



**The latest on efforts to build and maintain
a permanent railroad attraction in Fullerton, California**

Issue IV, Number 1

Summer 2006

DISNEY'S E.P. RIPLEY DRAWS CROWDS AT RAILROAD DAYS

What was the big attraction at this year's Fullerton Railroad Days? A little steam engine from Disneyland named E.P. Ripley, believe it or not!

Young and old waited in line to become a Disneyland engineer for a short time and to have their photo taken with this historic steam engine which opened Disneyland park over 50 years ago. Even Fullerton Mayor Leland Wilson (photo at right) was observed enjoying himself, ringing the steam engine's bell.

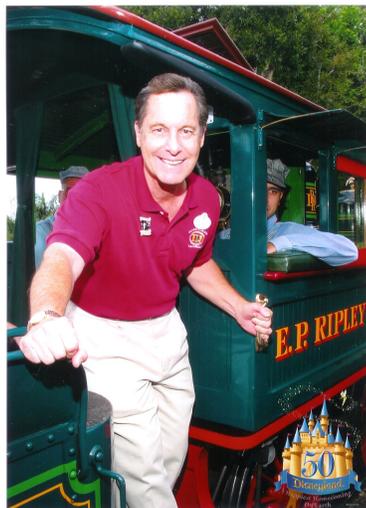
And there was much to enjoy at this year's great event. Over 90 participants drew crowds totalling an estimated 40,000. Booths and exhibits were manned by railroad and civic organizations, volunteer groups and businesses, memorabilia and food merchants, and several troupes of entertainers. Fred reports that every vendor he has spoken to has already asked to return next year.

While the event was free, people were moved to donate more than \$9,000 in appreciation for FRPA's efforts holding the event. Without a doubt and in all aspects, 2006 was the best Fullerton Railroad Days ever!

AWARD-WINNING AUTHOR TALKS ON DISNEY, E.P. RIPLEY, JULY 12

By Stan Swanson, FRPA Dinner Coordinator

Michael Broggie, recognized authority on the personal life, career, and historical legacy of Walt Disney, is scheduled to speak at the July 12th general meeting.



Michael Broggie. Photo © Disney

Michael Broggie's father, Roger E. Broggie, was the first Imagineer and one of eight in the family to work for Disney. From that beginning, Michael became a life-long devotee of Walt Disney and authored many books and articles, including his book *Walt Disney's Railroad Story*, which brought him the Publishers Association's Benjamin Franklin Gold Medal Award as Best Biography of the Year 1998.



Fullerton's Mayor Leland Wilson in the cab of Disneyland engine E.P. Ripley during Railroad Days 2006. Photo by Dennis White. See more Fullerton Railroad Days photos on pages 6-7.

Besides writing books and magazine articles, Michael has over 30 years experience developing partnerships between businesses and cause-related organizations. He also regularly speaks at schools, museums, libraries, corporations, and conventions. Michael's presentation on July 12 will cover Walt Disney's intense interest in railroading and the railroad Disney designed and built for Disneyland.

We expect a large attendance for this most interesting meeting, so plan now to attend. That's Wednesday, July 12,

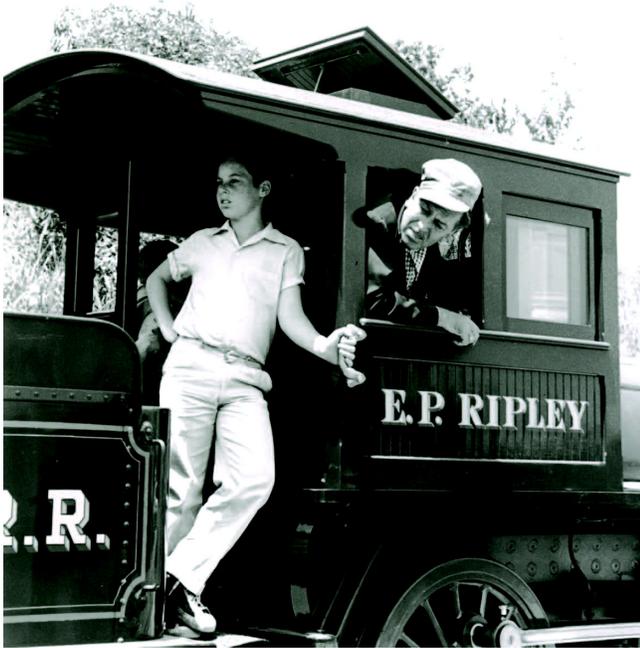
Continued on page 2

SCSRA Cabooses in Fullerton!

- See the move photos on pages 8 and 9, or see them in color at www.scsra.org
- Read the when, how, and how much on page 2
- So what's next?



Lots of ideas coming in. Got a suggestion? Tell us at dispatcher@scsra.org



Michael and Walt on June 18, 1955, on the first run of the Disneyland Railroad. Photo © Broggie Family Trust

at the China Buffet, 104 W. Orangethorpe Ave., Fullerton. Mixer starts at 6 p.m. Dinner is \$15/person if mailed in with reservation by July 7 (\$17/person at the door), and includes all-you-can-eat, soft drink, and gratuity. See you there!

CABOOSES ARRIVE IN FULLERTON!

By Sue Kientz, SCSRA Fundraising Coordinator

On Tuesday, June 13, the day SCSRA associates have been working towards and praying for, for many long years, at last arrived. It was Caboose Move Day!

At 6 a.m. a huge crane and three long, low trucks showed up in Travel Town's parking lot in Griffith Park. They were met by Move Coordinator Mike Vitale, his crack prep team of Dan Price, Jeff Barrow, and Darlene Slosar who had readied the cabooses on Monday, and photographers/videographers Elliot Alper and Sue Kientz. Crane and truck personnel were soon moving equipment beside the cars, hooking them to long rigging, and pulling them straight off their wheels and onto the waiting trucks!

All this took a few hours, of course, but before you knew it, the two cabooses were tooling their way down towards Olive Ave. in Burbank and on to a circuitous route outlined in our official move permit. And along with the cabooses-on-trucks, were two impromptu chase vehicles, one truck carrying Dan, Jeff, and Darlene (which had a terribly official-looking flashing light), and the other, Sue's car carrying her and Elliot, who filmed the entire loading and most of the ride to Fullerton.

The trip through the Wilderness of Los Angeles took four and a half hours (!) and included several harmless yet unexpected hold-ups and incidents, namely

- One wrong turn by the AT&SF 999110 truck brought it face to face with a low-clearance highway overpass

Fullerton Railway Plaza Association

Our Vision Is

To create a large community-supported premier interactive railroad attraction that would include a Santa Fe heritage railroad museum and restoration facility for the purpose of bringing together businesses, government and the community to preserve our national rail heritage and provide an educational experience for our youth in a meaningful, exciting, and fulfilling manner.

Our Mission Is

To educate our youth and provide all people an historical insight into the numerous contributions the railroads have made to the creation and economic development of the City of Fullerton, the County of Orange, and Southern California from the 19th century to the present and into the future.

(from which we had to back up into a busy intersection — professionally accomplished by the orange-shirted and flagging chase team!)

- The tree-sitters and demonstrators at that patch of farmland under dispute on Alameda St. caused some consternation and a call for a detour, since the police had blocked off the route we were ordered to take.
- On Lakewood's lovely Del Amo Blvd., a pedestrian overpass failed to provide the 17' clearance and caused another backup drill. Hey, we're getting good at this!
- Occasional close calls as a caboose just missed a traffic signal or caused a street sign to sway back and forth.
- Numerous tree trimmings as the cabooses's tops hit low-hanging branches and leaves. The cars ended up garlanded like Greek heroes, and the green spray was like confetti. Elliot shouted, "Happy New Year!"
- Many intrigued passers-by ogling the strange sight of two cabooses flying through their neighborhood.

The cabooses arrived at Fullerton Metrolink Station at the stroke of 4 o'clock. When we'd left Travel Town, the cars' four wheelsets were just being loaded onto the third truck. They had to complete that and then pack up the crane and boogey down to Fullerton — but when we reached Fullerton, as if by magic, the crane was there, and the last of the wheelsets was being placed on the tracks!

FRPA President George Engelage was overseeing the unloading, prior to taking his daughter to softball. Other FRPA members who came by to congratulate us and take photos were FRPA board members Terry Galvin, George Barlow, Bob Root, Dennis White, and Harold Benash. Railfans who happened to be standing around were in awe at this strange sight, as were passing engineers who, George later reported, were asking the local dispatcher what were these two cabooses doing at Fullerton Station?

The final move cost is now expected to be close to \$12,000. Currently we have about \$9,000 raised. Fundraising continues. Any shortfall we have once the final bill arrives will be made up selling more surplus track material.

So what's next? We're discussing periodic tours, meetings in the caboose, "Ghost Story" night, and other uses for our vintage cars. Do you have a suggestion or idea? Let us know by e-mailing us at dispatcher@scsra.org.

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FRPA Summer Movie

Saturday, July 29, 2006

Whispering Smith Speaks

Come see this rare 1935 film about a railroad president's son who learns the business by becoming a track walker

Thrills! Mystery! Railroad Action!

Two Showings, 5:30 and 7 p.m.
Fullerton Museum Center Auditorium

See calendar and museum address on page 10
Latest updates at www.scrmf.org

HISTORICAL & MODELING COMMITTEE SUMMER REPORT

By Dennis White, H&MC Secretary and Editor

The second quarter of 2006 found the Historical and Modeling Committee busy with the annual month-long library display in April followed immediately by Fullerton Railroad Days 2006.

Our display in the Fullerton Main Library featured the N-scale diorama of the proposed Southern California Railway Experience at the Fullerton Transportation Center. According to library personnel, the display drew lots of visitors, and lots of positive comments about the proposed FRPA facility, too.

Railroad Days began at 7 a.m. for H&MC members Jack Barich, Jeff Schulze, and Dennis White, making ourselves available to help answer questions and be of help wherever necessary. At tent move-in time, the rest of the H&MC crew arrived and we began setting up our display tent, shared again this year with SCSRA folks. The two displays complemented each other and the teamwork of both committees worked wonderfully for all three days. H&MC members distributed all the tables and chairs for the many booths, helped wherever needed, and had a good time fellowshiping with our fellow railfans, modelers, and members.

H&MC's Mark Carnighan worked the FRPA museum booth with Dr. Hopping, in addition to his regular duties at the H&MC booth and his N-scale Model Railroad club display. He was a busy guy. His knowledge of the work being done to make our Southern California Railway Experience a reality made him an integral and valuable part of the museum team.

Our committee members have maintained a very active role in promoting FRPA at Railroad Days. Thanks to members Doug Archer, Lee Culp, Jack Barich, Harold Benash, Rick Bremer, Mark Carnighan, Paul Gerhardt, Bryan Hunnell, Ted Johnson, Martin Kluck, Don Lawver, Scott McKemy, John Nestegard, Dave Norris, Stu Proctor, Jeff Schulze, and Dennis White for a job well done.

H&MC attended the San Diego Model Railroad Museum's annual Symposium of the Southern California Railroad and Model Railroad Organizations at Balboa Park. This all-day affair allows leaders of Southern California railroad and model organizations the opportunity to meet, share ideas and problems, and network effectively on items of common interest.

Longtime H&MC and FRPA members Don and Alice Cole have slipped the bonds of Orange County and moved to Texas to be nearer family and are getting settled into their new home. Don's cheerful presence in the H&MC Railroad Days booth was truly missed this year.

The Historical & Modeling Committee is always looking for members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with people who share these interests, we invite you to become a part of our growing committee. It's a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 p.m. (see Calendar on page 10). Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

LOCAL INTEREST

SLOW TRAIN TO NORTH ORANGE COUNTY

Story and Photos by John P. Nestegard, Historical & Modeling Committee

Five days a week the Union Pacific Railroad (UP) assembles a modest local freight train in one of its two small yards in Los Nietos and dispatches it on a 15-mile run terminating in the West Fullerton Industrial District. The route traversed is the vestigial remains of a small network of branch lines and spurs that played a significant role in the history and development of north Orange County and the cities of La Habra, Brea, Yorba Linda, Fullerton and Anaheim. In sharp contrast to Burlington Northern Santa Fe's (BNSF) heavily traveled main-line with 70 mph container trains and Amtrak/Metrolink passenger accommodations blasting through Fullerton, the UP operation, known today as the Brea Chemical Industrial Lead and West Fullerton Industrial Lead, harkens back to a slower, almost pastoral time in Southern California.

The Yards

The facilities and right-of-way utilized by the Union Pacific include portions of two other very significant predecessor railroads, the Pacific Electric (PE) and the Southern Pacific (SP), both of which were ultimately merged into the UP system in 1997. The originating Los Nietos yards, UP milepost 496.5 (actually in the city limits of Santa Fe Springs), have their own unique histories. The larger, on what was the SP's Puente Cutoff Line, opened in 1954. The cutoff was designed to reduce the amount of rail traffic

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routed through Los Angeles by diverting cars bound to and from the LA/Long Beach harbor area and Orange County off the Yuma main through the City of Industry to a new line along the east bank of the San Gabriel River to a junction on the Espee's Santa Ana line at Studebaker. The other yard, known as Valla, is tucked into a compact site off the old PE¹ La Habra (now Walker) line between Santa Fe Springs Road and Sorenson Avenue. Originally built as a staging area for new Chrysler Corp. automobiles arriving from assembly plants in the Midwest, it later (early 1980's) was used as an intermodal container transfer facility (ICTF) before the advent of the much larger installation in Carson between the 405 freeway and Sepulveda. Today, Savage Services Corporation owns and manages the property — its primary function, the servicing and storage of covered hopper cars in plastic pellet service.

On to La Habra

Leaving Los Nietos, our little UP freight train begins its easterly journey on the aforementioned PE La Habra line; skirting the southern city limits of Whittier. This line, actually an extension of the Whittier line (completed 1903), began construction in 1906 and reached what would become the end of track at Stern, two miles east of Yorba Linda, in 1911. Passenger service (the PE Red Cars) ceased on the line in 1935 and the track itself cut back to Yorba Linda in 1941 and to Brea in 1973. The overhead trolley wire was removed in 1952, diesel locomotives having replaced the venerable "juice jacks" on freight runs. Prior to 1963, the PE and the Union Pacific's Anaheim branch (more on this later) ran on parallel rights-of-way from the Gunn Ave. grade crossing to Harbor Boulevard in La Habra. In that year the UP's line was pulled up and trackage rights on the PE/SP were negotiated. With the prospect of considerably increased traffic, a good portion of the original 60-pound rail was replaced with continuous, welded 90 lb. steel at this time.

What prompted the two railroads to build competing routes through the sparsely populated eastern Los Angeles and northern Orange counties, of course, was the rapid growth in citrus horticulture that marked the early years of the twentieth century. As late as the 1960s, this five-mile stretch of track served four citrus packinghouses: East Whittier Citrus Association, Leffingwell Rancho Lemon Association, Index Orchards Association, and La Habra Citrus Association. Though the PE/SP and UP competed for this business, it's interesting to note that both provided the packing houses with ice-cooled refrigerator cars of the Pacific Fruit Express², a jointly owned operation of the SP and UP. Today the only evidence of all this enterprise is the remains of the La Habra Citrus Association plant (complete with a derelict, weed-grown rail siding). The city of La Habra did, however, have the foresight to save and restore the two vintage depots. The PE structure was moved north across the tracks and installed next to the classic, mission revival-style UP depot. Today, they serve as a community theater and children's museum respectively.

About four blocks east of the depots, another weed-grown track veers off to the south at a point identified as La-on Junction on the old maps. This is what remains of the right-of-way of the PE's Fullerton branch. Climbing up and through the Coyote Hills, it serviced the packinghouses of the Sunny Hills Ranch Company at Bastanchury, crossed Spadra Boulevard (now Harbor Boulevard) on the legendary "Welcome to Fullerton" viaduct, and terminated in 1917 at the PE depot (now occupied by Spadra Ristorante) on Commonwealth, just north of the Fullerton Santa Fe depot.

That of course is now history; the track now extends only a few hundred feet south of Imperial Highway³. In 1964, this little streak of rust was part of a mini-development boom when the Alpha Beta supermarket chain decided to build its general offices and distribution center on a 50-acre site west of Harbor Boulevard and south of Lam-

bert Road. The resulting structure, over 18 acres under one roof, was at the time the largest building in Orange County. Two spur tracks, capable of holding 26 freight cars, entered the building for unloading. With Alpha Beta's unique trackage rights agreement, both Union Pacific and Southern Pacific serviced the facility, and car loadings on the line almost made up for the loss of the citrus business.

Time, however, marches on. Over the years, with the consolidation in the grocery sector, the La Habra facility changed hands twice and its current owner, Albertsons Incorporated, relies solely on truck deliveries; the spur tracks are gone and the large entry doors sealed closed. Today the ex-PE Fullerton branch trackage serves its only La Habra railroad customer — Contractors Warehouse on Imperial Highway. Essentially a wholesale construction supply company, it receives 10 to 12 cars of dimensioned lumber and related materials a week from the Union Pacific. The lading arrives from Oregon and the eastern U.S. on 72' center-beam flat cars and 60' double door boxcars. After swapping empty and loaded cars at Contractors Warehouse, our little train reassembles itself and moves back onto the main (?) line amid much blowing of the horn for the multitude of grade crossings. (I have dubbed one of the engineers the Al Hirt of the diesel horn.) It proceeds slowly east across Harbor Boulevard (to the consternation of the harried motorists) and arrives at a switch identified as Fullerton Junction on the timetable. Here the crew has the option of continuing east on the old PE, referred to as "Brea Chem," if they have any work to do at the two Brea industries served by the UP, or take the right leg of the turnout and proceed south onto Union Pacific home rail, the former Anaheim branch. Neither of these industries requires daily service but when called for it is usually accomplished on the outbound leg of the run.

Brea Chemical Lead

As described earlier, the Pacific Electric's La Habra line originally extended as far as a station called Stearn east of Yorba Linda, but by 1973, it had been cut back to Brea (the present end of track is ignominiously marked by a stack of ties across the rails just west of State College Boulevard). The 3.3 mile lead provides service to two industries:

- **The Pacific Plastics Corporation** on south Berry Street receives an average of eight 4-bay 55-foot centerflow covered hoppers of polyvinyl chloride pellets a week. The firm is a significant producer of PVC plastic pipe for the construction industry. Its product line includes pressure-rated pipe for potable water, reclaimed water, and various industrial fluids and non-pressure pipe for drainage systems, well casings, and communication lines.



Hopper car. Photo by John P. Nestegard

- **The Esterline Kirkhill rubber facility** on Cypress Avenue currently receives one carload of carbon black

a month. Carbon black is the technical term for good old messy soot, a bi-product of most combustion processes, that is an important ingredient in many elastomeric (natural and synthetic rubber) products. Covered hoppers in this service are typically shorter 3-bay cars, usually painted (what else) black, whereas the plastic pellet cars, although they may have various reporting marks denoting car line ownership, are usually grey.



Above, black hopper car on Easterline Kirkhill Rubber spur. Top right, tank cars; middle right, Carghill Inc.; bottom right, remote control locomotive warning sign. Photos by John P. Nestegard

Completing any required operations in Brea, our train backtracks to Fullerton Junction, throws the switch, and proceeds south.

Through the Hills to Fullerton

The UP was a latecomer to Orange County. With an original destination of Whittier, construction started from the UP's (then known as the Los Angeles and Salt Lake Railway) mainline in Pico Rivera in 1917, reaching the Quaker City the next year. World War I put a hold on further expansion, but by 1923 rail reached all the way to Anaheim with distinctive Spanish-style combination passenger/freight depots erected in each of the host cities. The UP's bucolic, rather circuitous passage through the Coyote Hills is in marked contrast to the steep ascent required of the PE. More demanding engineering standards along with more generous funding resulted in an almost level route with a number of deep cuts. The rails duck under Harbor Boulevard and the old PE right-of-way (marked by the still standing through-girder bridge; now part of Fullerton's Juanita Cook Equestrian Trail), and then parallel Bastanchury Road to Malvern Avenue. In the 1920's both the UP and the AT&SF used this route to gain access to the Sunny Hills Ranch complex (present day Bastanchury Road was built on the old AT&SF grade). Across Malvern lies the ultimate destination for our freight train and, arguably, the main reason why the Fullerton Industrial Lead is still in operation — the Refined and Foodservice Oils Division of Cargill Incorporated.

End of the Line

The UP's Anaheim branch from Basta (West Fullerton Industrial District) to Downtown Anaheim replicated the AT&SF main line between those two points. With a steadily shrinking traffic base, beginning in mid-1970s, it became evident that one of the tracks was redundant and after negotiating a joint usage agreement with the AT&SF, the UP line south of Basta was abandoned in 1994. Following the merger of the SP and UP, the northern end of the branch from Pico Rivera to Gunn Avenue also shut down, leaving the La Habra-Basta segment as

the sole survivor. Establishment of UP's West Fullerton Industrial District maintained rail service to the many Hunt Foods and Industries operations headquartered there. For over 50 years Hunt, its predecessor, Val-Vita Food Products, and successor, Con-Agra Grocery Products, generated an impressive number of incoming and outgoing carloads for the UP and the AT&SF, and brought tax income to the city of Fullerton. With the breakup of the Hunt-Wesson Co., the Wesson Oil operation became Cargill Incorporated in 1990, transforming the facility into a major vegetable oil repackager and dis-



tributor. Vegetable oil from refiners in the mid-west and Canada arrive in 23,500-gallon Funnel-flow tank cars where it is unloaded and repackaged in bulk containers



for distribution to commercial food processors, restaurants, et cetera. Current demand calls for the UP to deliver up to 20 such tank cars five days a week and pick up empties. Outgoing shipments are by truck.

Remote Control Locomotion

Motive power for our Fullerton local is typically comprised of a three unit lash-up of pretty disreputable, graffiti-decorated diesels. The UP, like most Class 1 railroads, usually assigns its high-mileage units to local freight and yard duties and applies a "Y" prefix to the cab number. It may seem like overkill for the size of the train (usually 15 to 20 cars), but two factors should be considered. One is the short but respectable grade that must be negotiated to get those tank cars down to the Cargill operation and back up again. The other is that only two of the locomotives are powered! The usual configuration has an Electro-Motive GP39-2 (general purpose locomotive) and an Electro-Motive SW1500 (switcher) in UP Armor



Continued on page 10

FULLERTON RAILROAD DAYS 2006

Photos by Elliot Alper





CABOOSES ON THE MOVE!

Photos by Elliot Alper





Continued from page 5

Yellow and Harbor Mist Grey paint bracketing a General Electric BB (four axle) unit in flat grey with no UP road name, Closer examination will reveal that this locomotive has no prime mover (diesel engine), traction motors, or fuel tank. The only thing that seems to be operating on it is the bell. Enter the world of remote control units (RCUs)!

The unpowered unit is outfitted with a radio receiver and associated equipment that allow it to control the two powered locomotives via interconnecting (multi-unit or MU) cables. An operator control unit (OCU), clipped to D-rings on a vest, enables a trainman on the ground to perform all the functions of an engineer in the cab while accomplishing the tasks of a switchman/brakeman, i.e., reading switch lists, throwing appropriate track turnouts, coupling and uncoupling cars and air brake hoses, applying hand brakes, and assuring the safe movement of the cars. Most of the controls found in a diesel cab are provided, in simplified form, by OCU, including speed and direction control, braking, horn and bell actuation, hands-off capability between two on-the-ground crewmen and a "dead man" or vigilance button to stop the locomotive in case of operator remoteness (range of the OCU is typically one mile), or incapacity.

The labor saving and safety features of such a system are obvious. Railroad work is a dangerous occupation, particularly in the high activity, around-the-clock operations of a busy rail yard. To date most RCL work is confined to specific yard areas and dangerous industrial environments, such as steel mills and chemical plants. The UP has over 800 RCL assignments system wide. For our Fullerton Local job, the UP follows Federal Railroad Administration (FRA) guidelines and has a crewmember in the cab of one of the powered units once the train leaves the Los Nietos yard limits. My observations of on-the-road running and switching operations at Contractor's Warehouse and Cargill have been that there were always two men on the ground and one in the cab. The switchmen were in voice contact with the locomotive via Two-Way Radio, but could also be noted working their OCUs.

So there you have it. A little bit of early 20th century railroading with some late century technology thrown in. How long will we have our little train? Hard to say. Donna Teuscher, Cargill's traffic manager, believes the vegetable oil business is not going to go away soon and the type of bulk transport that the railroad provides for time-sensitive commodities would be almost impossible to replicate using trucks and our maxed out freeway system. Let's hope she's right.

End Notes

1. The Pacific Electric (PE) became a wholly owned subsidiary of the Southern Pacific (SP) in 1911, but continued to operate as a separate corporate entity until 1965.
2. Pacific Fruit Express (PFE), operator of the nation's largest fleet of refrigerated railcars (38,434 in 1950), was liquidated as a stand-alone company in 1978, the assets split between Union Pacific and Southern Pacific railroads. Today mechanical "reefers" comprise a small segment of the UP's rolling stock. How that came to be is a whole other story.
3. As part of the route consolidation described earlier, the PE regained access to Fullerton via a joint operation agreement with the UP on its Anaheim branch



An RCU or Remote Control Unit. Photos by John P. Nestegard

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Acknowledgments:

Thank you to Ms. Donna Teuscher, Traffic Manager, Cargill Incorporated; Mr. Billy Carreno, Operations Manager at Savage Services Corporation; and Mr. Zeff Larios, General Manager, Contractors Warehouse/Summit Distribution Company, for providing insights to the transportation needs related to their businesses.

2006 Calendar

- | | |
|-----------------|--|
| July 12 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave., Fullerton |
| July 29* | Movie Night: <i>Whispering Smith Speaks</i> ,* 5:30 p.m. and 7 p.m., Fullerton Museum Center Auditorium, 301 N. Pomona Ave. (at the corner of Wilshire Ave.), Fullerton |
| Aug 22 | H&MC Dinner at the Depot , Fullerton Station (replaces H&MC meeting) |
| Sept 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Oct 24 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Oct 28* | Movie Night: <i>Rails Into Laramie</i> ,* 5:30 p.m. and 7:45 p.m., Fullerton Museum Center Auditorium, 301 N. Pomona Ave., Fullerton |
| Nov 28 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Dec 2* | Holiday Party, with the Movie <i>The Silver Streak</i> (1934) ,* 5:30 p.m. and 7:30 p.m., Fullerton Museum Center Auditorium, 301 N. Pomona Ave., Fullerton |

* Dates and movie titles subject to change
Check www.scrmf.org for updates

FRPA wishes to thank everyone for a very successful Fullerton Railroad Days 2006

Organizations

5 Star Band
A Bird Flying at Night Productions
AAA Travel Agency
Ace Jumpers
Alder Eagle Band
All Pro Builders Inc.
AMTRAK
Apple Creek Cloggers
Archer Travel Service Railway
Tours and Charters.
Automobile Club of Southern
California
Barrett's Lemonade
Bartholomew & Company
Big Slice Pizza
BNSF Diesel Locomotive
Boy Scout Troop #292
Boys & Girls Club of Fullerton
BP Maxx Band
Buddy Big Mountain –
Ventriloquist
California Soccer Scholarship
Foundation
Canfield Family Circus
Care Ambulance
Carl's Jr
Carolwood Pacific Historical
Society
Coast Rail Services Caboose
CSRX No. 1002
Commercial Tire Co.
Country Club Jewelers
Country Store Band
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Firefighters Assoc
Daylight Sales
Deelite Ice Cream Truck
Del Oro Pacific
Democrats of North Orange
County
Diamonds Salon
Disneyland Resort - E.P. Ripley
Steam Engine
Disneyland Resort Community
Relations
Downey Savings
Eastside Christian School
Express Yourself Images
Fillmore & Western Railway
Foto Hall Camera Store
Fred Farias
Friends of the Cumbres & Toltec
Scenic Railroad
Fullerton American Legion Post
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Fullerton Community Bank
Fullerton First Christian Church
Fullerton Flyers Professional
Baseball

Fullerton Lions Breakfast Club
Fullerton Museum Center
Fullerton News Tribune
Fullerton Parks and Recreation
Department
Fullerton Police Department
Fullerton Radio Club (W6ULI)
Fullerton Theatre League
Fullerton Wireless
Fullerton/Yorba Linda Rainbow
Girls
Funnel Cake Express
Grand Canyon Railway & Resort
Herschel Scott
Historical Society of Southern
California
Hobby 411
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Key Clubs/ Circle K Club
Kiomark
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Lil' Treasures
Lomeli's
Lowe's Store #700
Mary Kay - Skin Care Products
McCoy Mills Ford
Metrolink
Milepost 38 Model Trains
Muscle Beach Café
Nevada Northern Railway
Museum
N-Trak Express
Operation Lifesaver
Orange County Module
Railroaders
Orange County N-Gineers
Orange County Railway Historical
Society
Orange County Tinplate Trackers
Orange County Transportation
Authority
Orange Empire Barbershop
Quartets
Orange Empire Railway Museum
Pacific Coast Modular Club
Pacific Community Credit Union
Pacific Railroad Society
Past Time Collectibles
Patrick's Music School
Playmobil Kids Layout
Railway and Locomotive
Historical Society
Republican Party of Orange
County
Robbe Gibson - Photographic
Salisbury Beach
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Society
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Seafood Grill
Second Avenue
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Silver Splendor Dome
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The Old Spaghetti Factory
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Toltec Images
Toy Train Operating Society
Toy Train Operating Society -
Southwestern Division
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Trainmovies.com
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Thank you all! If we missed your name or the name of your organization, we are sorry. Please contact us at info@scrmf.org and we will include it in our next

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- **Disney expert to speak at July 12 Dinner.** See cover.
- **SCSRA Cabooses now in Fullerton!** Article, page 2; photos, pages 8-9.
- **Interesting historical piece on Orange County freight trains, photos, and more!**