisted of sturdy unloading ramps, corrals where animals received food, water and rest time — after which the beasts were led back onto the train to continue their trip to the slaughter house.

What was the purpose of a drover’s caboose?

Drover cabooses carried the special men needed to handle the livestock on the train, known the world over as “drovers” — those who drive livestock to market, whether on horseback, riding a livestock train, over the road in a truck or some combination of all three. These men were responsible for all aspects of safe and humane handling and treatment of animals whilst in transit to market. Not wanting to be responsible for the livestock themselves, the railroads allowed these “cowhands” to ride along at no charge, and even issued return tickets at no charge so the drovers could return to their origin on regular passenger trains.

What did a drover’s caboose look like?

None of the nation’s railroads had a standard design for drover’s cabooses and almost every company converted old passenger cars, baggage cars, combines, box cars and even discarded cabooses into “cowboy Pullmans.” But common to all of them: sleeping accommodations for 16 to 24 drovers, a water hopper “dump” toilet, a wash basin and a tank to carry the toilet and the wash basin’s water supply. Wood construction was the norm -- though a few steel examples did exist--- almost all came from company car shops



ATSF Drovers caboose D918 at Orange Empire Railway Museum is typical of the homemade variety common to most railroads. -- Photo: Evin Werkema

What was life like riding a drover’s caboose?

Life in a drover’s caboose was hard. Railroad crews advised their stock handling “guests” to sit with their backs to the front of the train to protect themselves from unexpected slack action. When sleeping in a bunk, they should point their feet toward the engine — better to bump their feet on the end of the bunk than crash headfirst when the train suddenly braked, which it did many times during the night.



A modern steel ATSF drovers caboose in Kansas, on its way for a run in 1965. -- Photo Jim Satterwhite

Why did drover’s cabooses vanish quickly?

Drover’s cabooses were ubiquitous anywhere that stock trains ran for the first half of the 20th century, but by the 1950s, meat processors such as Swift, Hormel and Farmer John began building meat-packing plants near the stockyards and livestock trains began to disappear. The invention of the mechanical refrigerator car allowed unheard of flexibility in the movement of processed meat to market, and meat processors were quick to turn their backs on the transport of live animals by rail. The railroads for their part wasted no time divesting themselves of their livestock rest stops and quickly began cutting up their stockcars. By 1970 railroads had stopped accepting live animals for transportation altogether -- except for Union Pacific.

Union Pacific’s Hot Shot train tied to livestock

Union Pacific continued bringing live hogs from Iowa to Los Angeles’ Clougherty Packing Co. (aka Farmer John) after 1970. UP’s fabled speedster, the *CLS* (*Clougherty Live Stock*) was the fastest freight on their North Platte to Los Angeles run, even Amtrak went into the hole for the Clougherty livestock train. It began sourcing its pork from California and Arizona farmers in 1975 and started raising their own hogs locally a short time later

How do we get our meat now?

Today, meat products from the “Big Four” meat producers — Tyson, Cargill, National Beef and JBS -- move the majority of their product via refrigerated intermodal containers on stack trains or “rubbered” over the road in owner-operated big-rig trucks.

Sadly generations of train watchers have never seen or even heard of a livestock train.

2015 RAILROAD SAFETY POSTER CONTEST WINNERS ANNOUNCED

Fullerton School District trustees at their May 12 board meeting honored the students who created this year's top six Railroad Safety Poster Contest entries.

For the 17th year, the Southern California Railway Plaza Association presented the competition focused on awareness of the need for safe behaviors around trains and the tracks that cut across Fullerton.

The contest was open to more than 11,000 local students in kindergarten through the sixth grade.

Each elementary school was invited to submit its top six entries by grade division, and six citywide winners were chosen from those submissions. All of the schools' winning posters are on display at the Fullerton Public Library Children's Room through May 22.

The six citywide winners' posters were displayed at Railroad Days 2015. Those students each received Amtrak® Pacific Surfliner passes for four round-trip tickets to San Diego or Santa Barbara and cash prizes of \$100, \$75 or \$50, respectively, based on placement.

A special thank you goes to our 2015 sponsors: Amtrak® and



The six citywide winners received their awards at the Fullerton School District board meeting: Back row, left to right, Phoebe Park, Rachel Lee, Adam Zibell, and Jabin Hwang. And front row, left to right, Amelia DiPietrantonio and Lauren Murillo.

— Photo by Harold Benash

Fullerton Rotary Club.

Here are the top six citywide winning students, by grade divisions, with their school, teacher and poster theme:

LOWER GRADES:

First place - Adam Zibell, 3rd grade, Golden Hill School, Mrs. Mazza -- "It is better to lose 1 minute in your life, than your life in 1 minute."

Second place - Jabin Hwang, 2nd grade, Fisler School, Mrs. Talbot -- "Stay off the Tracks"

Third place - Lauren Murillo, 2nd grade, Raymond School, Mrs. Tirado -- "Train Your Brain: Stop, Look, Listen"

UPPER GRADES:

First place - Amelia D., 4th grade, Raymond School, Mrs. Bagger -- "Never Stop on the Tracks"

Second place - Phoebe Park, 5th grade, Fisler School, Mrs. Ceballos -- "Look, Listen, Live"

Third place - Rachel Lee, 5th grade, Fisler School, Mrs. Ceballos -- "Be smart, think train"

-- Kathy Norris and Mary Proctor, Poster Contest Chairmen

SCRPA 2015 CALENDAR

July 4	Holiday — no ROC Work Party or Caboose tours	July 18	Movie Night * "Rails into Laramie" (1954), 6 p.m., Wine Tasting, Fullerton Museum Center, 301 N. Pomona Ave. .
July 13	SCRPA Board Meeting , 7 p.m., at St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton	July 25	Annual Dinner at the Depot , 6 p.m., Fullerton Train Station patio. See Page 3,
July 15	SCRPA Quarterly Dinner & Members Meeting , 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton	July 28	H&MC / ROC Meeting , 7 p.m., St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton
July 18	ROC Work Party and free Caboose Tours, 9 a.m. to noon, Fullerton Train Station	Aug. 1	ROC Work Party and free Caboose Tours, 9 a.m. to noon, Fullerton Train Station

* Dates and movie titles subject to change

See "Calendar", Page 11

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

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

"Calendar" continued from Page 10

- Aug. 10** **SCRPA Board Meeting**, 7 p.m., at St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Aug. 15** **ROC Work Party & free Caboose Tours**, 9 a.m. to noon, Fullerton Train Station
- Aug. 25** **H&MC / ROC Meeting**, 7 p.m., St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Sept. 5** **ROC Work Party & free Caboose Tours**, 9 a.m. to noon, Fullerton Train Station
- Sept. 12** **Fall excursion** by bus to Orange Empire Railway Museum's "Railroadiana Swap Meet," 8:15 a.m. to 4 p.m.
(See flier insert in this Hot Rail)
- Sept. 14** **SCRPA Board Meeting**, 7 p.m., at St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton

- Sept. 19** **ROC Work Party & free Caboose Tours**, 9 a.m. to noon, Fullerton Train Station
- Sept. 23** **H&MC / ROC Meeting**, 7 p.m., St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Oct. 3** **ROC Work Party & free Caboose Tours**, 9 a.m. to noon, Fullerton Train Station
- Oct. 12** **SCRPA Board Meeting**, 7 p.m., at St. Paul Lutheran Church, 111 W. Las Palmas Drive, Fullerton
- Oct. 14** **SCRPA Quarterly Dinner & Members Meeting**, 6 p.m., Sizzler, 1401 N. Harbor Blvd., Fullerton
- Oct. 17** **ROC Work Party & free Caboose Tours**, 9 a.m., Fullerton Train Station
- Oct. 17** **Movie Night** * 6 p.m. Wine Tasting, Fullerton Museum Center, 301 N. Pomona Ave.

MEMBERSHIP APPLICATION

SOUTHERN CALIFORNIA RAILWAY PLAZA ASSN., INC.



Membership Levels		
<i>Please check appropriate level</i>		
BRAKEMAN	<input type="checkbox"/>	\$25
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- o Railroad Days 2015 in Fullerton roundup and photos. **Cover and Pages 4-7**
- o Movie Night on July 18 features railroad history and melodrama. **Page 9**
- o July 15 Quarterly Dinner program presents overview of PTC. **Cover**

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o HOT RAIL! o

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