

# HOT RAIL!

## NEWS & EVENTS



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Summer 2017

# Railroad Days 2017!

By Allison Benash

Can you believe that Railroad Days 2017 has already steamed into town and has left the station! We had another successful year with over 23,000 in attendance despite the rain.

This year's event could not have been a success without the continued support of our volunteers, sponsors and the organizing committee.

A BIG thank you goes out to our sponsors: Amtrak, BNSF, BridgeMasters, Coast Rail Services, Disneyland Resort, Hero's Bar & Grill, McCoy Mills Ford, Santa Fe Café, and The Old Spaghetti Factory.

Through our guest surveys, we learned that people come from as far away as North Carolina and Georgia for Railroad Days, and that our local visitors come from over 65 of the surrounding cities.

Additionally, we learned that our Social Media awareness has increased and that more than 36% of the visitors heard about Railroad Days on Facebook. Keep spreading the word and visit our Facebook page at *Fullerton Train Museum*.

People also heard about Railroad Days from our new website, [www.fullertontrainmuseum.org](http://www.fullertontrainmuseum.org). The team was able to design and "go live" with the new site a month before Railroad Days and as a result many people also heard about us from the internet.

Railroad Days in Fullerton is the largest railfan event in the nation. We are very proud of our accomplishments. SCRPA is currently in negotiations with the City regarding the extension of our lease for the spur track area. We will keep you posted and we look forward to many more Railroad Days in Fullerton!

## Railroad Safety Poster Contest Winners

Congratulations to all our winners and a big thank you to all the kids who submitted posters this year. The creativity and the artwork keeps getting better and better! And a special thank you to the teachers and the Fullerton School District. Here are your winners of the 19th annual contest!

### K-3 Grade Winners

1st place: Taylor Kim, 3rd grade, Mrs. Winthrop's class from Laguna Road  
2nd place: Ashley Hong, 3rd grade, Mrs. Paul's class from Beechwood  
3rd place: Kevin Ulrich, 3rd grade, Mrs. Mills class from Acacia  
Honorable Mention: Wyatt Smith, 1st grade, Mrs. White's class from Fern Drive

### 4-6 Grade Winners

1st place: Isabella Jacobs, 5th grade, Ms. Platon's class from Laguna Road  
2nd place: Aubrey Kaneko, 4th grade, Ms. Collins class from Laguna Road  
3rd place: Reena Choe, 5th grade, Mrs. Guerrero's class from Acacia  
Honorable Mention: Adam Zibell, 5th grade, Mrs. Nelson's class from Golden Hill



## **President's message**

What an incredible first six months of 2017! Because of all the hard work and effort of the board of directors and the many volunteers, we have many accomplishments to be proud of.

1. The new SCRPA/Fullerton Train Museum website is up and running. The new site even allows us to handle online donations and membership transactions via PayPal.
2. Railroad Days was successful with over 23,000 visitors, and the rain did not dampen anyone's spirit.
3. The Window Replacement Project is under way in the Dormitory-Lounge car.
4. Volunteer involvement and turnout is on the rise. The Docents are doing a great job, as well the Railroad Operations Committee volunteers.

I look forward to keeping up our efforts so we can move ahead with the Lounge Car air conditioning project, create quarterly events at the Museum, and continue working with the City to finalize the spur track agreement.

Your efforts, spirit and continued support are greatly appreciated. Let us make the next six months as successful as the first six months.

— Harold Benash

**Thank you, thank you,  
thank you to all our  
Railroad Days and  
SCRPA volunteers.  
Without you, it all  
would not be possible.**

Elliott Alper  
Donna Anderson  
Gordon Bachlund  
Robert Bennett

Allison Benash  
Harold & Peggy Benash  
Lee & Edith Culp  
Jesse Cruz  
George Engelage  
Kale Engelage  
Bob Freeman  
Robert Gordon  
Pat Gibbons  
Wendell Hanks  
Denis & Sue Hergenreter  
James Hoffman  
Ruth & Jenna Huson  
Ted & Diane Johnson

Al & Donna Johnson  
Sue Kientz  
Marty Kluck  
Patrick Kalschever  
Don & Carole Lawver  
Bill Lewis  
Chris McCarthy  
Dave & Kathy Norris  
Anastasia Norris-Witter  
Gene Palmer  
Carl Pfetzing  
Stu, Mary & Julia Proctor  
Lee Purnell  
Tommy Reminiskey

Vanessa Sanchez  
Jeff & Lauri Schulze  
Harold & Jeanne Schultz  
Eric Shishima  
Dave & Karen Sibrel  
Greg & Marty Smith  
Michelle Tartamella  
Roger Van Oppens  
Mike Vitale  
Dennis White  
Alan Wiles  
Patrick, Maria & Adam Zibell

## **Fullerton Train Museum Capital Campaign 2017 — Update**

The Capital Campaign is steaming right along. With the Lee & Edith Culp donation the SCRPA will be able to repair the over 30 windows in the two lounge cars. Most of the window gaskets were dried out and cracked and will be replaced, while most of the glass panes have water marks/condensation spots due to the leaks and will also be replaced. The ROC team is working hard to have them all replaced by the end of the year. Photos are of a work-in-process all boarded up window, and one of a new, crystal-clear window. Photos courtesy of Harold Benash.



### **SCRPA Mission and Vision**

**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.

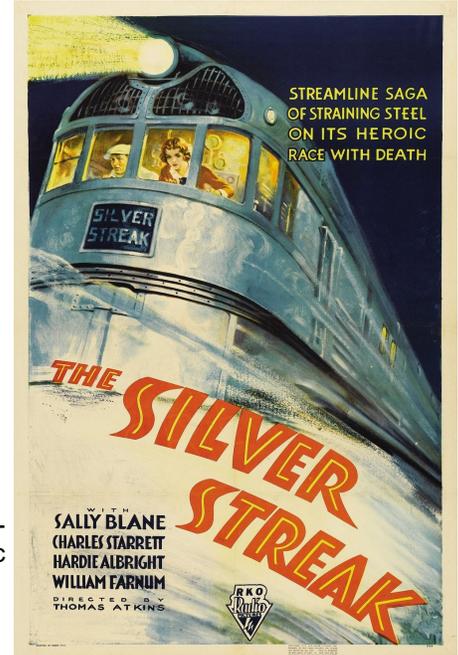
# Movie Night Returns on Saturday, July 15 at 7:00 pm At the Fullerton Museum at 302 N. Pomona Avenue

## Retrospective Screening Series for Members

- A Program of Vintage Railroad Cinema -

**I've Been Working on the Railroad** - B&W, Harveytoon (Paramount/Famous Players), 1952, 7 minutes - This cartoon "depicts" the development of the American railroad, in cartoon form from 1829 into the 1950s. When it gets to the streamliner era, they bring out the bouncing-ball which invites the audience to join in singing "I've Been Working on the Railroad."

**The Silver Streak** - B&W, RKO Radio Pictures, 1934, 72 minutes, Not Rated – This very rare thriller has a convoluted and improbable plot that is offset by the film being a great comprehensive documentary of 1930s railroad action. Young engineer Tom Caldwell tries to sell the railroad's board of directors on his idea for a lightweight streamlined diesel-electric train to improve their business position, but railroad president B. J. Dexter rejects it, preferring traditional proven train equipment. B. J.'s feisty daughter Ruth, who has feelings for Caldwell, persuades a locomotive manufacturer friend, Ed Tyler, to send for Caldwell, and he decides to build a prototype of the streamlined train. B. J. goes on the trial run which turns out to be a disaster as it is beaten in a race by a steam powered train. Caldwell does not know what went wrong, and B. J. orders the project dropped. Meanwhile, B. J.'s son, Allen Dexter, tells his father he is leaving home to take a job with the construction consortium building Boulder Dam, because his new ideas are not accepted on his father's railroad. To recoup its cost, the streamlined train is exhibited at the 1933-34 Chicago World's Fair, where clever mechanic Crawford gives Caldwell an idea that will solve a manufacturing flaw and increase the train's speed. When Allen is stricken with infantile paralysis at the dam site, the "Silver Streak" is used to bring a heavy iron lung to Boulder Dam to save his life.



The cast:	<b>The Silver Streak</b> <b>Ruth Dexter</b> <b>Tom Caldwell</b> <b>B. J. Dexter</b> <b>Allen Dexter</b>	The Burlington Zephyr Sally Blane Charles Starrett William Farnum Hardie Albright
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*"The film features a lot of action, and the location shots of the Zephyr are an interesting record of this pioneer streamliner."*

— Dennis White, Movie Night Chairman

### QUARTERLY DINNER MEETING PROGRAM July 12, 2017 at 6:00 p.m. at Sizzler in Fullerton On Harbor Blvd

*By Dave Norris, Program Chairman*

Our summer dinner is coming up soon. Circle July 12th on your calendar or set a reminder on your phone. You won't want to miss out on this exciting meeting!

Our guest speaker will be Sara Logan who is our Operation Lifesaver contact. They had a display booth at Railroad Days. Sara will be talking about what the program involves and what resources are available to us. We will also be utilizing Operation

Lifesaver resources for next years Rail Safety Poster Contest.

Come and enjoy good food, good friends, and good conversation. See you on July 12th at Sizzler restaurant.

To learn more about Operation Lifesaver, visit <https://oli.org>.



## “Scenic” and SCRPA Complete Merger By Dennis White

Southern California Scenic Railway Association (SCSRA), completed its long planned merger with the Southern California Railway Plaza Association (SCRPA) February 22, 2017 by a vote of its board of directors, thus ending 34 years of service to the rail fan community.

SCSRA began as a small group of like minded rail enthusiasts who wanted nothing more than to preserve and protect rail history for future generations. The State of California incorporated SCSRA December 16, 1983. Members spent most of the early days trying to find a viable demonstration railroad and/or museum location. Meetings with the City of Los Angeles Parks and Recreation Department led to Griffith Park’s Travel Town where SCSRA submitted a proposal to restore Travel Town’s ex ATSF gas electric “doodle bug” M-177 and received a permit for that effort in early 1986. SCSRA now had a venue and a real piece of railroad history they worked to bring back to life.

In the summer of 1989, SCSRA acquired two historic steel cabooses through a generous donation. The cars arrived at Travel Town on low-boy trucks and placed on display with Travel Town’s own collection of locomotives and railcars. With much sweat equity, volunteers laid several hundred feet of track and an industrial diesel locomotive borrowed from the park pulled excited visitors up and down the rails while on-board docents explained the roll the caboose played in railroad freight operations.

While the operating crew had fun serving the public by running their caboose train, the worker bees continued their labors to restore the M-177, using skills and abilities of members to overhaul or in some cases, actually manufacture new parts needed to bring the doodle bug back to life.

City politics and managerial changes in the City of Los Angeles raised their ugly head in 2001 and SCSRA was told to cease operations and leave Travel Town. The City tried to claim ownership of all SCSRA assets, succeeding with all except the two cabooses which, after much legal haggling, SCSRA managed to retain. A search for a new home for the two rail cars ended successfully when the Fullerton Railway Plaza Association (FRPA) offered their leased tracks at the Fullerton Depot for storage. The actual move wouldn’t come for several more years however, with delays in access to the cars caused by new construction at Griffith Park.

Since their inceptions, SCSRA and FRPA had each been very successful in their own right. The SCSRA was the older of the two groups while the FRPA was the larger. The Internal Revenue Service recognized both groups as nonprofit 501(c)(3) corporations. The bylaws of each group were similar and the leadership of both organizations was compatible. FRPA and SCSRA desired to exist independently while cooperating fully as they continued to explore the logic and feasibility of merging the two organizations.

June 13, 2006, the stranded cabooses finally took flight (literally) as they were lifted high off their wheels and placed on three semi-trailer flatbeds for the move Fullerton. The sudden appearance of an ATSF Ce-1 “way car” as Santa Fe called their cabooses, and an SP C-40-4 bay window caboose caused much curiosity among the rail-fan denizens of the Fullerton platform.

With SCSRA’s operations at Travel Town curtailed, the physical move of their beloved cabooses away from their Los Angeles County membership base to far away Fullerton in Orange County and the aging of the SCSRA membership all combined to bring about a serious decline in their membership. In an effort to

breathe new life into the organization, a memorandum of understanding between the boards of SCSRA and the Southern California Railway Plaza Association (SCRPA), (the successor to FRPA), merged both memberships under the care of SCRPA while still maintaining a separate corporate identity and board of directors for each group. Concurrently, SCRPA expanded to create the Railroad Operations Committee (ROC), designed to bring volunteers from SCSRA and SCRPA together to conserve and stabilize the now deteriorating cabooses, which had almost no preventive maintenance since Los Angeles’ sudden decision to terminate the agreement at Travel Town, the subsequent move to Fullerton and further neglect while sitting on SCRPA’s siding. The work of ROC has been a resounding success.

Since its inception in 1993 the *Clarence Ridenour Award*, has been presented 20 times to exemplary team members who provided *Leadership, Inspiration and Dedication* to SCSRA. Management of the Ridenour Award was transferred to SCRPA beginning with the 2012 presentation and continues to commemorate those who aspire to the spirit of the award’s namesake, Clarence Ridenour. SCRPA continues the tradition of honoring those who are deserving of this most prestigious award and to date, has added four more names to the list of recipients.

After the assimilation of SCSRA and SCRPA membership, the sole duty of the SCSRA board of directors was to manage their treasury, making sure that all monies went to maintenance and insurance of the cabooses and to maintain corporate identity. The painting of SP-4049 depleted the coffers of SCSRA and with no membership, and no money, SCSRA officially transferred ownership of its two cabooses to SCRPA September, 2016. That transfer set the wheels in motion to complete the merger of the two organizations, culminating with SCSRA’s board voting to disband. The tally was seven “Yes,” zero “No’s,” and one abstention February 22, 2017.

In its 34 year history, SCSRA had a total of 308 members from places far and wide. The organization sponsored rail excursions, dinners, presentation of old and historic motion pictures, Christmas parties, and participation in Fullerton Railroad Days, in addition to its restoration work on M-177 and operation of ATSF999110 and SP4049. Its two cabooses are in the final stages of restoration in the care of the ROC, joined by a Union Pacific CA-3 caboose and two 85 foot post-war Union Pacific Lounge Cars where all are open for public display at SCRPA’s Fullerton Train Museum. SCSRA’s final Board of Directors consisted of President Gordon Bachlund; Vice President and Board Chairperson, Susan Kientz; Treasurer, Michael Vitale; Secretary James Hoffmann, and Directors Harold Benash, Ted McConville, Stuart Proctor, and Dennis White.

Southern California Scenic Railway Association, colloquially known by its longtime members as “Scenic” or “The Club,” will remain in our hearts forever.



Railroad Days photos courtesy of Greg Smith

## Narrow Gauge News From Silverton By Greg Smith

Most of you rail fans have made a pilgrimage to Silverton, Colorado at one time in your life. If you are like me, you may have made the trip more than ten times and have hiked along the roadbeds of the four lines that converged on Silverton during its heyday. You have bought books and studied the maps; and you walked the right of ways looking for artifacts. You lamented that you never got to see how these lines operated back in the old days before 1910. Of course the Durango to Silverton branch still operates with new 110 pound rail thanks to a 1980 rebuild, but by 1942 the rails had disappeared from the Silverton Railroad, the Silverton Gladstone & Northerly, and the Silverton Northern. Only the ties and bridges remained.

Since the rebirth of the Silverton branch, there have been many projects undertaken in the Silverton area. The most notable is the rebuilding of the Silverton Northern engine house. It was completely restored in the early 2000's with tracks built outside.

Shortly after that engine 315 from a Durango park was restored and operated in and out of that engine house on the new tracks. That engine has made special trips over the Durango & Silverton RR since that time. It now lives a new life out of the elements in the engine house.

Behind and next to the engine house you will find that the yard tracks of long ago are back! They now contain some cars that have been rescued from the elements. A few years ago a gondola was brought up in pieces from the Ah Wilderness Resort. It had spent 60 sad years on a forgotten siding with trees growing through it. Now with all new wood and authentic paint, it looks great. There is a large collection of boxcars and other narrow gauge equipment being added to this wonderful museum as fate permits.

The excitement continues! The rebuilding of the Silverton Northern itself was begun in 2015. The tracks have been put back on the original right of way beyond Silverton's powerhouse. They extend about 300 feet. The rails were donated from the Ridgway Railroad Museum. The goal is to have the tracks go all the way to Howardville. There, guests will detrain to tour the Old Hundred Mine or engage a jeep tour with a local company based at the future end of track.

In October of last year a 29 ton Plymouth engine and flatcar was acquired to operate on the SN. The engine is currently undergoing restoration at the Mammoth Locomotive works in Palisade, Colorado.

Last year the famous Grand Imperial Hotel, built in 1882, was completely restored through the efforts of its owner Al Harper who also owns the entire Durango & Silverton Narrow Gauge RR. This old landmark had seen

many "remuddling" efforts over its years, but has been returned to its former glory. The hotel staff are now properly attired in Victorian outfits to complete the effect. A new D&SNGRR ticket office is attached to the west end for the convenience of prospective riders of that famous narrow gauge. The original depot is currently unused as a result.

During the height of summer there are three trains that arrive and depart Silverton! A fourth train from Durango goes only as far as Tefft Spur. Tefft Spur was a lumber camp where ties were cut over a hundred years ago. During the rebirth in the 1980's there was a wye built about 100 feet south of that site. Here, for the first time, trains are turned and run back to Durango. Before that happens, though, guests are treated to a barbecue lunch in an outdoor covered dining pavilion alongside the Animas River.

At this same location, overnight stays in "RV" boxcars occurred. Guests would be transported in a private train from Durango with just a caboose and their fully equipped boxcar for an overnight in style. The boxcar would be set at the end of the wye for a very private remote wilderness experience.

There are many special trains and events that occur on the D&SNGRR throughout the year, but that's another story. It is very comforting to know that there are dedicated people working to keep the Narrow Gauge alive and thriving!

For details on the Silverton Northern, you can visit the Silverton Northern website. Most of my information was gleaned from the Silverton Standard Newspaper to which I have subscribed since 1975.

### About the author...

Gregory Smith is a retired elementary school music teacher. He has been a rail enthusiast for most of his life and is particularly fond of Colorado Narrow Gauge, having traveled to "Narrow Gauge Heaven" many times over the years. He counts Southern California Scenic Railway Association, FRPA, SCRPA and the Fullerton Train Museum among his Southern California railroad associations. He was honored with the prestigious Clarence Ridenour Award in 2005. An active member of the Fullerton Train Museum docent team Greg can be found in one of SCRPA's historic railcars interfacing with curious visitors. This is Greg's first article in Hot Rail.

## My Trip to L.A. in the Cab of ATSF 3751

*By Stu Proctor, ROC chairman*

When I arrived at Railroad Days at 7 AM Sunday morning, I had no idea of the thrill I was going to have twelve hours later. For the third year in a row, George Engelage had arranged with the San Bernardino Railroad Historical Society for one of our members to be able to ride in the cab of ATSF3751. This year I was that lucky person.

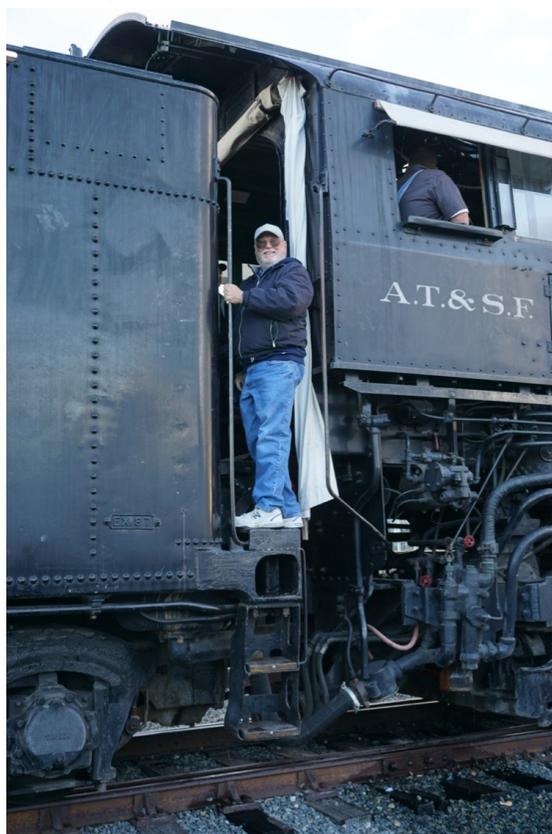
The ride was a real thrill. Even though I've seen 3751 leave Fullerton Amtrak Station a few times, I don't think I fully appreciated the number of people that hung around the station to watch it leave until I saw it from the cab of 3751. It's quite an impressive sight. And the number of people that are hanging around various intersections between Fullerton and LA, all with cameras and tripods, waiting to catch THAT shot that they can sell to a train magazine or just print and mount on their wall. Incredible.

The crew for this trip consisted of the engineer, the fireman, and the conductor, who also doubled as a backup engineer. Along for the ride besides me was an apprentice fireman and a young man who was a member of SBRHS. He was also on his first ride on 3751. Before the departure, the engineer handed out earplugs to anyone who wanted some. I'm very glad that I took some; it was quite loud inside the cab. So loud that the working crew used hand signals to get each other's attention, then they said what they needed to say. At least I think they did. They could have just been mouthing the message; I couldn't hear a word from them. The radio was really loud and easy to understand. Most of the radio chatter seemed to be from the engineer of the BNSF engine up front calling out the lights up ahead. Some of it was from a dispatcher calling out track realignments.

Upon arrival at the Amtrak yard we were backed onto another track where, after a series of backup moves, the BNSF engine was unhooked and then it pulled forward to go wherever it needed to be, probably Hobart yard. We then started backing up further into the yard, passing the Amtrak engine and cars ahead of us. The calls for the moves seemed a little odd to me at the time. The voice over the radio would call out: "OK, I

need fifteen," and we would back up for a short while and stop. Then came the call: "Now I need 10 more" and we would slow down slightly, move back and stop. Each call was for a lesser number and each response was with a slower speed. Finally we were down to: "Ok, I need one more", then "Now just a half", and finally "Just a few more feet...5...4...3...2...1...OK 3751, that's it, stop." After all this was over I found out that the numbers represented rail car lengths.

At this point the Amtrak equipment disengaged and pulled away to another side rail. We continued backing up, with the same disconnected voice from the radio giving the same demands all over again. This time we were heading to the Amtrak turntable. We stopped with the wheels just short of the table. Then we were slowly backed onto the turntable and stopped in the correct position. The table started to turn clockwise, and, while it was a very slow ride, it was still pretty exciting. Then it stopped. But we weren't where we were supposed to be. It seems that the turntable motor quit working, which apparently happens on occasion. It took about five minutes to get it restarted and when it did we were on our way again to our awaiting, assigned track, just a few degrees away. We pulled onto our home track, stopped when told to and immediately went into shutdown mode.



Going into shut down mode consists of killing the fire, which only takes about a minute, shutting off the fuel and dumping the left-over water. While the fireman is killing the engine, the other members of the crew scramble up and over the engine, removing any items which are susceptible to theft.

My family all showed up to retrieve me. Even my granddaughter Lilly stayed awake until I got

into the car, whereupon she promptly fell asleep. They had no problem finding the place and getting through the gate. Once inside the grounds, Dave knew to head south until just before they drove into the turntable. We left the yard about 9:30 PM and got home around 10:00. I must admit that, as much of a thrill as the experience was, as soon as I got home I took a shower and crawled into bed, falling asleep within two minutes. I just had time to ponder what a great day it was.

Keep Up-to-date at [www.fullertontrainmuseum.org](http://www.fullertontrainmuseum.org) or visit us on Facebook—Fullerton Train Museum

## What the R.O.C. Has Been Doing by Stu Proctor

Preparing and setting up Railroad Days is an exhausting job, which normally takes a few weeks to recover from. But not for the incredible volunteer work force of your Railroad Operations Committee. The first and third Saturdays of each month are workdays at the Fullerton Train Museum. And while May 6<sup>th</sup> was the first Saturday, obviously there were too many visitors to really get anything done. But they made up for it on the third Saturday. And, just to see who was paying attention, another work party was scheduled for the fourth Saturday of May. A full crew showed up for both post RR Days work sessions. You gotta be proud of the dedication and determination of these men and women.

In the weeks prior to RR Days, your volunteer workers concentrated on cleaning up the equipment and the grounds in preparation for our big event. Also during that time, the rubber gaskets needed to replace the windows in the lounge cars arrived. The one window in UP6101, which had been removed late last year, was replaced using the new gaskets and the old, cleaned up, glass. It looks real good.

During the last three work sessions the concentration has been on the following:

UP6101: replacing the window gaskets and cleaning both pieces of glass in each window, replacing fluorescent tubes and balances, as required.

UP5001: replacing fluorescent tubes and balances, as required.

UP3752: finishing the replacement of the rotted wall and replacing the storage locker seats.

ATSF999110 & SP4049: reestablish electrical power to the battery chargers.

We have taken possession of a used electrical step-down which has been set up to step down the 480 VAC from the electrical panel at the end of the tracks to 120 VAC. This step-down is used to power the two lounge cars. We have also purchased a new smaller step-down to be placed into the 480 VAC panel. This step-down will be used to put 120 VAC in the cabooses.

The rains over the last few months have pointed out leaks that require sealing, particularly in SP 4049. The next several work sessions will have an emphasis on repairing these leaks.

There is a long list of future projects for our volunteers to do when we can get to them. If you feel you might like to come out and join us, you will be greeted with welcoming arms. We have need for electricians, carpenters, handymen, tinkerers and anyone who might only want to do simple, but important jobs, such as cleaning or picking up trash around the compound.

Come out to be one of our incredible volunteers. You may get tired, but you will feel good.

## Railroad Days in Photos — Courtesy of Mike Vitale



### 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 donors 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. Join online via PayPal at [www.fullertontrainmuseum.com/scrpa/membership](http://www.fullertontrainmuseum.com/scrpa/membership)

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**Postmaster: Please deliver between July. 2-9, 2017**

## HOT RAIL!

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Send your letters to the editor to the address above

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### SCRPA BOARD OF DIRECTORS and COMMITTEE CHAIRS

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Allison Benash  
George Engelage IV  
Wendell Hanks  
Denis Hergenreter  
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Dave Norris: Quarterly Dinner Program Chairman  
Mary Proctor: Secretary and Poster Contest  
Stuart Proctor: Railroad Operations Chairman  
Jeff Schulze: Vice President & Railroad Days Chairman  
Vanessa Sanchez: Membership Chairman  
Karen Sibrel  
Mike Vitale  
Dennis White: Vice President, History & Modeling Secretary, and Movie Night Chairman

### SCRPA APPOINTED CHAIRPERSONS

Treasurer	Robert Freeman
Poster Contest	Kathy Norris
Activities	Peggy Benash

### CALENDAR OF EVENTS

**Board of Directors Meetings at 7:00 p.m.**  
July 10, August 14, September 11

**Quarterly Membership Dinners**  
Sizzler Restaurant in Fullerton on Harbor Blvd.  
at 6 p.m. on July 12

**Railroad Operations Work Days and  
Fullerton Train Museum Hours  
Free Tours**

9 a.m. – noon at the rail cars  
July 1 and 15  
August 5 and 19  
September 2 and 16

**Movie Night — Saturday, July 15**

**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

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