

HOT RAIL!

NEWS & EVENTS



Published by Southern California Railway Plaza Association

Volume XV1, Number 2

Summer 2018

Fundraising with Amazon

By Mary Proctor

Calling all SCRPA members,

Most of us shop on Amazon! How would you like a portion of the money you spend on Amazon to help support our organization?

Amazon has a program called AmazonSmile and they will donate .5% of the purchase price of eligible products to our organization.

Amazon customers can simply go to the following link: <https://smile.amazon.com/ch/33-0776081>

Visit this link from your web browser on your computer or your mobile phone (it currently will not work with the Amazon app). This link is our unique charity link which will take people directly to smile.amazon.com in support of the SCRPA so they

won't have to search for SCRPA from the millions of other organizations.

From there, you simply login with your existing Amazon account and shop as usual. There is no cost to customers and Amazon remembers your organization choice so you will not need to select SCRPA every time you shop.

AmazonSmile provides an easy way for people to donate to our organization without any hassle and at no cost to the SCRPA to participate.



Railroad Days is Back on Track for 2019*!

Save the dates — May 4-5, 2019

The committee will start monthly meetings in September.

We are looking for committee volunteers to help with logistics, fundraising, vendor management, public relations, and much more. Call today at 714-268-0746.

*Disclaimer: pending completion of the construction at the station by February 1, 2019.

President's message

Hope everyone had a happy 4th of July.

Restoration and repairs are continuing at the Museum. Caboose UP 25052 has new bench seats and are near completion as you read this, the dormitory/Lounge car, UP 6101, has been undergoing window replacement under the watchful eyes of the work crew.

There are two windows left to complete and should be finished by the end of August.

The office files have been gone through and cleared out of duplications and reorganized, providing more space and filing system. Thank you Dave Norris.

A big thank you to our worker bee's: Stu Proctor & Ted Johnson for their work in UP25052, Marty Kluck, Wendell Hanks, Alan Wiles, Khos Smith & Eric Shishima. Others that have provided assistance are Denis Hergenreter, George Engelage, Roger Van Oppens, Robert Gordon, Fidel Ibara for their work on the window project in UP 6101.

We are always looking for new members and able bodies, come join us and enjoy the company and the satisfaction of participating in the restoration and repair of the Museum collection. There are many upcoming project coming up in the near future, including electrical, concrete, iron fabrication, carpentry, painting and last cleaning, which is on going.

Come out and support your Museum.

Harold Benash, President

Southern California Railway Plaza Assn.

Mission

To become the premier nonprofit group in Southern California that preserves the history, the present and the future of Class One railroads in Southern California.

Vision

Create a venue where people can visit and take "a *walk through time*" to experience traveling by train in the early 20th century.

Fullerton Train Museum

Mission

Founded by the SCRPA, the **Fullerton Train Museum** will be the region's destination attraction that serves as a center for gathering, preserving and interpreting significant railroad artifacts -- including railcars, photos, charts, plats, maps, books and such dioramas as depots and model trains.

Vision

To provide an educational atmosphere that vividly brings to life the cultural and historical importance of rail transportation through the preservation, conservation and display of historic railcars and memorabilia.

"Railroadiana Day" September 1, 2018

Are you looking to buy railroad items — garden railroad, HO scale, you name it, we will have it.

Come to the Fullerton Train Museum on Saturday, September 1, where members will have railroad-related items for sale.

It is open to the public from 9:00 am-noon.

If you are an SCRPA member and want to sell items, please contact Mary Proctor at maryipro@yahoo.com for details.

VOLUNTEERS NEEDED

Every Saturday from 9:00 am to 12:00 pm, volunteers repair and preserve our rail cars.

Also, on every first and third Saturday our docent crew sets up the registration table, places the visitor signs, and leads tours through the cars.

If your interest is in sharing our story, there is plenty of short, pithy information available for you to choose from as you lead families through a short tour.

One of the essential features of either the docent or physical workforce is the set time. We start at 9:00 and end at 12:00 noon – so afternoon events at home remain priority.

If your interest is working with your hands, we are currently removing the passenger car windows, cleaning the glass, preparing the frame, replacing the gasket material, and reinstalling the newly refurbished product. Six people per window team are needed.

All the mechanical tasks vary in skill requirements from the much needed use of a putty knife, polishing rag, steel wool, or an electric drill. You will work with a team that both encourages and instructs. You will learn a great deal on how and why these magnificent cars were worth saving.

Perhaps you have a project in mind that you would like to initiate to enhance the condition of any of the rail cars or you may want to meet those who are curious and share information on our museum. Either way, you alone or someone you would like to bring with you is welcome! Join us on a Saturday. Try us and your skills out. We need your help.

Public Use of Railcars

If you are asked, the Fullerton Train Museum railcars *are* available for commercial and educational use. The previous use by both university students and a film company was negotiated individually in determining both fee and rental requirements. Now, both fee and rental requirements have been established. For any inquiry regarding use, please direct them to Mary Proctor for rental prices and agreement requirements. Mary can be reached by email: maryipro@yahoo.com .

SCRPA is Looking for a Recording Secretary

We have an opening for a non-board member Recording Secretary. Duties of a Recording Secretary include: attending monthly board meetings, keeping the legal account of each meeting (writing minutes), monthly email to inform board of meeting and sending agenda and financials, maintaining records of past meetings. Should the group vote on any issues, the recording secretary may help with the process.

If interested, contact Harold Benash at 714-336-1690.

Keep up-to-date at www.fullertontrainmuseum.org or visit us on Facebook—Fullerton Train Museum

RAILROAD GAUGE – WHAT IS IT, AND HOW IS IT DETERMINED, AND SOME INTERESTING TRIVIA

By Dennis White

Merriam Webster Definition: gauge (\ 'gāj \) noun - 1. Railroad – The measurement according to some standard or system. The distance between the rails of a railroad. Sometimes incorrectly spelled “gage.”

Most of the rail enthusiast community knows the definition of gauge, but the knowledge of the subject drops precipitously from that point on. So, let's go a little deeper into the subject, shall we?

The official Standard Gauge in the United States, legislated by the Pacific Railroad Act of 1863 called for 1435 mm, which American railroaders immediately changed to imperial measurement, 4 feet, 8-1/2 inches. Even though it was mandated, primarily as a response to the calling for the construction of the Transcontinental Railroad, it was the first effort to standardize the nation's railroads for interchange.

Changeover was slow and many railroads, particularly in the south were built to other gauges, some wider than 5 feet and still reeling from their losses incurred by the Civil War, they dragged their feet. The U.S. legislature forced the issue and ordered all mainline track converted to standard gauge over 36 hours, beginning on May 31, 1886. Thousands upon thousands of gandy dancers nationwide moved the western rail in or out to comply with the government edict. To ease the conversion process, the first re-gauging was to 4 feet 9 inches, which also happened to be the official gauge of the Pennsylvania Railroad at that time, allowing a larger number of railcars to operate on the new track. Railroads then had six months to go back and re-gauge the track to 1435 mm and modify the rest of their railcars to the new gauge.

There are variations to American Standard Gauge, however. While tangent (straight) track is 4 feet 8-1/2 inches, curved track is usually slightly wider at 4 feet, 9 inches to preclude galling of the rail head, wheels, or both, due to added friction in the curve.

There are other non-standard gauges here in the U.S. The Metro light rail and subway in Washington DC is gauged at 4 feet 8 inches, as is the Mount Washington Cog Railway. San Francisco's BART system operates on wide gauge 1676 mm (5-foot 6 inch) track, the only railroad using this gauge in North America.

What are the benefits/drawbacks of the various gauges? Narrow gauges tend to be associated with smaller loads and sharper curves, which tend to reduce initial capital costs. Narrow gauge (3 foot and narrower) is also easier to work into tight spaces. Some of the Northeast port areas of Maine, New Hampshire, Massachusetts and Connecticut, and the mining railroads in Colorado and New Mexico come to mind. The economy of building narrow gauge has its downside; narrow gauge cars are generally less stable and must carry lighter loads than Standard Gauge. Generally, 1435 mm is a balance between cost and utility.

As for that email story about railroad gauge being matched to the width of a horse's hind end, Roman chariots and ruts in the wagon trails of yesteryear is a hoax.

Bibliography:

1. John F. Stover (1995). *History of the Baltimore and Ohio Railroad*. Purdue University Press.
2. Hankey, John P. (2011). "The Railroad War". *Trains*. Kalmbach Publishing Company. 71 (3): 24–35.
3. Gross, Daniel. "The Ties That Bind: Railroad Gauge Standards and Internal Trade in the 19th Century U.S."
4. Executive Order of Abraham Lincoln, President of the United States, Fixing the Point of Commencement of the Pacific Railroad at Council Bluffs, Iowa, March 7, 1864 38th Congress, 1st Session SENATE
5. https://en.wikipedia.org/wiki/Track_gauge_in_the_United_States
6. <https://www.snopes.com/fact-check/horses-pass/>

2018 Ridenour Service Award Presentation

Each year, the Southern California Railway Plaza Association presents the prestigious Ridenour Service Award to one of its own in recognition of that person's dedication to furthering the goals of SCRPA and the Fullerton Train Museum. The award, originated by the leadership of the *Southern California Scenic Railway Association* was embraced by the SCRPA with the merger of the two rail groups several years ago and now presented by the SCRPA.

The award is named for Mr. Clarence Ridenour, a founder of the SCSRA 35 years ago. Mr. Ridenour was a very special person; one who could motivate others by his own work ethic and he was truly an inspiration to everyone he met.

Mr. Ridenour passed away in the early 1990's, but his memory lived on in the hearts of the SCSRA membership, and in 1993, SCSRA president, Chell Hurdle, proposed a service award named after Clarence, since, without Clarence's motivation and drive, SCSRA might not ever have become organized. Upon the merger of SCSRA and SCRPA, the accolade was embraced by SCRPA's board and is awarded annually to a deserving member of the organization.

This year's Clarence Ridenour Award winner is a man who has supported the *History & Modeling*

Committee, Railroad Operating Committee, and the Fullerton Train Museum, demonstrating the spirit and dedication needed to grow our organization while helping to conserve and maintain our eclectic collection of rolling stock. He has been a member of the SCRPA/FRPA since March 2003 and has always been active in organizational activities and many work projects. He currently serves as a non-voting member on SCRPA's Board of Directors. He has put his heart and soul into his volunteerism and is an inspiration to all of us.

It is our privilege to present, with gratitude, the **2018 Ridenour Award to Mr. Martin Kluck.**



Clarence Ridenour Award Recipients

1995 Joe Barilari
1996 Gordon Bachlund
1997 Chell Hurdle
1998 Sue Kientz
1999 Dan Price
2000 Brian Moore
2001 Jim Vicars
2002 Jeff Barrow
2003 Doug Stevens
2004 Mike Vitale & Gary Harod
2005 Greg Smith & George Engelage IV
2006 Jim Hoffmann

2007 Elliott Alper
2008 Charles Forsher
2009 Dennis White
2010 Tommy Rimineskey
2011 Stu Proctor
2012 Harold Benash
2013 Jeff Schulze
2014 Dick Hopping
2015 Donna Johnson
2016 George Engelage IV
2017 Wendell Hanks & Alan Wiles

Southern California Railway Plaza Association, Inc.
P.O. Box 5195
Fullerton, CA 92838-5195

Address correction requested

PRSRT STD
U.S. POSTAGE
PAID
ANAHEIM, CA
PERMIT NO. 815

IN THIS ISSUE

Cover Story: AmazonSmile
Page 2: President's Message
Page 3: Volunteers Needed
Page 4: Railroad Gauge Story
Page 5: Ridenour Award Winner 2018

Postmaster: Please deliver between July 23-26, 2018

HOT RAIL!

is published quarterly at Fullerton, California, and is the official publication of
The Southern California Railway Plaza Association, Inc.

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

Visit us on the web at www.fullertontrainmuseum.org

SCRPA is a California Nonprofit Public Benefit Corporation

IRS Tax Exemption No. 33-0776081 (SCRPA)

Editor: Allison Benash Asst. Editor: Donna Johnson

Send your letters to the editor to the address above

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

○ ○ ○ ○ ○ ○

SCRPA BOARD OF DIRECTORS and COMMITTEE CHAIRS

Harold Benash: President, History & Modeling Chairman
Allison Benash
George Engelage IV
Wendell Hanks
Denis Hergenreter
Jim Hoffmann
Donna Johnson: Media & Community Relations
Dave Norris: Quarterly Dinner Program Chairman
Mary Proctor: Treasurer and Poster Contest
Stuart Proctor: Railroad Operations Chairman
Jeff Schulze: Vice President & Railroad Days Chairman
Vanessa Sanchez: Membership Chairman
Karen Sibrel, Social Media Director
Mike Vitale
Dennis White: Vice President, History & Modeling Secretary, Movie Night Chrmn

SCRPA APPOINTED CHAIRPERSONS

Secretary	Alan Wiles
Poster Contest	Kathy Norris
Activities	Peggy Benash

CALENDAR OF EVENTS

Board of Directors Meetings at 7:00 p.m.
Second Monday of every Month

Quarterly Membership Dinners
Sizzler Restaurant in Fullerton on Harbor Blvd.
at 6 p.m.
Second Wednesday of
January, April, July, October

**Railroad Operations Committee Work Days and
Fullerton Train Museum Hours
Free Tours**
9 a.m. – noon at the rail cars
1st and 3rd Saturday of every month

Movie Night — Saturday, October 13, 2018

History & Modeling Committee
Come join the committee to work on HO layouts
Contact Harold Benash for location
Tuesdays at 7 p.m.



Fullerton Train Museum

presents the

HOT RAIL!
NEWS & EVENTS



Published by Southern California Railway Plaza Association