

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

Hot Rail!

newsletter



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

Issue III, Number 3

Winter 2006

FULLERTON RAILROAD DAYS 2006 NEEDS *YOU*!

**By Fred Canfield, Fullerton
Railroad Days Coordinator**

Fullerton Railroad Days 2006 will be on May 6th and 7th which is less than five months away. This will be the EIGHTH annual event and will be a tremendous celebration with the support of the City of Fullerton and YOU. The Railroad Days Committee has started working with many of the same hard working volunteers as past years. But we also need NEW volunteers and would like YOUR help.

We have already confirmed a number of participants for 2006, and applications to last year's participants will go out this month along with those to new organizations.

We are still looking for a couple of missing committee members. We need help to oversee and coordinate Safety/Security and Merchant Donations. If you can help coordinate in either of these posi-



I WANT YOU FOR R.R. DAYS

tions or would like some more information, please call me at (714) 871-8329 or e-mail me at fcanfield@cfccircus.com.

- **Merchant donations** require soliciting and picking up drawing and auction goodies from area merchants. All monies from the drawing and auction end up in the Museum Fund and help us reach our objective sooner.
- **Safety/Security Coordination** covers on-site parking control, fencing and signing the site, and performing overnight security.

We also need volunteers to distribute posters and fliers to local merchants, and people to solicit merchandise donations. Fliers and posters will be available at the January 11th Dinner Meeting and at the FRPA office at 400 E. Commonwealth, Suite 7, Fullerton.

No, that's not Uncle Sam; it's Fullerton Railroad Days Coordinator Fred Canfield, and he needs YOUR help! Volunteer today - contact him at (714) 871-8329 or fcanfield@cfccircus.com

Caboose Fundraising Dinner & Movie

Saturday, March 25, 6 p.m.



236 W. Huntington Dr., Monrovia

All-You-Can-Eat Italian Feast

Various pizzas, pastas, unlimited salad, soft drink
\$25 per person

After dinner, screening of
SCSRA's Caboose Operations Training Video

RSVP Required - Contact Sue Kientz
sue@scsra.org or 626-296-2969

SCSRA'S CABOOSE MOVE FUND NEARS 75% OF \$10,000 GOAL

The Southern California Scenic Railway Association is happy to report it has collected nearly three-fourths of the transportation costs needed to bring their two vintage cabooses to Fullerton. SCSRA still needs a few thousand dollars more and will continue its fundraising drive with more eBay auctions and a fundraising dinner on March 25.

SCSRA hopes to reach its goal in the next few months so as to be able to move the cabooses mid-spring and have them available for docent tours at Fullerton Railroad Days on May 6 and 7, 2006.

The amount collected for the caboose move has reached \$6,314.76; approximately \$4,000 was obtained from selling some of SCSRA's surplus track material.



SCSRA's auction in December netted \$513 after shipping and auction costs. Unsold items are relisted.

Continued on page 2

Many thanks go to FRPA President George Engelage who arranged for Sharp and Fellows to purchase two and a half loads of surplus ties and for taking time out of his busy schedule to oversee the loading, which took several days. George continues to assist in getting estimates for other surplus items which SCSRA can deaccess to support the caboose move.

SCSRA's fundraising drive so far has included a general call for donations, T-shirt sales (at dinners and on their website), and several eBay auctions of donated rail-related and other items. FRPA and SCSRA members also generously gave a total of \$89 towards the cause at the Holiday Party and Movie Night on December 11.

Auctions on eBay of various donated items were conducted by SCSRA Fundraising Coordinator Sue Kientz. One in November which offered geiger counters and T-shirts netted \$264, and the advertised auction in December consisting of rail-related books, CDs, and tapes garnered \$513. Items which did not sell are being periodically relisted. Since extra fees are required to satisfy eBay policies for advertising that proceeds go to charity, SCSRA no longer mentions its charitable intent in its auction listings.

Heartfelt thanks go to SCSRA director Jim Vicars who donated train books, operating manuals, and the geiger counters, FRPA Vice President George Barlow who donated numerous train books, cassette tapes, and CDs from his large collection, and SCSRA President Gordon Bachlund who donated a 35mm camera with accessories and case.

To all those in FRPA, SCSRA, and the general public who sent in monetary donations, bought T-shirts, and bid on the auctions, SCSRA is most grateful for your support and generosity. With your help, SCSRA feels certain its goal will be reached as planned, and the cabooses will soon be in Fullerton.

Further progress will be posted on SCSRA's "Move the Cabooses" web page at www.scsra.org/caboose-move/

ROB ZUR SCHMIEDE TO SPEAK AT JANUARY 11th DINNER

By Stan Swanson, FRPA Dinner Coordinator



Rob Zur Schmiede.
Photo © calredevelop.org

Rob Zur Schmiede, Executive Director of Redevelopment and Economic Development for the City of Fullerton, will present a review of the Fullerton Downtown Strategy at FRPA's Quarterly Dinner Meeting on January 11, 2006. His presentation will cover the Transit Center, Train Station and Museum, Historic Downtown, and Neighborhoods and Campuses. The Downtown Strategy package is the result of a series of town hall meetings with heavy input from Fullerton residents, property and business owners, and various city departments.

Prior to joining Fullerton last year, Rob served four years with the Long Beach Redevelopment Agency as Redevelopment Officer overseeing downtown projects and almost 15 years as Redevelopment Manager with the Anaheim Redevelopment Agency working on a range of projects including the Arrowhead Pond of Anaheim. Rob holds a bachelor's degree in Urban Studies from Indiana University and an MBA from California State University, Fullerton.

We again expect a large attendance of over 100 and hope to see you there. Plan now to attend and bring your friends and acquaintances interested in railroading and railroad history. You will hear about Fullerton Railroad Days 2006 and various activities of your association. That's

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.

Wednesday, January 11, 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. See you there!

HOLIDAY PARTY AND MOVIE NIGHT SPREADS HOLIDAY CHEER

FRPA members enjoyed a hearty dose of holiday spirit at the Holiday Party and Movie Night on December 11. Food and complimentary wine were served before two showings of the rare film *Diamond Jim* at the Fullerton Museum Center Auditorium.



Movie-meisters Gordon Bachlund and Jim Hoffmann presented the film, a delightful one about railroad man Diamond Jim Brady and his extravagant and generous ways. Before the performance and during intermission, Sue Kientz, Ron Baalke, and Greg and Kathy Smith and their daughter helped provide a spread of goodies which included ham, turkey, cheese, rolls for sandwiches, Christmas cookies, and dozens of hot little egg rolls. Red, white, and rosé wines were donated for the occasion by Gordon Bachlund.

Left, Ron Baalke serves glasses of wine and mans the donation table. Below, Sue Kientz cooks up egg rolls and refills the chips and sandwich fixings. Photos by Elliot Alper.



FOUR FINALISTS COMPETE FOR FULLERTON REDEVELOPMENT

Reprinted from Orange County Register, Jan 1, 2006

Full steam ahead! Four developer finalists have been chosen to bid on the proposed 35-acre Transportation Center, one of the most anticipated projects in the downtown corridor.

Redevelopment Agency Project Manager Ramona Castaneda said the 10 applicants had been whittled down to: InterCorp/Johnson Sain; Lennar Corp.; Morgan Group/JMI Realty; and Olson Co./The Lab. Each will make a presentation Jan. 24 at City Hall.

The city seeks transit-oriented housing, commercial development, additional public parking, a railway museum and the preservation of the city's historical aspects.

2005 ENDS WITH RECORD HIGH MEMBERSHIP OF 255

By Norma R. Goble, Membership Chair

The year 2005 was a banner year for FRPA membership. We had a total of 255 members, the largest in FRPA's history. It represented 57 cities in California, along with members in Florida, Kansas, Nevada, Oregon, and Germany. There were 48 new members for the year.

But December 31 is a devastating date for a Membership Chair because all the members disappear at midnight on that date. But I am so proud of all of you. This did not happen! As of this publishing date, FRPA has 136 paid members for 2006. We also have four new members. Thanks so much for responding so quickly.

Thank you also for continuing to hand out membership applications.

SCSRA UPDATE

By Gordon Bachlund, SCSRA President

Caboose Move Fundraising — For the status of our fundraising activities to date, see the "Caboose Move" cover story by Sue Kientz, to whom we owe a really big debt of gratitude for handling the eBay auctions and keeping the fund raising ball rolling with activities planned well into next year. The people at eBay were less than easy to work with and Sue put in countless hours trying to appease them and satisfy their quirky rules. Special thanks and kudos to George Engelage for expediting M/W material sales, to Jim Vicars and George Barlow for material donations for sale on eBay, and to Jerry Price, Mary Jo Hurdle, Stan Swanson, Dennis Steinert, Chris McCarthy, Bob Byrnes, and Mildred Loupe who have made cash donations and/or bought T-shirts.

We still need to raise several thousand dollars, and I solicit your suggestions. The more we raise, the more we can do to make the cabooses presentable for tours during Railroad Days 2006. This is a real milestone for SCSRA and FRPA, as the cabooses represent our first actual permanent public displays, thereby validating our continued affiliation with the Association of Railroad Museums (ARM) which requires a public display as a condition of membership.

Fullerton Transportation Center Track Project — The Fullerton Transportation Center Track Additions Project remains on hold as FRPA considers its integration with the new museum footprint.

FRPA Movie Nights Back on Track — Now that construction activities at the Fullerton Museum Center are complete, our Movie Nights are back on track. A special screening of *Diamond Jim* on December 10 as part of a holiday party hosted by SCSRA and FRPA was scheduled, and

HOT RAIL! NEWSLETTER

the dates and titles for quarterly Movie Nites for 2006 are set (see calendar on page 5). Our next Movie Night on February 25 will feature *Foul Play* with Chevy Chase and Goldie Hawn, plus another chapter in the *Hurricane Express* serial starring John Wayne (see flyer for the show on page 7). Come on out and smell the virtual popcorn!

Special thanks to Jim Hoffmann for continuing to support the technical side of Movie Nites, and to Dan Price and Jeff Barrow for continuing to help with logistic support.

VICARS LEAVES SCSRA BOARD WITH MANY THANKS

By Sue Kientz, SCSRA Board Chairman

SCSRA Director Jim Vicars has declined re-election to the SCSRA Board of Directors as his current term expires this month, citing his frequent trips to Oregon and other personal reasons. While we regret losing Jim on the board, we respect his decision and thank him for his many years of service to SCSRA.

A motorcar expert and Santa Fe Railway historian, Jim has been a member of SCSRA for over 15 years, serving in the Operating Department as assistant superintendent and performing all roles up to and including dispatcher (in fact, he and director Ted McConville were SCSRA's first qualified engineers). Jim was a director for multiple terms, served as treasurer, and remains SCSRA's historical archivist. In 2001, Jim was honored with SCSRA's Ridenour Award for leadership, inspiration, and dedication.

The board has elected to leave Jim's seat vacant for the time being. On behalf of the entire board of directors and the officers, I would like to express our deepest gratitude for Jim's long and loyal service to SCSRA.

HISTORICAL & MODELING COMMITTEE WINTER REPORT

By Dennis White, H&MC Secretary and Editor

The fourth quarter of 2005 was a very busy time for the H&MC as our Museum Development Team worked overtime to keep up with the ever-changing needs of FRPA's

Continued on page 4

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Museum Planning Committee. Team members Jack Barich, Harold Benash, Mark Carnighan, Ted Johnson, Martin Kluck, Don Lawver, John Nestegard, David Norris, Stu Proctor, Jeff Schulze and Dennis White met weekly to iron out a prospectus to be used by FRPA's Museum Planning Committee and Board of Directors in meetings with the City of Fullerton and eventually, the developers chosen by the City to undertake the revitalization of the Fullerton Transportation Center. Many of the Team members also attended the City sponsored workshops in the third quarter and attended City Planning Commission, Redevelopment Agency and City Council Meetings in October, November and December.

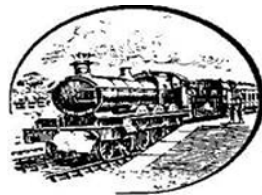
Committeeman John Nestegard led a team to railfan, photograph, and report on the Union Pacific's operations of the Fullerton and Brea Industrial tracks through Sunny Hills to the Fullerton Con-Agra facility and investigate the rumored use of remote controlled locomotives in the area. John and his team met and interviewed the yardmaster at Valla Yard near Santa Fe Springs, followed by introductions to the train crew that works the Brea Chemical Lead and Fullerton Industrial leads. A complete briefing of the operation by UP personnel helped to understand what had already been observed through the eyes of a railfan. Additional details emerged when Nestegard met with the Traffic Managers of several businesses served along this line. Watch for a complete report on this interesting, but little understood bit of railroading in our own back yard.

Our current modeling project is well underway to duplicate the Granada Packing complex that used to sit on the south side of the Fullerton Depot platform. Architectural drawings developed by our resident draftsman, Paul Gerhardt, have been used by Harold Benash to model the main packinghouse and two of the support sheds that bracketed the main structure on its east and west ends. Model construction has progressed to the point where roofing will soon be applied and the model should be completed in time for display at Fullerton Railroad Days 2006. Next on the agenda for the modeling team will be to duplicate the Elephant Packing House, which still exists on Truslow between Harbor Boulevard and Highland Avenue and was served for many years by the old Union Pacific Fullerton Branch. Doug Archer, Curtis Raymond, Martin Kluck and Dennis White are poised to measure and photograph this structure so that Paul Gerhardt can develop a complete set of working drawings. Modeling this interesting building should begin by late summer 2006.

The Great American Train Show (GATS) at the San Diego Fair Grounds at Del Mar, December 3 and 4, featured FRPA's museum display. Harold Benash and Ted Johnson had primary responsibility for transporting and setting up the museum's display.

A new train show, The Great Western & Atlantic Train Show and Swap meet, will roll into Anaheim Convention Center January 7 and 8 and FRPA will be there with the HO module spliced into the modular layout of the Orange County Modular Engineers and our full set of historical photographs.

The Great Western & Atlantic will also play at Pomona's Fair-



Come on out and see FRPA at the Great Western and Atlantic Train Show

plex February 25 and we will be there too, with the full FRPA display.

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. Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

TRAVELS WITH ELLIOT

THE ORANGE LINE — THE NEAR BEER OF LIGHT RAIL

By Charles Forsher, SCSRA Humorist-at-large

Today Elliott took me to the second opening day of the Orange Line. It was a weird experience, this experiment on rubber tires, almost like PCCs in design but sporting the same vestibules that the Blue Line Light Rail trains have.



Boarding went very quickly, as these odd new buses were boarded at the front and middle of the elongated cars at the same time, ours filling up with hushed passengers.



Boarding the new Orange Line. Photos by Elliot Alper

We quickly rolled up to the same stop seen in a front page photo in the *Daily News* a few days ago. The photo showed a Southern Pacific passenger train, Southern Pacific

WWW.TRAINWEB.COM



Most extensive and visited railroad website in the world including live rail video at www.RailCams.com !

operating this and other P.E. lines when the Red Cars ceased to be. S.P. ran the North Hollywood route and a few others for another decade.

A collision with a car during test runs of the system means that eventually the Orange Line will have to install crossing gates, but today these stalwart examples of bus technology had the indignity of having to stop at grade crossings for red lights!

Other reminders that I was not on a light rail train: the endless concrete curbs, the occasional rain gutters, the numbered layover areas for the buses, and the black asphalt ribbon.

Maybe because there had been a third track along the right of way — there was a number of buildings along the Orange Line that had tell-tale loading-dock doors — or maybe because the removal of ballast created more room on the right-of-way proper, there was enough room for two (ugh) bus-only lanes, this reinforced by dozens of posted signs as well as lettering in the lanes near grade crossings, as well as small road paths that are bicycle lanes.

As the busway ended one could see the last stretch of right of way curving sadly up into Canoga Park, a lush

weed-covered Indian mound that seemed to be half the width, a sort of optical illusion.

It had only been a few years since Elliott and I had toured this right of way, stopping and getting out of Elliott's white charger to stand at some of these very intersections, shorn of tracks and crossing guards and grade crossing rails. It was an odd feeling to be back, and riding on top and across these places.

Here it was that I had fantasized years ago that, with what was left of the tracks, we would create a wonderful demonstration railroad, an agreement reached between the SCSRA and North Hollywood, to run rides on Sundays between the North Hollywood subway terminal and the Sepulveda Basin, not realizing at the time that Fullerton would be our new home.

It seems foolish to me now, not to have rebuilt the remaining few miles which leads to the mainline, a few minutes from the Canoga Park Amtrak-Metrolink station! One could not go all the way up onto the mainline, but widen a few surface streets starting with the wimpy two-lane road next to the location the branch line used to connect with the main, to accommodate the elongated beasts, so that they can



Orange Line car interior. Photo by Elliot Alper

Read *Hot Rail!* in PDF on the web, where our photos are in color! See www.scrmf.org

Continued on page 6

2006 Calendar

- | | | | |
|-----------------|--|-----------------|---|
| Jan 11 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, Fullerton | May 23 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Jan 24 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | June 17 | SCSRA Annual Dinner , Location TBA |
| Feb 25 | Great Western & Atlantic Train Show , Pomona Fairplex. See www.gats.com for details and discount coupon | June 27 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Feb 25* | Movie Night: <i>Foul Play</i> ,* 5:30 p.m. and 7:55 p.m. See flyer on page 7. | July 12 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, Fullerton |
| Feb 28 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | July 25 | H&MC Dinner at the Depot , Fullerton Station |
| Mar 25 | SCSRA Caboose Move Fundraising Dinner , Domenico's in Monrovia, 236 W. Huntington Dr., 6 p.m. See details & RSVP info on cover. | July 29* | Movie Night: <i>Whispering Smith Speaks</i> ,* 5:30 p.m. and 7 p.m. |
| Mar 28 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Aug 22 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| April 12 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, Fullerton | Sept 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| April 25 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Oct 11 | FRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, Fullerton |
| April 29 | Morse Day 2006 . International President Lavina Shaw, special guest. Location and time TBA; check www.w6mtc.org for updates. | Oct 24 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| May 6-7 | Fullerton Railroad Days , 9 a.m.-5 p.m., Fullerton Station | Oct 28* | Movie Night: <i>Rails Into Laramie</i> ,* 5:30 p.m. and 7:45 p.m. |
| | | 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. |

* Movie Nights held at Fullerton Museum Center Auditorium, 301 N. Pomona Ave. (corner of Wilshire Ave.), Fullerton
Dates and movie titles subject to change
 Check www.scrmf.org for updates

accomplish what the subway system currently cannot in North Hollywood.

When we had arrived at the Warner Center, a half dozen elongated buses were lined up discharging passengers and waiting to pick up the new ones a half-block away. Elliott and I found the crosswalk, and after stopping to videotape these opening day festivities, turned and proceeded into the Center.

During lunch, I discovered I had not set my watch back an hour due to the end of Daylight Savings time, thereby gaining an hour, reminding me of the plot in Jules Verne's *Around the World in 80 Days*. But then we lost a half hour waiting for the buses to arrive.



Orange Line at stop. Photo by Elliot Alper

When they did come, I chose to sit right behind the vestibule on the return trip. I was told by an employee that there were subtle differences between the red-rapid metro buses usually serving South Los Angeles, and the gray ones meant only for the Orange Line, but listening was difficult as there were too many passengers on board and I was getting sleepy after my burrito.

The only time I felt like I was in a light rail train was on the way back, when crossing the first of many concrete bridges. Being near the middle of the elongated bus may have helped create the proper vibrations and acoustics. I closed my eyes and was in a rumbling train.

The evening crowd was much more festive, and it included a mandatory crying baby, a couple deeply in love, and semi-rowdy juveniles just testing the possibilities of being obnoxious.

The old Pacific Electric North Hollywood station has not been knocked down, but a widened street and sidewalk infringes on where tracks used to be, and makes its fate seem uncertain. The station is hidden behind a continuous banner that has P.E. photos on it, my favorite being the one that shows the identical spot we were standing on, except it is the late 1940s and a Hollywood P.E. car is towering over us.

When Elliott and I were detraining, night had descended. An employee approached me and asked how I liked the ride. I declined to answer, being in favor of rail and not wanting to give an emotionally mixed answer. I would NOT be in favor of this replacing light rail in Los Angeles.

I peered up and over the chainlink fence hidden by that wrap-around banner. The festive colors and P.E. photos were meaningless in the dark, but as usual I stared into the North Hollywood station in the same way that viewers of the movie *Titanic* see the wreck suddenly in its glory.

Just as I had been on the towering P.E. Hollywood car westbound on the way back to North Hollywood, in my mind's eye it was the middle of an overcast June day in 1944. I watched passengers buying tickets and others amusing themselves with maga-

zines, newspapers, or watching one another. I watched a mother minding her two children, and I watched two sailors who had been home on leave passing the time in small talk, waiting for the car that would start the inevitable journey back down to Long Beach and the terrible uncertainty which followed. Then I was floating invisibly along the polished wood counter, watching P.E. employees busily at work.

Elliott caught up with me, and my mental moving picture went gray and then vanished in the night air. There was only the empty shell of the station now, silent and silhouetted against the city lights.

People were laughing as they ran past Elliott and myself, to get into line, the buses running in both directions until midnight tonight. Elliott stopped to get one more night shot, and then we made for his automobile, waiting where it had been parked a few hours earlier.

It was such a lovely night we decided to take the surface streets back to the 405, passing Universal City, where construction of the subway line there unearthed the foundations of a historic Rancheros' Adobe, then made a right onto Ventura Boulevard, which sported such stores as the Psychic Eye, Pets, Naturally, and a Carneys, the last and best fast food place using late model Union Pacific passenger cars for both the dining room as well as the kitchen.

We got on the 405, and soon passed the Getty Museum.

"I can see it on a clear day!" Elliott exclaimed as we passed it in the night.

More interesting than a glimpse of the museum is the monorail tram-train that takes visitors up to the Museum complex from a parking lot. Elliott and I had seen it heading up the hill as we went in the opposite direction



Photo displayed in Pacific Electric's No. Hollywood Station showing old P.E. car at stop.

tion on the 405. Elliott vowed that someday he would ride on it.

By that time we had come to the East Wilshire Boulevard offramp. Somewhere down in the darkened field next to the descending roadway, a flagman's shed had been for the longest time, for P.E. cars coming out of and into the Veterans Administration, crossing Wilshire. The offramp ended about where the tracks had once crossed Wilshire Boulevard.

I was dropped off, still an hour earlier than I would have imagined when I had gotten into Elliott's car some four hours before. I had to switch gears and become a grouchy Building Manager again, but once building business had been taken care of, I got to my PC to write it all down, this wonderful day of hooky from my building.

Charles' memories of "The Train That Did Not Go Down Manning Avenue" were recently published in the December 2005 issue of Trains Magazine.



Orange Line station stop at night. Photo by Elliot Alper

Contemporary Comedy Movie Night

Foul Play

February 25, 2006
5:30 p.m. & 7:55 p.m.
Fullerton Museum
Center Auditorium

Top Ten Reasons You Should Attend February's Movie Night

10. It's a full evening of comedy

FRPA's Movie Night offers a full-length movie preceded by an old-time serial you won't catch on cable!

9. You didn't get enough of the John Wayne Christmas on Turner Classic Movies

Before the main feature, we'll show "Flying Pirates," Part 2 of *Hurricane Express*, a 1932 serial like they used to show in movie matinees, with a new episode each week. This particular serial stars a very young John Wayne, who plays Larry Baker, an airplane pilot whose father was killed in a train wreck. Part 1, shown last year, ended with the wreck. You want to see him catch the Wrecker, right?

8. You want to see Chevy Chase when his films were actually funny

Sorry, I was thinking of *Fletch*. But seriously, *Foul Play* was one of the best things Chevy did after leaving *Saturday Night Live*. Playing a bumbling San Francisco detective, Chevy teams up with co-star Goldie Hawn to attempt to prevent a planned assassination. *Foul Play* is rated PG and can be enjoyed by the entire family.

7. You've always had a crush on Goldie Hawn (that Kurt Russell is one lucky devil!)

Goldie was never cuter than in this movie. Playing a shy San Francisco librarian, she becomes entangled in a complicated series of events, at times pursued by a dwarf and an albino.

6. Those two showings are so convenient!

Come to the early show at 5:30 p.m., or go out to eat in beautiful downtown Fullerton and catch the later show at 7:55 p.m. Remember, there's free parking across the street.

5. That intimate family setting at the Fullerton Museum Center Auditorium

Located at 301 N. Pomona Ave. (at the corner of Wilshire Ave.), the Fullerton Museum Center and environs takes you back to a simpler time and place. There's also free parking across the street.

4. Hear Dudley Moore play the piano again for old time's sake

Still incredible to recall that Dudley died at age 66 in March 2002. Yet the beauty of movies is that there, Dudley lives forever, in *Arthur*, in *10* (chasing Bo Derek), and in this wonderful film, doing what he does best, playing the piano, playing a hapless idiot-genius. Ah, Dudley!

3. Relive Rocky fantasies by hearing Burgess Meredith's gravelly voice

Admit it — you've made a lot of very ambitious New Year's resolutions, and you need to get a good dose of that tough trainer's voice so you can whip yourself into a frenzy and pump yourself in-

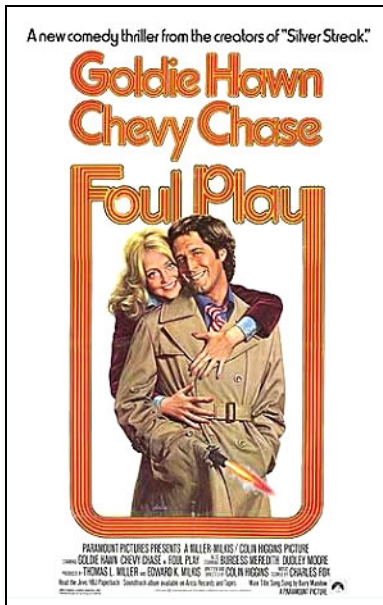
to that Rocky physique! Burgess Meredith won't disappoint as Goldie's feisty karate expert/landlord.

2. Feed your addiction to Gordon's informative Movie Notes

As usual, the movie handout will tell you everything you ever wanted to know, such as: is Chevy Chase Chevy's real name? And if not, what the heck is it, and how did he get nicknamed after a rich suburb in Maryland?

1. Movie Night is free and it's fun!

Movie Night is totally free to FRPA and SCSRA members and their guests. Did we mention there's also free parking across the street?



O HOT RAIL! O

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THE SOUTHERN CALIFORNIA SCENIC RAILWAY ASSOCIATION, INC.**

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Editor: Sue Kientz

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- **Rob Zur Schmiede outlines redevelopment plans at January 11 Dinner Meeting.** See page 2.
- **Caboose Move Fundraising Update.** Progress made thanks to donations, eBay auctions; see cover.
- **Movie Night: *Foul Play*, Feb 25.** Two showings; see flyer on page 7.
- **All-You-Can-Eat Italian Feast, March 25.** See cover for details, RSVP.
- Plus 2006 Calendar, Orange Line travelogue, photos, more!