



The Third District Local

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FMRHS Promotes FRPA at Train Show



Bob Root and Dr. Hopping speak with a GATS visitor.

Pomona, CA The Great American Train Show (GATS), held recently at Fairplex, featured a large booth operated by the Fullerton Model Railroad Historical Society (FMRHS), housing their HO diorama of the Fullerton Depot area circa 1950 and the always-popular historic photo collection. The intent of the model railroad group, a committee of the Fullerton Railway Plaza Association (FRPA), was to introduce local rail enthusiasts, history buffs, toy train collectors and model railroaders to the FRPA and to recruit new members.

Also on display in the FRPA/FMRHS booth during the two-day event was a storyboard presenting photos of past FRPA events and an architect's rendering of one of the design proposals under consideration for a museum building to be built in the Fullerton Transportation Center complex.

FRPA President Richard Hopping O.D., President

Emeritus Bob Root, and Executive Director Stan Swanson were on hand to help the FMRHS staff field questions presented by the crowd of folks visiting the booth.

FMRHS/FRPA participation at GATS was a direct result of Dr. Hopping's plan for the FMRHS committee to be utilized as a vehicle for publicizing the whole of FRPA, which he outlined during remarks at the October mixer. Dr. Hopping said that for FRPA to grow, membership had to increase dramatically and the FMRHS committee possessed the talent, display capabilities and drawing power to reach the citizenry of Southern California through visits to local venues. GATS was the first opportunity for the FMRHS to put that plan into action.

GATS is one of the largest productions of its type and travels throughout the nation drawing railroad enthusiasts, model railroaders, amateur historians and collectors of railroadiana eager to see the many displays and shop the booths operated by commercial exhibitors. The FRPA booth was donated by show management and placed in a premium location for maximum exposure to the public. The Great American Train Show completely filled two of the huge exhibition halls at Fairplex and hosted large crowds both days of that November weekend and it seems just about all of those visitors traipsed through the FRPA/FMRHS booth. GATS deserves a big thank you for their support of Fullerton Railway Plaza Association.

Display Easels Add Finesse to Historic Photo Collection

Fullerton, CA Members of the Fullerton Model Railroad Historical Society have found a solution to the problem of how to best display their picture boards. Beautiful furniture quality easels in a rich cherry finish and topped with brass-toned finials were designed and built by members in time for the GATS show the weekend of November 10th. The easels can safely support large heavy display panels as big as 4' x 8', yet fold up for easy transport. Special thanks go to Rick Bremer, Marty Kluck and Jeff Schulze for their fine craftsmanship.

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Did You Know?

Did you know that the area known today as Sunny Crest in North Fullerton was once the location of the Bastanchury Packing House (also known as the Sunny Hills Packing House in some references)? The complex shipped citrus for the Bastanchury Ranch and other area growers, and was served concurrently by three competing railroads. The Pacific Electric, Union Pacific and Santa Fe all had their own spurs into the



facility.

Did you know that several fine aerial views of Bastanchury Packing, taken at various times from the early 1940s through the 1970's, are on permanent display at St. Jude Hospital? Look for them in the first floor hallway leading from the main corridor to ER. Plainly visible in these photos are three packing houses, the Santa Fe siding and the Pacific Electric Fullerton branch, while not quite so prominent are the Union Pacific and Pacific Electric sidings.

Did you know the Santa Fe rails to Bastanchury Packing were pulled up in the mid 1950's and the right-of-way was graded, widened and paved, becoming Bastanchury Road? With the abandonment of the Pacific Electric Fullerton Branch, it's right-of-way became the Juanita Cooke Trail that cuts north to south through Sunny Hills and the PE spur became part of the alignment for Avolencia Drive from Richman to Sunny Crest and Peppertree Lane off Valencia Mesa?

Did you know that Euclid Street was known as Nicolas Avenue and dead-ended at Valencia Mesa Drive because the Union Pacific track to Bastanchury Packing blocked further progress? Remnants of the old UP Bastanchury right-of-way are still visible just east of Euclid about half way between Valencia Mesa and Bastanchury Road -- look for the low narrow "valley" filled with horse stables among the eucalyptus trees. The track meandered through the hills between Miramonte Drive and Green Acre Drive, passing under

the P.E. Fullerton branch before climbing steeply and turning into the packing house complex.

Look for these remnants of a time not so long ago next time you get your car washed at Sunny Hills Union 76 Car Wash, visit the Auto Club for a map, or visit a friend in St. Jude Hospital. The past is truly visible; you just have to look for it.

Citrus King in Orange County, said ATSF

The *1945 Atchison, Topeka & Santa Fe Directors Special Book*, a confidential letter generated by the railroad's traffic department, reported the number of carloads originating on the Santa Fe in previous years, broken down on a station-by-station basis, along with pertinent (and sometimes historical) information deemed necessary to support the findings.

The 1945 Directors Special Book said of Fullerton, "also served by Union Pacific and Pacific Electric. 8 packing houses. 2,363 cars in 1943 and 2,747 in 1944."

Of Sunny Hills the report stated, "Began as a sheep ranch, (but) during the last 15 years all suitable land has been planted in citrus fruit. 212 cars (shipped) in 1943 and 186 cars in 1944."

And of Placentia, "5 packing houses. 2,165 cars in 1943 and 2,162 in 1944."

The report mentioned that 56% of citrus traffic originating at stations where the Santa Fe must compete with other railroads broke down as follows:

Santa Fe:	59.3%
Union Pacific:	11.4%
SP-PE-SD&AE:	29.3%

When one considers that SP had no competition north of Los Angeles in Ventura and Santa Barbara Counties, and a near monopoly in Riverside and Imperial Counties, Santa Fe's 59% market share of citrus was truly impressive.

Southern California's 1945 orange production was approximately 35% navels and 65% Valencias, with the majority of the latter coming from Orange County. Riverside, San Bernardino and Imperial County were better suited to the navel variety and accounted for the majority of lemons, tangerines, limes and grapefruit grown in the state.

A reprint of the complete 1945 Directors Special Report is available from the Fullerton Model Railroad Historical Society. For a complimentary copy, please email FMRHS committee secretary, Barry Matas at merlin@myinetserver.com or via snail mail c/o Fullerton Railway Plaza Association, P.O. Box 3987, Fullerton, CA 92834.