

Fullerton Railway Plaza Assn. &
So. Calif. Scenic Railway Assn.
present the

Hot Rail!

newsletter

Issue VI, Number 1

Summer 2008

LARGEST CROWDS AND PERFECT WEATHER GRACE TENTH FULLERTON RAILROAD DAYS

By Fred Canfield, Railroad Days Coordinator

The 10th installment of Fullerton Railroad Days had everything: Disneyland Railroad's Fred Gurley steam engine, the SBRHS Santa Fe Steam Engine No. 3751, a BNSF locomotive, AMTRAK cars, all the model and garden railroads you could want, cabooses and private cars open for tours, Fullerton Fire Dept.'s 100th anniversary, great food, entertainment, perfect weather, and record attendance estimated at 45,000 for the two-day event. How good was it? "It was better than National Train Day!" said one who attended both.

Color photos are online at www.scrmf.org/rrdays. We will publish more photos here next issue. Thanks to ALL who made this the best Railroad Days yet! See our participant thank-you list on page 10.

NARP PRESIDENT CHILSON TO SPEAK AT JULY 9 DINNER

By Stan Swanson, FRPA Dinner Meeting Chair

As gasoline prices move towards \$5/gallon and travelers face continued gridlock on the roads and in airports, the future of passenger rail has once more



*Kids of all ages enjoy Fullerton Railroad Days 2008.
Photo by Carolyn Canfield Wilcox*

Movie Event: August 2

**** note new date! ****

Last Train from Gun Hill (1959)

Starring the V&T No. 22 ("Inyo")
as well as Kirk Douglas and Anthony Quinn

Wine Tasting: 6 p.m.;
Movie: 6:30 p.m.

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come to the forefront in the minds of the public and the decision-makers in Washington, DC. The National Association of Rail Passengers, the largest national membership advocacy organization for train and rail transit passengers, believes it has a solution. As NARP celebrates its 40th anniversary, it calls on America to adopt a nationwide "grid and gateway" train network.

NARP recently unveiled its vision to Congress and many regional support advocacies across the country and now invites the FRPA membership to an informative evening outlining its passenger rail vision to strengthen America and provide people with more transportation choices. NARP's proposal will expand and modernize the country's intercity rail system, helping to reduce the nation's carbon emissions and dependence on oil, while facilitating more efficient movement of people and goods.

See the 2008 Calendar on page 11

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Mr. George Chilson, NARP president since 2002, is spearheading a nationwide advocacy, meeting with congressmen, senators, state governors, and thousands of citizens, listening to people and translating their wishes into a comprehensive vision. Introducing Mr. Chilson will be Pat Montague, FRPA's own past president, who spent the last four years on the NARP board of directors, chairing the association's Resource Development Committee. Pat previously served on the AMTRAK Customer Advisory Committee, specifically assisting in the development of the highly successful Surfliner Service. His career has included working for AMTRAK and Metrolink.

Plan now to attend and bring along friends and acquaintances. You will hear the about the wrap-up of Fullerton Railroad Days 2008 and news of the various activities of our association. That's Wednesday, July 9, at the China Buffet, 104 West Orangethorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and gratuity.

FRPA MEMBERSHIP HITS RECORD HIGH AT 268

By Norma R. Goble, Membership Chair

As of this publication, there are 268 members. This includes 65 new members and ten from 2006. This is the highest number of members in FRPA history. *I am very proud of you!* There are still a number of you who have not yet renewed. Please do so quickly so I can make an even better report at the Quarterly Dinner Meeting in July. Take your renewal notice from the bottom of the pile and put it on top! I want a 100% renewal rate, *please!*



The last two items back into storage were the heaviest – The REA Scale and the ATSF Steam Bell. Left to right (standing) are Martin Kluck, David Norris, Bryan Hunnell, Stu Proctor, Curtis Raymond and Scott McKemy. Kneeling are Harold Benash and Jack Barich. Photo by Dennis White

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 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.

Thank you for continuing to hand out member applications.

HISTORICAL & MODELING COMMITTEE SUMMER REPORT

By Dennis White, H&MC Secretary and Editor

Springtime is a busy time for all who work Railroad Days, but it is especially so for the members of the Historical and Modeling Committee. In addition to setting up its historical and modeling displays, members of the committee are tasked with getting tables and chairs to all the booths, and are on call to help Railroad Days Chairman Fred Canfield with whatever comes up and needs immediate action. While it's hard work to be "go-for's" for Fred and his team, it is exceedingly rewarding to see Fullerton's largest city extravaganza come together so successfully.

The month leading up to Railroad Days is always busy with display set-ups at the Fullerton Library, participation with Faces of Fullerton and the Library's annual night of railroading, held in the library auditorium. As usual, many great comments came from these city activities that promote the FRPA and Fullerton Railroad Days.

This year, FRPA moved into a larger

storage unit and the logical time to make the move was on Sunday evening after Railroad Days, since most everything would be out of the old unit for the show. We were all worn out, but managed a good work party and were finished before 10 p.m.

Two weeks after Railroad Days, the H&MC display traveled to the San Bernardino fairgrounds for that County's annual Orange Show. The display was up for five days to the usual rave reviews. Once again, the Orange County Modular Engineers HO model railroad club allowed our modules depicting historic rail scenes in Fullerton to be included in their display. It's always nice to see our dioramas displayed, but they take on special character when spliced into OCMR's modular layout, and model trains parade past the depot and packing houses.

Since our last report, H&MC received another exciting donation that will work especially well in the new Southern California Railroad Experience – a pair of railroad yard to-way speakers. These six foot tall “talkies” were used throughout railroad yards for two-way communication between yard workers and the yard master in the days before portable short-wave radios. Comprised of a 6” diameter metal pipe topped with an iron casting enclosing an all-weather speaker and microphone, the units were placed between rows of track and were loud enough to page a yard worker above the din of railroad locomotives, squeaking flanges or the kicking of railcars.

Next up for the Historical and Modeling Committee is a joint Southern California Scenic Railway Association – Historical Modeling Committee/FRPA joint dinner at the cabooses, July 26 at 6 p.m. An evening of food, fellowship, entertainment and door prizes is planned. Dinner is \$12. Reservations should be mailed with check for dinner to the FRPA Office, P.O. Box 5195, Fullerton, CA 92838-5195 no later than July 19, 2008. Please be sure to include the number of people attending and a return address and phone number when you remit.

The Historical & Modeling Committee is always looking for members. If local history, rail history, railfanning or model railroading (any scale), interest you and you would enjoy fellowship with others who share these interests, we invite you to become a part of our growing committee. It is a great way to become an active member of the FRPA. Meetings are held 7 p.m., the fourth Tuesday of each month (except July and December) at St. Paul's Lutheran Church (corner of Las Palmas and Harbor Boulevard), Fullerton. Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.

In Memoriam

Donald Richard Schmidt

b. 02/06/1935, d. 02/07/2008

Don Schmidt – Long time FRPA and H&MC member and friend, passed away February 7, 2008. Don was a regular at committee meetings, quarterly FRPA dinner meetings, train shows, amateur radio shows and Railroad Days, and his sudden disappearance in early February was puzzling. Attempts to contact him by phone, e-mail, and snail-mail were unsuccessful and no family members were known to any of his railroad friends. Continued efforts to track down a family member ended when his date of passing was noted in the Social Security Death Index online in late May.

H&MC and SCSRA Combined Annual Dinner

The Historical and Modeling Committee (H&MC) and Southern California Scenic RR Assn., Inc. (SCSRA) will again have

DINNER AT THE DEPOT

Saturday, July 26

Fullerton Metrolink Station, 6 p.m.

Sandwiches, chips, salads, drink, and dessert
Cost \$12 per person

After dinner will be awards and door prizes

Space is limited! You must prepay by July 19.

See RSVP form on page 10

Hope to see you there!

Nobody could miss Don. His gregarious personality and his desire to help were sometimes overpowering, but his kind heart was always in the right place. His presence will certainly be missed.

BNSF IN CAJON PASS

June '08 Update

Article and photos by Dennis White

Friday the Thirteenth of June, 2008, fellow FRPA member Jack Barich and I put our superstitions behind us and visited Cajon Pass to see what was new. It was a beautiful day in the mountains; temperature in the high 90s, very clear with a nice breeze out of the north and very low humidity. Best of all, all the forestry roads were open to the public for the first time since construction of the third BNSF track began over a year ago.

Ames Construction returned to their Phoenix home last month, having completed work on new cuts, fills, bridges, retaining walls and sub-roadbed. BNSF track

Continued on page 4

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Protecting the new crossovers at the west end of Cajon is this new cantilevered three-track signal bridge. Note the soon-to-be-removed, old ATSF signals under the span. Photo by Dennis White.

located to the north between the BNSF grade crossing and the mini-ranch about a quarter mile west, to make room for the third track. Gone are the old telegraph poles along the track that added character to the scene, yet always seemed to get in the way of train photography.

At Cajon we drove through the creek and headed up toward Sullivan's Curve. We were curious about what might have become of this famous area because it has been off limits during Ames Construction's time in the pass. A new dirt road takes you right to the center of the curve without having to parallel the tracks on the railroad fire roads. Little has changed, except that grading has removed the old automobile parking area, overlook and Forestry Service sign.

and signal crews have taken over, laying new track, re-aligning, re-ballasting and tamping old track, hooking up the new signal bridges and removing the old Santa Fe block signals. Soon, three-tracking of the BNSF's Cañon Cajon will be complete.

We began our Friday the Thirteenth tour at the Swarthout Canyon Road grade crossing greeted by a new look for the area – a center divider, street lights and new crossing gates. As we drove through the low water bridge, several people were in Cajon Creek panning for gold, which seems like a good way to stay wet and cool while watching trains. Swarthout Canyon Road had to be re-



BNSF ES44DC #7753 leads UP SD70Ace # 8454, BNSF C44-9W #5400, BNSF C44-9W #766 and BNSF C44-9W #4078 "elephant style eastbound through Sullivan's Curve June 13, 2008. Now THAT'S a "Rainbow" lash-up of locomotives. Photo by Jack Barich.

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While watching an eastbound BNSF freight through Sullivan's Curve, UP SD70 ACe #8454 whizzed past eastbound (timetable westbound) on the UP Colton Line with ex SP business cars "SUNSET" and "STANFORD" in tow. Look carefully between the containers to see some of the "Daylight" windows on the SUNSET as well as the nose of UP 8454. Photo by Jack Barich.

Next on our list of places to go was Alray. Sadly, the tunnel portals were not saved. Ames Construction did save three of the concrete "keystones" with the cast date "1913" from the tops of the portals. To release these huge chunks of cement, they sawed through the face of the portal as deep as possible and then jackhammered the rest of the way. One "stone" was donated to the railfans that maintain the overlook located about a mile east of Alray. Another keystone was given to the San Bernardino History Museum and a third was placed on the embankment between the UP and the BNSF marking the location of Tunnel 2's west portal.

From Alray, we headed west along the Union Pacific service road to Walker, the new control point and location of double crossovers. The area is quite barren and bleak, but will be a good train watching location once everything is complete and building rubble cleaned up. Each end of Walker is marked by a cantilever signal bridge of the new tubular construction. Between those two signals are double high-speed crossovers. Ames bladed off a nice overlook between the UP and BNSF tracks at Walker, which is accessible from the UP service road providing a clear view of the tracks in both directions. The big curve at Cajon Ranch is also visible from the overlook (see photo on top of page 6).



Alray's Tunnel 2 is gone and all the rubble cleaned up, but the shoofly around the demolition site remains. Note the "Keystone" monument on the embankment near the upper end of the drainage pipe. Photo by Jack Barich.



Close up of the keystone from Tunnel 2. Jack discovered it was much bigger when he got up next to it! Photo by Dennis White.



The east end of CP Walker, viewed from the overlook. Interstate 15 looks closer than it is due to use of a telephoto lens. Photo by Jack Barich.

Gone are the historic tunnels and set-out track at Alray. Also lost are the foundations of the water towers at Cajon and the overlook at Sullivan's Curve. But overall, the character of hard mountain railroading in the pass remains. The favorite photo locations haven't changed much, which is nice, and the addition of the third main line will certainly make train watching even more exciting in the future.

GHOST RAILS IN THE SOUTH BAY

Article and Photos by Dennis White

I received an email recently from fellow associate Charles Forsher asking what I knew about the tracks that used to go to Redondo Beach. Seems Charlie was riding the Green Line to El Segundo and noticed the tracks running under the elevated line near LAX. He had heard that those tracks went to Redondo Beach and wondered if I had any information I might share with him. As a fourth generation Angeleño growing up in the Centinella Valley in the '40's and '50's, I told him I remembered the trains well and would write about it someday. The following week I got another email from Forsher along with photos of the



Charles Forsher takes notes while exploring the right-of-way of Santa Fe's Redondo Line. Photo by Elliott Alper.

Rails-to-Trails conversion of the ATSF Redondo line and a long email telling me how he and Elliott Alper had explored the area by automobile, walked parts of the trail, took notes and had many questions about what they had seen. I realized that the "someday" I had promised had suddenly arrived. I began to create an outline of what I remembered of the PE and ATSF trains that ran in the South Bay of my youth, began collecting data from some of my old PE and ATSF books, maps, timetables, etc., and started surfing the 'net to fill in some of the blanks.

Santa Fe to Redondo Beach

The Atchison, Topeka & Santa Fe Railway began building from Los Angeles to the Port of Redondo Beach, arriving at the beach in 1888. Wharf 1, built in 1889, carried the Santa Fe rails out into the Pacific, allowing steam and sailing ships to unload their goods directly onto waiting railcars. Lumber for the booming Southern California real estate market was the predominate commodity passing through the port. Ships also carried passengers lured by Southern California's famous Mediterranean climate – people we would someday call tourists. Wharf 2 followed in 1895 and Wharf 3 in 1905. Wharf 3 was the



Redondo Beach circa 1906 with the ATSF railroad tracks in foreground. The street on the embankment and paralleling the tracks is Catalina Avenue. Photo from collection of Redondo Beach Historical Society.

longest rail pier in the world at the time it was built, stretching 460 feet and serving both passenger and cargo ships.

Santa Fe's Redondo line began at Redondo Junction, located on the west bank of the Los Angeles River at

Washington Boulevard about 3 miles southeast of downtown Los Angeles. The track meandered south to Slauson Avenue, which it followed all the way to Hyde Park. West of Hyde Park, the line ran alongside Florence Avenue to the City of Inglewood where it turned south and paralleled Aviation Boulevard along the



Aerial view of Standard Oil's El Segundo refinery circa 1925. Santa Monica Bay and Malibu Mountains are visible in the background. Photo from collection of Maureen McGowan, Remax Palos Verdes Realty.

east boundary of Los Angeles International Airport (LAX). It continued south through El Segundo, crossing the Pacific Electric at the south end of town. Immediately west of the PE/ATSF diamond was Manhattan Junction. Tracks bearing southeast from this junction



ATSF Hermosa Beach depot at Pier Avenue, circa 1965. Ardmore Avenue is visible between the depot and the two-story frame building in the rear. Photo from collection of Maureen McGowan, Remax Palos Verdes Realty.

went to Torrance and the Port of Los Angeles while tracks continuing southwest began winding through the hills and sand dunes of Manhattan Beach, Hermosa Beach and Redondo Beach, terminating at the Port of Redondo Beach. About ¼ mile west of Manhattan Junction a long spur extended west to the Standard Oil Refinery in El Segundo.

Santa Fe passenger service to Redondo Beach ended in 1918, due primarily to competition from the Pacific Electric, which provided routes to the City from three directions. Freight service continued to the harbor until 1912 when the dredging of channels around Rattle Snake Island created a man-made Harbor at San



ATSF right-of-way in the vicinity of Gould Avenue, 2008. Photo by Elliott Alper.

Pedro. Rattle Snake Island is better known today as Terminal Island. By 1918 the Redondo freight piers were all gone, victims of vicious winter storms. Lumber that at one time arrived at Redondo Beach via ships, now came to town on flat cars of the ATSF. In the late 1940s, Southern California Edison began building a large power plant at the north end of Redondo Beach. Once complete, the power plant became the terminus of the ATSF Redondo line, relying on the railroad to bring in tank cars of fuel oil.

The ATSF Redondo line beyond the El Segundo refinery spur was abandoned sometime in the 1970s. Rail was pulled up shortly thereafter and the right of



LOS ANGELES-PACIFIC ELECTRIC STATION.

P.E. Hermosa Beach Station circa 1914. The building sat on the Southwest corner of Hermosa Avenue and Pier Avenue until being razed in 1936. Photo from collection of Hermosa Beach Historical Society.



P.E. Manhattan Beach depot circa 1918. The depot and pier mark the end of Manhattan Beach Boulevard at the Strand. Photo collection of Maureen McGowan, Remax Palos Verdes Realty.

way through Manhattan Beach, Hermosa Beach and Redondo Beach was converted to a four-mile jogging trail under the National Rails-to-Trails Conservancy Program.

Pacific Electric To Redondo Beach

The Pacific Railway between Los Angeles and Santa Monica merged with the Pacific Electric in 1910 bringing Red Cars to Santa Monica and Pacific Palisades. Shortly thereafter, P.E. began building south along the beach through Ocean Park, Venice and Melton. They built a trestle across La Ballona Creek just south of Melton and continued on to Playa del Rey, Hyperion, El Segundo, Manhattan Beach, Hermosa Beach and Redon-



Marina del Rey circa 1960. Note remnant of P.E. trestle crossing mouth of La Ballona Creek, lower right hand corner of photo. Photo from Los Angeles County Department of Beaches website.

do Beach with track ending at a large mission style depot near the present intersection of Catalina and Esplanade in Redondo Beach. A paved walkway along the edge of the sand known as the Strand ran from El Segundo to Redondo Beach and the Pacific Electric tracks from Santa Monica paralleled the walkway through the sand.

Red car service between Santa Monica and Redondo ended in 1940 and rail was pulled up for the war effort in 1942. Dredging of the Playa del Rey estuary and wetlands at La Ballona Creek began in 1959, opening in

1965 as Marina del Rey. For a time, remnants of the old Pacific Electric trestle over La Ballona Creek was converted to pedestrian use, allowing access to the dike between the marina channel and the creek bed. Storm damage in 1963 weakened the bridge and it was demolished, removing the last physical evidence that the PE ever ran along the beach.

PE's Hermosillo Line

Pacific Electric had another route to Redondo Beach called the Hermosillo line. Beginning at Hermosillo Junction on the Torrance Line (approximately 166th Street and Normandie in Gardena), the track proceed-



A view of Hawthorne Blvd. looking north from 120th (Raymond) taken around 1910.

ed westbound until reaching Redondo Beach Boulevard near present day Alondra Park. The right of way followed alongside Redondo Beach Boulevard to El Nido Junction near the current intersection of Hawthorne Boulevard and Redondo Beach Boulevard in Redondo Beach. The track continued from the junction, winding through the hills of eastern Redondo Beach, terminating at the same mission-style depot used by the Santa Monica – Redondo line. Traffic on this line also ended in 1940 and rail was removed a short time later. In the 1950s the old P.E. right-of-way through Redondo was widened, becoming Ripley Avenue. Driving down Ripley today, one can envision riding a Big Red Car as it lumbered through the dunes and hills on its way to the beach. Hermosillo Junction still exists on Union Pacific's Torrance Industrial Lead and is infamous for still sporting two of the outlawed magnetic driven wig wag warning signals.



Red car in Manhattan Beach, 1925. Photo from Los Angeles County Department of Beaches website.

PE's El Segundo Line

Pacific Electric ran a line from Watts Tower on the Long Beach line west. The right-of-way bisected South Los Angeles, passing through a cut immediately north of the Chester L. Washington Golf Course. (Modeler's note: The first location of Athearn, Inc., was immediately north of this cut on the west side of Western Avenue.) Continuing west, the track borders the south side of Northrup-Grumman at Hawthorne Airport, through a mixed neighborhood of light industrial and blue collar residential area noted for lumber yards, oil distributors, furniture manufacturing and machine shops and a shopping area on Hawthorne Boulevard. At one time, a junction at Hawthorne Boulevard routed Red Cars down the boulevard to El Nido on the Hermosillo line. Today the track continues west crossing the UP/BNSF diamond (former PE/ATSF) near El Segundo Boulevard and Aviation Boulevard in the city of El Segundo and, like the BNSF El Segundo spur, terminates at the Standard Oil refinery.

Thanks to the inquisitiveness of Charles Forsher and Elliott Alper, a few days of doing research brought to life a part of Southern California history that many have forgotten, or may have never known.



Elliott Alper checks out the right-of-way. Photo by Charles Forsher.

Errata:

- The land described in this article was part of the original Spanish land grant for "Rancho Sausal Redondo" ("Ranch of the Round Clump of Willows"), a rancho with a land mass of nearly 25,000 acres which extended from north of what is now Playa del Rey, as far east as Inglewood, and as far south as Redondo Beach and Torrance. The land consisted mostly of wheat and barley fields on which cattle and sheep grazed.

- Redondo Beach got its name from the original Spanish land grant for the area, "Rancho Sausal Redondo."
- Hermosa Beach was originally "Playa Hermosa," Spanish for Beautiful Beach.
- Manhattan Beach was named after the land developer partners couldn't agree on what to call their new town. The argument was settled with a coin toss. One man wanted to name it Shore Acres, the name of the ATSF Junction with the Torrance Line. The other partner preferred naming it after his home town in New York. The toss not only named the town, but forced Santa Fe to rename Shore Acres Junction to Manhattan Junction, a name it carries to this day.
- Local lore has it that El Segundo was named by Standard Oil for their second California refinery. "El Segundo" is Spanish for The Second. Standard Oil's first refinery in Richmond, California, is named "El Primero," The First.
- LAX (on the ATSF Redondo line) was originally known as Mines Field when built in 1928 for the first Los Angeles Air Races. The name was changed to Los Angeles Municipal Airport in 1947 when the first commercial flights began using the facility. The name was changed to Los Angeles International Airport in 1961 at the ground breaking for the new terminal complex west of Sepulveda Boulevard. LAX is the old FAA identifier for the airport, now known as KLAX to aviators.
- Hawthorne Municipal Airport, aka Jack Northrup Field, was the site of construction and first flight of the 1/2 -scale B-49 Northrup Flying Wing prototypes. (The full size B-49 was also built at Hawthorne and shipped via rail to Palm-dale - now Edwards AFB - for its first flight.) The Hawthorne plant was also home to the P-63 Black Widow, the T-38 Talon and F-5 Freedom Fighter. This author began his aviation career at Hawthorne Airport and has many fond memories of the field.

Sources:

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- Thomas Guide - Los Angeles County - 1984 - FRPA book collection
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FRPA wishes to thank everyone for a very successful Fullerton Railroad Days 2008

Organizations

5 Star Band
 A & M Catering
 A Bird Flying at Night Productions
 Ace Snow Cones
 Alder Eagle Blues Band
 AMTRAK
 Apple Creek Cloggers
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 Pacific Coast Modular Club
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 Railway Locomotive Historical
 Society
 Ready Auction House
 Robbe Gibson
 Rod R Aszman
 San Bernardino Railroad Historical
 Society
 Santa Fe Lounge Car (1941)
 Show Down Band
 Silver Splendor
 So. Calif. LEGO Train Club
 So. Calif. Scenic Railway Assn.
 So. Calif. Transit Advocates
 Sunny Hills High School Leo Club
 Tacos El Tenampa
 Tap Overload Dance Group
 The Old Spaghetti Factory
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 Ingrid Whitaker
 Dennis White
 Audrey Wilcox
 Carolyn Wilcox
 Eric Wilcox
 Steve Wilcox



BNSF brings in the #3751. Photo by Carolyn Canfield Wilcox.

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 newsletter. Ed.

This year FRPA and SCSRA are again combining their annual feasts at the

2008 Dinner at Depot/Annual Dinner

Use this form to RSVP to the Dinner at the Depot/Annual Dinner 2008.
We must receive your reservation and payment by Sat., July 19:

DINNER RSVP

NAME: _____

ADDRESS: _____ CITY: _____

PHONE: _____ E-MAIL _____

will attend the 2008 Combined Dinner, to be held at

The SCSRA Cabooses at the Fullerton Metrolink Station

on Saturday, JULY 26, 2008

Dinner time 6 p.m.

Price per person is \$12. *All dinners must be prepaid!*

Please mail this form plus your check, payable to FRPA, by Saturday, July 19, to

FRPA Dinner at Depot/ Annual Dinner

P.O. Box 5195,

Fullerton, CA 92838-5195

Dinner fare will be sandwich, chips, salads, soft drink, and dessert.

Post dinner, we will have the usual service awards and LOTS of door prizes!

Total No. Attending: _____ **Total Amount Enclosed:** \$ _____

See you there!

2008 Calendar

July 9	FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	Oct 8	FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
July 26	H&MC/SCSRA Annual Dinner at the Depot , 6 p.m., Cabooses, Fullerton Metrolink Station	Oct 28	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Aug 2*	Movie Night: Last Train from Gun Hill (1959) ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium	Nov 15*	Movie Night: Von Ryan's Express (1965) ,* 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium
Aug 26	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	Nov 25	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
Sept 20*	SCSRA Caboose Open House/Pot Luck , Cabooses, Fullerton Metrolink Station, 1-4 p.m.	Dec 6*	SCSRA Christmas Train-Watching Party , Cabooses, Fullerton Metrolink Station, 2-5 p.m.
Sept 23	H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.		

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

Fullerton Railway Plaza Association, Inc.
1661 E. Chapman Ave., #1G
Fullerton, CA 92831

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- **NARP President Chilson at July Dinner Meeting.** See cover.
- **Upcoming Movie Event: August 2** (new date!) *Last Train from Gun Hill*, see cover and calendar, page 11.
- **Annual Dinner at the Depot 2008**, Saturday July 26. RSVP and dinner payment *required by July 19*, see page 11
- **Yet Another Update on Cajon Pass**, again with great photos, pages 3-6.
- **Ghost Rails in the South Bay** with current and vintage photos, pages 6-9.

Postmaster: Please Deliver between July 1-8, 2008

○ HOT RAIL! ○

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Visit us on the web at <http://www.scrmf.org/> & <http://www.scsra.org/>



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Editor: Sue Kientz

Send your letters to the editor to the address above or e-mail sue@scsra.org

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