



The Third District Local

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Knott's Celebrates 50 Years of Steam

FMRHS Draws Rail and History Buffs with Display



Buena Park, CA Knott's Berry Farm celebrated 50 years of steam operation at the popular Orange County attraction, January eleventh and twelfth, with *Railroad Enthusiast's Days*, featuring a golden spike ceremony and special activities for railfans, including behind-the-scenes tours of the engine facilities, railroad displays and exhibits in the Boardwalk Ballroom and the Wilderness Dance Hall and rides aboard restored parlor car *Durango* and business observation *Edna*.

FMRHS was on hand with their diorama of the Fullerton Depot area circa 1950 and the ever-popular historical photo collection for the crowd of rail enthusiasts. Committee members, assisted by



FRPA President Richard Hopping, O.D. and President Emeritus Bob Root, staffed the booth

throughout the day and long into the evening, speaking to visitors about FRPA, it's mission and it's plans for the future.

A large Friday afternoon crowd that included civic leaders, Cedar Fair executives, Knott's management, members of the Knott family and many railfans listened as Susan Tierney, a supervisor at Knott's, pointed out that the *Ghost Town and Calico Railroad* boasts the oldest continuously operated steam locomotive in the United States. Kevin Norris, Manager of Rides for Knott's Berry Farm, Steve Knott and Knott's character actor Ron Graham, drove a ceremonial "golden" spike between the rails south of the Ghost Town Depot.

Saturday featured an early morning open house, including a tour and close inspection of the engine facilities and a chance to watch Knott's employees prepare the locomotive and train for the day's activities. A special photo opportunity for camera buffs was the dramatic departure of No. 41 from the station in a cloud of steam, pop valves "popping," whistle blowing, cylinder cocks & blow-downs open, drivers slipping intermittently and a delightfully heavy hand on the firing valve.

The *Ghost Town and Calico Railroad*, with it's 120 year old equipment is the single most expensive attraction operating at Knott's Berry Farm and it's future has been of great concern to local railfans. A Cedar Fair representative at the press reception Friday afternoon said that expansion of the railroad has been "penciled into their 5 year plan." He anticipates extending the tracks along the current stagecoach trail behind Camp Snoopy, then south to the Radisson Hotel where hotel guests may embark or disembark. Departing the Hotel Station, the train will turn north and circle Ghost Town. •

FMRHS Membership Drive a Success

Fullerton, CA **FMRHS held a special Membership Drive** meeting January 22, to acquaint potential members with the workings of the committee, to introduce them to current members and to offer special entertainment in the form of a slide show of vintage Southern California rail action, followed by a reception with light snacks and beverages.

Rick Bremer, FMRHS Membership Coordinator reported that 35 members and guests were present for the evening's festivities, several of which first heard of FRPA and FMRHS at Knott's Berry Farm's *Railroad Enthusiast's Day*, held two weeks prior to the meeting.

The highlight of the evening was Ron Grau's excellent slide presentation, "*Santa Fe Steam in Southern California, featuring Cajon Pass*." Opening with a stunning photo of a Santa Fe Northern pulling a heavy-weight passenger train across the bridge over the Arroyo Seco Parkway (AKA Pasadena Freeway) on a bright, crisp wintry morning sometime in the early 1950's, Ron kept the crowd spellbound as beautifully clear color photos continued to parade across the screen. All too soon, the slide show was over, but Ron has promised to come again soon with more pictures. •

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Coming Events:

FRPA Spring Mixer: April 10, 2002
FMRHS April Meeting: April 23, 2002
Fullerton RR Days 2002: May 4 & 5, 2002
OERM Fall Meet: October 5 & 6, 2002

ATSF Timetable Analysis Provides Insight Into Fullerton's Rail Activity

By Mark Carnighan
FMRHS Historical Team

Just how busy was the Fullerton Depot? What trains ran through it and which ones stopped there?

A great deal of operational information about a railroad may be found by studying its employee timetables for the period in question. The following is an analysis of the passenger operation at Fullerton in 1944 and 1959. The next step will be to get more copies of these same schedules for the intervening time frames and compare the service and trains for each.

Los Angeles Division Employees' Time Table No. 125, 7/9/1944

Scheduled trains operating on L.A. Div. 3rd District (San Bernardino - Los Angeles via Fullerton). Fourth District (Surf Line) joins 3rd District at Fullerton Junction.

Train No.	Train	Between
51	Passenger	San Bernardino - Los Angeles
53	Local Mixed	San Bernardino - Los Angeles
54	Local Mixed	Los Angeles - San Bernardino
70	Passenger	Los Angeles - San Diego
71	Passenger	San Diego - Los Angeles
72	San Diegan	Los Angeles - San Diego
73	San Diegan	San Diego - Los Angeles
74	San Diegan	Los Angeles - San Diego
75	Passenger	San Diego - Los Angeles
76	San Diegan	Los Angeles - San Diego
77	San Diegan	San Diego - L.A. Los Angeles
78	San Diegan	Los Angeles - San Diego
79	San Diegan	San Diego - Los Angeles
134	2nd Class Freight	Los Angeles - San Bernardino
136	2nd Class Freight	Los Angeles - San Diego
138	2nd Class Freight	Los Angeles - San Bernardino

The majority of freights ran extra, meaning they were not published on the timetable and ran as required by traffic demands. With sixteen scheduled trains to work around, the dispatcher's job was never easy.

Los Angeles Division Time Table No. 168, 4/26/1959

Train No.	Train	Between
123	Grand Canyon	San Bernardino - Los Angeles
124	Grand Canyon	Los Angeles - San Bernardino
7	Fast Mail	San Bernardino - Los Angeles
70	Passenger	Los Angeles - San Diego
71	Pass. (Ex Sun & Holidays)	San Diego - Los Angeles
72	San Diegan	Los Angeles - San Diego
73	San Diegan	San Diego - Los Angeles
74	San Diegan	Los Angeles - San Diego
75	Passenger	San Diego - Los Angeles
76	San Diegan	Los Angeles - San Diego
77	San Diegan	San Diego - L.A. Los Angeles
78	Pass. (Sun & Holidays only)	Los Angeles - San Diego
79	San Diegan	San Diego - Los Angeles
80	San Diegan	Los Angeles - San Diego
81	Pass. (Sun & Holidays only)	San Diego - Los Angeles

By 1959, all freight traffic ran extra and Santa Fe had rerouted the *Grand Canyon* (123 & 124) from the Second District (the line through Pasadena) to



the Third District and Fullerton. All local and mixed train service had also been discontinued by this time and the *San Diegan's* Sunday schedule had been modified and an extra train added. Many of the westbound and eastbound trains came close to meeting at Fullerton Depot (as some still do today); No. 75 was due at 1:55 PM and

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No. 74 ten minutes later at 2:05 PM. *The Grand Canyon*, No.'s 123 and 124 were scheduled through Fullerton about two and a half hours apart. Westbound 123 was scheduled to arrive in Fullerton at 11:23 AM daily before terminating at Los Angeles 38 minutes later. Eastbound 124 was scheduled to leave Los Angeles at 1:15 PM, arriving at Fullerton at 1:50 PM on its way to Chicago. One could conceivably detrain from 123; have a leisurely lunch in Fullerton before boarding No. 124 back toward Chicago, though I don't think there were any restaurants in town at the time to warrant such extravagance.

Most historians create a timeline to log the chronology of historical events within an era. By studying timetables, a closer look of daily activities begins to emerge. Such insight will aid in preparing a museum quality display model of a particular time. Contributions of additional information are greatly appreciated as we continue to learn the history of Fullerton

and the rest of Southern California railroading. •

UP Flies American Flag on Locomotives

RR Employees requested change after 9-11

Cajon Pass, CA Union Pacific's new paint scheme is beginning to appear with regularity in Southern California. Featuring a large

American flag across the middle of the locomotive's long hood set against UP's famous "Armour" yellow, the new image will be applied to all new locomotives as they enter service and will be added to existing units as they are shopped. •



New Look for FMRHS Booth in 2002

Depot Display to be Incorporated within Modular Club Layout

The HO display of the Fullerton depot and surrounding area, a fixture of FMRHS booths since Fullerton Railroad Days 2000 will, for the first time, feature operating scale model freight and passenger trains roaring along its double tracked main line during Fullerton Railroad Days 2002. FMRHS has negotiated with the Orange County Modular Railroaders to incorporate the 4' x 8' display within the west end of the club's modular layout. To accomplish this cooperative venture, the FMRHS display needed modifications including the addition of height adjusters to each of its 6 legs; removal, relocation and relaying of the double track mainline; wiring the track for operation and adjusting track clearances to conform to club and NMRA standards. . •

FMRHS Adds to 2002 Show Schedule

Hundreds to hear about FRPA

Continuing its mandate to promote the FRPA throughout Southern California, FMRHS recently announced that it would take its display to Perris, California for the Orange Empire Railroad Museum's fall meet, October fifth and sixth, will participate with the Great American Train Show (GATS) at the Pomona Fairplex, November ninth and tenth and GATS Anaheim Convention Center, January fourth and fifth, 2003.

Creation of a PowerPoint slide show is under consideration, as it would allow participation in additional venues where space is a problem or staffing of a full booth would not be possible. . •

Night Photos a Great Way To Record Memories

Photography is a great way to record memories for future generations. Many folks with an interest in local history make it a habit to walk around town shooting pix every year or two just to record the changes that have come about, and while most of those photos are shot during daylight hours, lots of added interest and flavor can be added by taking some of them at night.

Many striking photographs have been taken in less than ideal lighting at night without the use of flash. Known as *available light* photography, its fun and requires nothing more than a good steady tripod, a spot meter and a camera that can be manually adjusted for shutter speed and *f*-stop.



Don't have a manual camera or spot meter but feeling lucky? The picture of the eastbound **Surfliner** in Fullerton was taken with an auto-focus, auto-exposure camera about 30 minutes after the sun had gone down. The secret of this photo's success was the time of day and the fact that the flash unit had been purposely turned off. A flash would have "lit up" the reflective graphics on the side of the coaches and ruined the overall effectiveness of the picture.

I like print (negative) film for available light photography because it can be color corrected during processing and the prints are very easy to scan for

good clarity and computer reproduction.

Most accomplished photographers use slide (positive) film because it is better suited to archiving but it is also less forgiving of exposure errors and



doesn't scan as well as print film on most home scanners. This 1984 slide of the **Fullerton Fox Theatre** is a good example. The harshly lit marquee, clear and legible when projected from the original slide, scanned poorly at 600 dpi. A print would have scanned better and computer effects might have brought out some of the shadow areas.

Simple tricks can also increase interest in a photo. Look at the traffic signal in this 1980 slide of the old **Villa del Sol** sign -- All three colors are lit at once! Timing each light



aspect for equal exposure was all that was necessary to achieve the results in this multiple exposure shot.

Load your camera and try some photography in that magic hour after sunset and I am sure you will be dazzled with the results. •

PE Red Cars Are Back

San Pedro, CA It's been more than forty years since Pacific Electric Red Cars operated along the docks and past the San Pedro Ferry Building, but they will be back late this summer.

Working in conjunction with the Los Angeles County Economic Development Corp, the city of San Pedro developed the project in an effort to breathe fresh economic life into the slumping waterfront retail district, said Jack Kyser, chief economist with the L.A.C.E.D.C..

Restoration of the 1-1/2 mile section of original P.E. track was completed last fall by replacing many of the old ties, restoring the ballast and repaving the right-of-way where needed.

Linking the World Cruise Center to downtown San Pedro, Ports O' Call Village and the Cabrillo Marina, two replica cars and one original Red Car will operate from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with prime arrival and departure times for cruise ships.

Pacific Electric No. 1058, purchased from the Richard Fellows Estate, is being restored for operation, receiving new mechanicals underneath. Regulatory and safety demands, plus worries over possible crystallization and failure of the old wrought iron running gear made modernization of the old girl imperative. Sheathed in wood over a modern steel frame, the replica cars will be cosmetically indistinguishable from old No. 1058.

Fare is to be \$1.00 per person, and will allow unlimited rides within the operating hours. •