

HOT RAIL!

NEWS & EVENTS



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2021 Rolls in with a BIG Goal!

With your support, we can save a part of history.

Help us keep this historic railcar together and not allow it to be destroyed. If we do nothing it will be stripped down and sold for scrap metal.



We have a new home waiting for it at the Fullerton Train Museum and need your help to get it there before it's too late.

Your donations will help us **collect** the funds to move the railcar onto our railroad tracks where it will join other historic railcars at the museum.



Our goal is to raise \$10,000 so we can move it, then rehab and install displays, build the SCRPA Rail Library and model trains, and be open for tours by December 2021. Donate today via your membership or online at www.fullertontrainmuseum.org, click on SCRPA, then click on membership and dues to make a special donation.

Annual Membership Drive

It is time for our Annual Membership Drive. Your continued financial support continues our growth and development. We are proud to say that 2020 was still a successful year in spite of everything. We may not have had the visitors, but we had volunteers who NEVER stopped working to make sure the museum will be better when we reopen. 2021 Goal – It is our goal to acquire a 1949 former 44 seat coach railcar and use it for museum displays and model layouts. This comes with a cost. Please make a tax-deductible donation above and beyond your deductible membership, it is greatly appreciated.

As with most non-profits, our expenses continue to rise. Your tax-deductible membership is vital to the success of the Fullerton Train Museum. Your membership also allows you to volunteer – to become a docent or work on the cars and grow the museum.

Enclosed is our membership application for renewals and new members. You can also renew and join on our website and pay via credit card. Click on the "The SCRPA" tab, then click on "Membership" to pay by credit card.

Visit www.fullertontrainmuseum.org to join and learn more.

President's message

We are starting the New Year off with positive attitudes and working towards the betterment of your museum. It is this mindset that will see the acquisition and ultimate arrival of a new Museum Display Car.

The acquisition of a car has been discussed for several years and after looking at a number of prospects we have found the one that best fits our Museum needs, with that said, we now must raise the monies. This will be done by applying for Grant monies as well as Donations from our membership and community. The display car will be used to house our artifacts, collections, model trains and area related railroad history.



Inside view of the 1949 Display Car.

The last year saw much progress at the Museum, site improvements, electrical upgrades, equipment improvements and several Boy Scout Projects. All of this effort was put forth by an energetic group of volunteers and I thank them all for their tenacity and hard work every Saturday morning at our Museum. You all know who you are and this effort will continue in 2021.

There have been several changes on the Board of Directors, Mike Vitale is stepping down, thank you Mike for your years of service on the board. Two new Directors have joined the board, one being Dennis White, after a short absence, and Rudy Morgenfruh, Rudy has been instrumental with all of our electrical work, both site and railcar connections. Welcome "Aboard".

In closing, remember that all contributions and donations to the Museum are tax deductible and we look forward to another successful year at your Fullerton Train Museum.

Thank you all for your support.
Harold
President
Fullerton Train Museum

PS, the opening of the museum is still to be determined. Stay healthy and we will keep you updated via our Facebook page.

Quarterly Dinner Meetings and Movie Nights

January — Postponed
April — To Be Determined

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.

Railroad Operations Update

The ROC committee finished the year with the completion of the UP Caboose interior, which included electrical installation, interior two tone paint finish and started the much needed floor removal and replacement.

The year also included, cleaning of railcar roof's and exterior's, setting up of sleeping arrangements in the Palm Leaf, installation of big screen TV and its related equipment in the UP Dormitory/Lounge car, upgrading of several electrical installation's and installation of new circuit breakers in the step down transformer, which provides separate circuits for the equipment, along with the necessary maintenance and upkeep of the Museum.

Two projects were completed by local Boy Scout Troop's, one was the completion of the area walk ways and steam bell pedestal, including the protective case and security devices, the second was the construction of the raised decking between the UP Caboose and the Palm Leaf, providing floor level access between the cars, no more down the stairs and back up again.

The Museum was used for several private party film shoots and several area college short film productions.

Our Open House tours were limited, but when we were able to open they were successful.

We are looking forward to 2021 with continued improvements, upgrades and progress at your Museum. If you are looking for something to do on Saturday mornings, come and volunteer with your talents, expertise and work habits to help improve your Fullerton Train Museum.

An Appreciation of Gordon Bachlund (1933-2020)



We are sorry to report that Gordon Bachlund passed away on Christmas Eve night, less than a month from his 88th birthday. He was a member and a friend of the SCRPA.

Gordon was a long time railfan, volunteering first with Orange Empire Rail Museum, then at Travel Town Museum in Los Angeles for many years as Chief Mechanical Officer, board chairman, and president of the Southern California Scenic Railway Association (founded 1984), and finally serving on the board of the Southern California Railway Plaza Association and Fullerton Railway Plaza Association as they worked to celebrate railroading for the general public.

With Jim Hoffmann, FTM docent Director, Gordon and he spent some time projecting historic silent film -- carbon arc projection, itself historic -- for San Diego Symphony concerts, some with orchestra and some with theater organ accompaniment. The Copley Hall was a perfect venue for this marriage of traditions, although Gordon remembered later the number of stairs necessary to climb to the projection booth. Time has its way with us. Gordon and Jim were in charge of the many SCRPA Movie Nights for years and we are forever grateful.



Gordon was giving us his Hollywood tough guy leading man look, or letting us know he really didn't want to have his photo taken.

Gordon loved traveling by train. Gordon wrote, "I was fortunate to have as traveling companion a friend of over 25 years standing, Paul Hammond of the California State Railroad Museum Foundation. Paul's Craftsman home in Sacramento boasts a full and varied wine cellar, and Paul is every bit a gourmet. I, for my part, have similar aspirations, though my cellar is tiny by comparison. Inasmuch as Paul and I enjoyed some excellent meals during the FRPA rail tour, I am taking the liberty of recording these experiences, partly for your amusement and partly to show that even a managed tour can boast culinary adventures of a high order." In "The Grande Colorado - New Mexico Rail Tour, A Galloping Gourmet's Perspective," Hot Rail!, Issue II, Number 2, Fall 2004. From toys to scale models to "the real thing" was one more of life's adventures.



Gordon leaves many friends and family, and with them many memories of a full and vital life, filled with good things: art, music, film, railroading, the joys of food and drink, and the enjoyment of life itself. As he often paraphrased comedian Jackie Gleason, one prays and laughs *"how sweet it is."* And so it was.

Photo (left to right): Jim Hoffmann, Sue Kientz, Gordon Bachlund, Paul Bunnell, Tommy Reminiskey, and David Slaughter

Remembrances of My Life with Trains, Part 2

By Dennis White

My forays into the world of trains has consumed most of my life and writing Part 1 for the Fall issue of Hot Rail barely scratched the surface. Here's another "scratch" in my story.

I've played with toy trains since I was a tot, beginning with a wind-up Marx train when I was three years old. That little tin trainset got lots of use and love, so much so, that when I was five, I found a new electric Marx train under the Christmas Tree, which got almost constant use. In 1948 I graduated to Lionel O gauge with a 5-car set pulled by a Magnetraction equipped 2-8-4 Berkshire. Through the years the Lionel collection grew and by 1956 a layout filled a spare bedroom upstairs, getting the trains off the living room floor forever. While I played with my Lionel trains, I had discovered HO and had track on the floor under the Lionel layout; the HO eventually moved to a layout in the garage and eventually, membership in the Pacific Beach Model Railroad Club for more than 30 years.

In 1963, 6 rail buddies and I flew an Aero Commander 500B to Louisiana and Texas to view (and possibly ride) some of the last steam engines still in revenue service in the United States. Some of our stops were Alexandria, Manny, Shreveport and Baton Rouge, LA, and Lufkin, Moscow, San Augustine and Tyler, TX. Most of the short-lines we visited operated primarily at night making photography particularly challenging with our little Brownie cameras. We successfully finagled cab rides, and/or tender rides on several small locomotives, most of which were Prairie type 2-6-2 wood burning steamers that showered us with embers; one of which still had a link and pin coupler on its tender because it operated in a short stub yard with no runaround track, so it only used the coupler on its pilot. A highlight was a visit to the W.T. Carter Lumber Company boneyard where we crawled over several Shay, Heisler and small rod engines that were slowly rusting away, near Moscow TX. With the permission of the plant foreman, each of us collected builder's plates, utilizing a hammer and chisel borrowed from the company blacksmith. Two of those builders' plates and a bell are now in the possession of the PSRMA in Campo, CA, (donated by my buddy Terrance Edward Michael Durkin III, a member of this marauding "air strike" from California). Another builders' plate hangs on the wall in my home office. An interesting note from that trip was our discovery of just how big Texas is. We departed San Diego with full fuel tanks and had to land in El Paso, TX to refuel. We continued east, having to refuel again at Fort Worth, TX's Meacham Field! Texas is indeed, a very big state.

A fun and scenic trip in the summer of 1962 took my family to Vancouver Island off the coast of British Columbia. We sailed from Port Angeles, Washington to Victoria BC and spent several days on the southern tip of the island, loving every moment of our time in beautiful Canada. A highlight of that visit was a ride on the Canadian Pacific (now the *Southern Railway of Vancouver Island*, SVI) from Victoria to Nanaimo with a stop in Duncan to shop for antiques. Over-nighting in Nanaimo, we rode the train back to Victoria with another antique excursion, this time in Cowichan, BC, doing our best to stimulate the economy of that town as well. Of note, that two-day odyssey was the only time I ever rode an RDC.

I lived in San Diego for several years for school (Mesa Junior College and San Diego State) and later, my aviation career, and a lot of my rail fanning centered in, and around San Diego County during that time. One day, I heard from friends that the San Diegan "blew up" on Sorrento Hill on its way to San Diego and had to be helped over the summit and down Rose Canyon to

Remembrances of My Life with Trains, Part 2

continued

Mission Bay and that another set of PA's were coming down with the next San Diegan to replace the dead engine. A visit to the 6th Street yards was deemed necessary to identify and pay respects to the recently expired ALCO, and sadly, it was ATSF 51-L, nicknamed "*Christine*" by the rail community (nodding to the notoriety of Christine Jorgensen, one of the first Americans to undergo gender reassignment surgery). ATSF 51-L earned that moniker after being re-engined with an EMD prime mover and electricals; no other Alco PA received that transplant, indicating that the swap was less than satisfactory. ATSF 51-L was also noteworthy for being ALCO's first PA-1, builder number 75,000. A Santa Fe "suit" told us Christine would be taken to San Bernardino and scrapped, as she was not worth rebuilding. The sad news suggested her builder's plates might be of extraordinary value someday, so a nocturnal visit to the 6th Street yards just before ATSF 51-L departed dead-in-train on the "*Turn*" to San Bernardino and her date with the cutters torch; it just seemed natural. Her left builders' plate was cracked latitudinally through the rivets but was salvageable and her right plate was in perfect order; both were removed for safe keeping. The perfect plate went to another collector after I took a mold of it and had a reproduction made. The original cracked plate, still wearing its many layers of Warbonnet Paint, and the cast brass copy both hang on my office wall.

Through the years my friends, family and I have spent innumerable days exploring every railroad access road and fire break in Cajon Pass and have camped at the pre-realignment location of Summit, rolling out our sleeping bags near the Descanso P.E. funeral car that once served as a cabin for famous Santa Fe railroader and historian Chard Walker. I've spent many a day sitting in the old Summit Depot with Chard watching trains come by, freights taking the siding to allow passenger trains to pass, and applying or removing helper engines. When I was a pre-teen, I'd watch the westbound freights stop at Summit to set retainers before descending the hill to San Bernardino. I didn't understand what exactly they were doing at the time, but I knew it was something to do with keeping the train under control as it traveled down the 2-1/2 percent grade towards the Inland Empire.

Much time has been spent in Tehachapi, especially at the famous Walong Loop and the outlook above tunnel 7. Caliente curve was another favorite Tehachapi location to watch trains and I've gotten stuck in the sand just below the curved deck bridges. Fortunately, I had a friend with a 4-wheel drive vehicle to pull my old Mustang out of the sand.

Another railfanning hot spot is the Aurora "*Raceway*." Whenever I am in Chicagoland, I go to the beautiful little town of Downer's Grove, Illinois, purchase an ice cream cone at *Every Day's a Sundae* on Main Street and walk the half block to the old Chicago, Burlington & Quincy Depot and sit and watch the Metra commuter trains fly through on the high speed three track main from Chicago's Union Station to Aurora, Illinois. Only a few local Metra trains stop at Downer's Grove. Before Metra and BNSF, CB&Q and later, BN pulled double deck gallery cars with E-7 locomotives painted in the famous Burlington Silver, black and white. There are great train watching spots and fabulous museums (railroad and otherwise) all over the Chicago area. It's one of my happy places.

As I've said before, I love trains and they have been an important part of my whole life. I'll keep that interest until the day I die.

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Address correction requested

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Send your letters to the editor to the address above

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SCRPA APPOINTED CHAIRPERSONS

Secretary	tba
Poster Contest	Kathy Norris
Activities	tba

CALENDAR OF EVENTS

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

Quarterly Membership Dinners
Location tbd
at 6 p.m.
Second Wednesday of
January, April, July, October

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

Movie Night —
tbd

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