

HOT RAIL!

NEWS & EVENTS



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Winter 2016

SCRPA has a Record Year!

By Allison Benash

2016 was a banner year for the SCRPA. Here is the year in review:

1. Rail Car Acquisitions: We received two additional rail cars, lounge cars 5001 and 6101. Delivered and stored in the spur track compound.

2. Railroad Days again grows in popularity: Record crowds continue to come to Railroad Days, We had an estimated 33,000 attend this year's free event. It all couldn't happen without the financial support of our sponsors and private donors.

3. The opening of the Fullerton Train Museum: After many, many years, it is official, the Fullerton Train Museum is open. The hard working FTM committee and SCRPA board have started small and will continue to operate the first Train Museum in Orange County.

4. SCRPA membership is growing! We are excited to say that the membership is continuing to grow as we expand our programs and volunteer opportunities.

5. Special Visitors Come to the Fullerton Train Museum: In six months our visitor count has increased 1000-fold. We have been open for movie shoots and film crews, private tours for the Anaheim Big Brothers & Big Sisters, Anaheim School District Transitional Program, and in December, both Santa Claus and our very own Railroading Santa "Fe" Claus made an appearance to the joy of many children.

6. HotRail gets a New Look: With the help of the media and community relations committee, the look of SCRPA and its newsletter is changing. Be on the lookout for a new website and email communications as we enter 2017.

Thank you to everyone for making 2016 a success!

**Fullerton Train Museum
Docents and Tour Guides Wanted**

By Jim Hoffmann

Enjoy talking trains and history, then we invite you to become a docent of the Fullerton Train Museum.

As we continue to grow, we are in need of more docents to lead tours of the railcars or be in a car and explain the history of that car.

We give tours the 1st and 3rd Saturdays of the month. You don't have to commit to every day.

It's easy; even if you have mobility problems you can stay in one or two cars (there are connecting bridges between them). So get aboard! For information, e-mail Docent Coordinators Jim Hoffmann and Dennis White at fullertontrainmuseum@gmail.com

SCRPA Gives a Special Thank You to Our Docents!

The Fullerton Train Museum would not have become a reality without the hard work and effort of our docents and tour guides. Thank you very much for your hard work and effort!



President's message

The SCRPA, Peggy & I, hope that you had a Merry Christmas and a Happy New Year.

With the start of a new year, the SCRPA has a lot to look forward too and had a lot to be thankful for in 2016.

We had a successful visit from Santa Claus and our very own Railroading Santa "Fe" Claus on December 17 at the Museum. Guests were greeted by decorations and lights. While Mr. and Mrs. Claus asked each child what they wanted for Christmas, the SCRPA gave each child an Operation Lifesaver coloring book and candy cane.



When all the excitement of the day came to an end, all the volunteers, docents and workers took a well deserved rest for their personal Holiday Season.

son.

I thank all of you who have donated your time, talent and effort over the past year, without you, none of this would have been possible.

With the holiday season over we look forward to 2017 to bring more excitement to the Fullerton Train Museum with continued progress on our restorations and upgrading of our collection, and improvements to the Museum.

We are also starting a Capital Campaign for 2017. You can read more below and in issues to come.

We look forward to seeing you at our upcoming events and work parties at the Fullerton Train Museum in 2017.



— Harold Benash

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.

Goals

1. Open the first train museum in Orange County: the **Fullerton Train Museum**
2. Organize and host the largest annual railfan event in the United States – **Railroad Days in Fullerton**
3. Promote rail-safety education and awareness through the annual **Railroad Safety Poster Contest** that reaches about 10,000 students in the Fullerton School District.
4. Increase the SCRPA membership base by 100% and provide member benefits, such as rail-related excursions, museum programs and activities, the **Hot Rail** newsletter and quarterly dinner meetings.
5. Membership activities will include volunteer involvement through the **Fullerton Train Museum Committee**, the **Railroad Operations Committee (ROC)**, which helps preserve our railcars, and the **History & Modeling Committee** that provides historical research and modeling of significant sites and structures.

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.

Fullerton Train Museum Capital Campaign 2017

The goal of the Capital Campaign is to restore, rehab and preserve the rail cars and provide ongoing maintenance to the spur track area for the Fullerton Train Museum. This will allow the area and the cars to be used for special events, Saturday morning tours, photo shoots and Railroad Days. The spur track area will be upgraded to provide additional security, lighting, electrical, fencing and a more stable ground to walk on. Our financial goal is to raise \$100,000. The expenses include: Rail car interiors and exteriors at \$45,000, spur track fencing at \$15,000, spur track ground infill at \$30,000 and spur track area electrical at \$10,000. Any and all sizes of donations are accepted and appreciated. See the membership application "Capital Campaign Donation" on page 7.

Holiday Potluck is a Success — For Kids of All Ages!



On December 10, SCRPA members enjoyed their first “Pot Luck” indoors. Crock Pots, entree’s and desserts were served from the Café’ Counter and enjoyed at the tables of the Dining Car.



Thank you to all the chefs, cooks and participants for making this a successful event.



Also, thanks to all the elves that decorated the cars and assembled luminaires to light the way.



Watch for next year’s announcement and plan on joining the fun.



QUARTERLY DINNER MEETING PROGRAM

JANUARY 11, 2017 at 6:00 p.m.

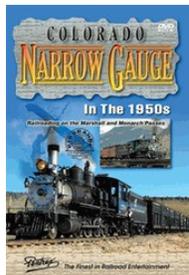
By Dave Norris Program Chairman

The program is a DVD presentation of the **Colorado Narrow Gauge** in the 1950’s.

This was originally filmed in the summer of 1953. It contains scenes of the yard scenes at Salida and Gunnison, Colorado. The 2-8-0’s at work in Gunnison are like those in service at Knott’s Berry Farm which some of us may remember from our

tour of their rail operations.

Also shown is the double-headed 2-8-2’s working switchbacks on a 4.5% grade on Monarch Pass.



Retrospective Screening Series — Movie Night Saturday, January 14, 2017

Dennis White and Gordon Bachlund,
Movie Committee
Present

The Narrow Margin

B&W, RKO Radio Pictures, 1952, 71 minutes,
Not Rated



Detective Sergeant Walter Brown of the Los Angeles Police Department and his partner are assigned to protect a mob boss's widow, Mrs. Frankie Neall, as she rides a train from Chicago to Los Angeles to testify before a grand jury. She is carrying a payoff list that belonged to her murdered husband. On the way to pick her up, Brown bets his partner and friend, Sergeant Gus Forbes, what she will be like: "She's the sixty cent special. Cheap. Flashy. Strictly poison under the gravy."

As the detectives and Mrs. Neall leave her apartment, they are waylaid by a mob assassin named Densel. Forbes is shot to death, but Densel, although wounded by Brown, escapes. At the train station, Brown discovers that he has been followed by gangsters Joseph Kemp and Vincent Yost.

What follows is a great cat-and-mouse chase as the train highballs to Los Angeles.

Whatever Happened To Those MJB Cabooses? By Dennis White

Back in May 1973, a prominent Orange County Realtor purchased six retired Class CA-3 steel cabooses from the Union Pacific with the intention of using them to attract attention to his several offices scattered throughout the Southland. At the completion of the purchase from Union Pacific, all six cabin-cars were interchanged from Union Pacific to the Santa Fe at Hobart Yard in Commerce, CA, brought to Fullerton and spotted on the drill track immediately east of the Lemon Street grade crossing. Here's what happened to them:

UP25009, original number UP3709, traveled by truck from Fullerton to Yorba Linda, along with a sister caboose, and the two "hacks" placed immediately west of Yorba Linda's historic former Pacific Electric Depot, which housed an MJB real estate office. MJB eventually closed the office in the Yorba Linda Depot and built a new edifice in Brea. They moved UP25009 to a field at the SE corner of Imperial Highway and Lemon Street across the street from the Yorba Linda Public Library. The caboose became an information center for the planned Nixon Library and Museum, serving in that capacity until the Presidential Museum's dedication in 1990.

Ownership of the car is clouded. MJB claims UP25009 was donated to the City of Yorba Linda, "years ago," while the City of Yorba Linda claims they no longer hold title to the caboose but were unable to provide ownership information when last contacted. Somebody, presumably the City or the Nixon Library and Museum, repainted the caboose 26 years ago, but it was never re-lettered so is "undecorated," to use the vernacular of the model railroading community. UP25009 has fallen on hard times - her windows and doors

are broken and boarded up, she leans slightly to the south and her battery box door is broken.

UP25037, original number 3737, along with her sister, was trucked from Fullerton to Yorba Linda and placed just west of the former Yorba Linda Pacific Electric Depot, housing an MJB real estate office.

With the development of Brea Gateway Station, 200 West Imperial Hwy, Brea, CA, and MJB moving into the Station, 25037 traveled seven miles west down Imperial Highway and realized the original goal of her owner; becoming part of a real estate office. Her interior was gutted to make way for office furniture, and her exterior stripped

and repainted in Union Pacific colors with semi-authentic UP lettering. Other than her number and "Union Pacific" on the letter board, she has no reporting marks, but does sport a Union Pacific shield near the "B" end of the car, a practice unknown on any other UP steel cupola caboose. The caboose exterior looks very nice and was recently repainted, giving it a nice fresh look.

UP25095, original number 3795, was trucked from Fullerton to Chino, CA and became a part of MJB's new "Station" real estate office in the Inland Empire. The real estate office is now closed, but 25095 and her "Station" remain on site at 4790 Riverside Drive, Chino, CA. Her future is uncertain.

UP25031, original number 3731, never left the rails. She sat for some time in Fullerton before Santa Fe pulled her and a sister from the drill track to the (ATSF owned) Los Angeles Junction Railway in Vernon, California, where the car remains stored to this day. Legal action by the LAJ led to the caboose being declared abandoned and the railway has taken steps to scrap the heavily vandalized and structurally unsound car.



Whatever Happened To Those MJB Cabooses? Con't.

UP25033, original number 3733, sat for several years in Fullerton before also going to storage on the LAJ. Like her sister, a lien for unpaid storage was assessed and the caboose eventually declared abandoned and will likely feel the sting of the scrapper's torch before the end of 2016. It's sad, but there is really nothing worth saving from this derelict "crummy."

UP25052, original number 3752, was sold to a private individual by MJB Realty sometime after 1973 with her

new owners intending to convert the car into a retreat - man caves had not yet been invented! Other than minor conservation attempts, nothing was done with the caboose and upon the death of the family patriarch, his widow leased 25052 to the Pacific Railroad Society in San Dimas, California and upon her passing, the estate bequeathed the caboose to PRS. PRS has a considerable collection of retired passenger cars and, being a freight car, 25052 never really fit into their scheme of operation. Losing some of their storage tracks, PRS was forced to prune its agglomeration, among them, UP caboose 25052.

The car was conveyed to the Southern California Railway Plaza Association, Inc. in the fall of 2015 and trucked from a storage yard in East Los Angeles to Fullerton, where she joined ATSF999110 and SP4049 at SCRPA's Fullerton Train Museum, thus realizing that organization's long held goal of conserving and displaying cabooses from all three Southern California Class One railroads. UP25052 is currently undergoing heavy interior restoration work, and will eventually be returned to her 1952 "just shipped" condition and revert back to her original number



UP3752.

Fortunately for SCRPA, the several false starts at creating a new life for UP25052 actually protected her, by keeping her interior intact; the only one of the six MJB cars to remain "as built."

SCRPA's "worker bees" are hopeful that replacement of dry rot and termite infested wood will be completed in time for RR Days In Fullerton 2017. Replacement of missing lamps, markers, air valves, gauges, upholstery and plumbing will be complete by 2018.



Sources: <http://utahrails.net/caboose/caboose-steel.php> <http://uphs.org/wp-content/uploads/2012/10/cabooselist.pdf> <http://donstrack.smugmug.com/UtahRails/Union-Pacific/UP-Caboose-25007/> <https://www.up.com/aboutup/history/> <http://www.pacificrailroadsociety.org/> <http://www.scrpa.net>

Mr. Jerry Kolb, Realtor, MJB Realty, Brea, CA

Cabooses of the Union Pacific Railroad, by Don Strack and James L Ehemberger, pub. by the Union Pacific Historical Society, 2002. ISBN 0-97200004-1-0

ROC REPORT: Museum tours a resounding success

By Stu Proctor, ROC chairman

The tours of the rail cars, conducted by the docents of the Fullerton Train Museum, have been very successful. For most of the last Quarter we have had plenty of docents, but fewer worker volunteers. However, work has been progressing.

Exterior markings on both lounge cars have been removed to prepare for some light sanding, then touch-up painting and reapplication of the original Union Pacific markings.

The damaged area of floor behind the counter in UP5001 has been repaired. The sliding door on UP5001, between the two lounge cars, has been repaired, making it much easier to open and close.

A window on SP4049 leaked during the November rains. It was resealed, but leaked again during the mid-December rains. We're going to have to think that one through.

The work on the interior of UP3752 is progressing slow-

Santa Claus Visits the Fullerton Train Museum

A record number of visitors came to the Museum on December 17 — over 400 children and adults arrived to visit with Santa and Mrs. Claus. Our Railroading Santa “Fe” Claus was also on hand to guide tours and treat children to a wonderful visit on the trains.



ly. Work continues on the rain-damaged wall, as well as on the ceiling near the said wall. Next is the rebuilding of the storage boxes.

Around the grounds, asphalt has been placed inside the north gate and the east gate. The new asphalt makes for a smoother entrance into the compound at both of those gates.

An air-conditioning contractor was contacted to inquire about the feasibility and the cost of installing air conditioning in both lounge cars. The feasibility was very promising; the cost was not. We will still pursue the possibility by contacting other A/C companies.

Come out and help us if you can. We always appreciate our new volunteers. Work parties are on the first and third Saturdays of each month, except May, which we take off.

2017 First Quarter Calendar of Events

Board of Directors Meetings at 7:00 p.m.

January 9
February 13
March 13

Quarterly Membership Dinners

Sizzler on Harbor at 6:00 p.m.
January 11th

Railroad Operations Work Days

9:00 am – noon at the rail cars
January 7 and 21
February 4 and 18
March 4 and 18

Fullerton Train Museum

9:00 am – noon at the rail cars
January 7 and 21
February 4 and 18
March 4 and 18

Movie Nights

Saturday, January 14
“The Narrow Margin”

History & Modeling Committee

Come join the committee to work on HO layouts
Contact Harold Benash for location

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

Big Brothers and Big Sisters Tour The Fullerton Train Museum

The Fullerton Train Museum, owned and operated by non-profit Southern California Railway Plaza Association, Inc., opened for another private tour of our facilities August 27, 2016, hosting the Big Brothers & Big Sisters of Orange County, founded in 1958 and one of the national organization's top mentoring agencies in the country, serving more than 2,700 children each year.

Youth and their adult mentors met on the depot platform, greeted by President Harold Benash, and the rest of the docent crew. President Benash welcomed them and gave a short rundown on what, why, where, when and how the cars came to Fullerton and what SCRPA does to conserve, maintain and display them for the public's enjoyment.

Following the welcome, the group of 21 broke down into smaller groups, each led by a docent, and began their visit

to the "innards" of the three cabooses and two lounge cars. Both the youth and their mentors were spellbound by what we had to share.

After everyone had had a chance to enjoy the guided tours, they were given the opportunity to wander the facility and railcars on their own and ask questions of the docents. The Big Brothers and Big Sisters spent more than an hour with us and seemed fascinated with the tales we told.

Harold Benash, Wendell Hanks, David Norris, Stu Proctor and Dennis White, served as docents while Edith and Lee Culp served as hosts, manning the guest book in Café Lounge 5001.

-- Dennis White

MEMBERSHIP RENEWALS

It's not too late to renew your member for 2017. If you or any of your family or friends wish to be docents for the Fullerton Train Museum, membership is required. We've already started seeing renewals come in as people become interested in being involved with the new museum; we hope you are interested too! Also this year, we are requiring an e-mail address to be included with your renewal as we start focusing on going digital.

— Karen Sibrel, Membership Chairman

2017 MEMBERSHIP APPLICATION OR RENEWAL

SOUTHERN CALIFORNIA RAILWAY PLAZA ASSN., INC.



PLEASE PRINT — Also see "FAMILY" category at www.scrpa.net/membership

Membership Levels

Please check appropriate level

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+

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

E-mail: _____ Phone: _____

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

Mail to: SCRPA, P.O. Box 5195, Fullerton, CA 92838-5195

Dues are based upon a calendar year.

Capital Campaign Donation

Please accept my donation in the amount of \$ _____

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

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Postmaster: Please deliver between Jan. 2-9, 2017

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Send your letters to the editor to the address above

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