

So. California Railway Plaza Assn. &  
So. California Scenic Railway Assn.

present the

# Hot Rail!

newsletter



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

Volume VIII, Number 4

Winter 2010

## New Railroad Operations Committee Formed

*By Gordon Bachlund, SCSRA President, and  
Harold Benash, SCRPA President*

The boards of directors of the Southern California Railway Plaza Association and the Southern California Scenic Railway Association have signed a Memorandum of Understanding that melds the general membership of the SCSRA into the SCRPA's general membership. It also creates a new SCRPA committee, the Railroad Operations Committee (ROC).

The SCSRA will be the nucleus of the Rail Operations Committee. Its activities will include conserving the cabooses, providing equipment maintenance and restoration, and operating the Southern California Railroad Experience (SCRX) demonstration railway when it becomes a reality.

The creation of the ROC is the next logical step in the long-planned merger of the SCRPA and SCSRA, and this guarantees a home for our historic cabooses as part of the SCRX.

The SCSRA will retain ownership of the cabooses and retain its tax-exempt corporate status until full merger of the SCSRA into the SCRPA, so that it can continue to raise funds for the cabooses and other ROC projects.



*The SCSRA's two cabooses, the former AT&SF 999110 and former SP 4049, will be the focus for the newly formed ROC's activities in the coming year. Photo by Elliott Alper.*

The ROC will welcome all SCRPA members into the Committee. A kick-off meeting will be held on Saturday, January 15, at the cabooses, located on the private car tracks at the Fullerton Transportation Center.

In addition, the ROC will elect a chairman who will guide the work of the Committee, schedule regular monthly work meetings and report to the SCRPA Board of Directors.

The ROC has funds on hand to support contracted paint and refurbishment of the exterior of the SP 4049 and cover the expenses of smaller tasks, which can be carried out by ROC committee members. And we will do additional fund-raising for ATSF 999110 as justified by our progress on SP 4049.

The Committee will also support the joint H&MC/ROC annual awards dinner, and the Ridenour Award will be presented to an outstanding ROC member each year.

Please mark your calendars now and plan on attending the first meeting of the ROC at 9 a.m. Saturday, January 15, 2011.

We will remind you at the January 12 General Meeting.

### Jan. 12, 2011, Dinner Meeting



Join us at China Buffet in Fullerton and learn about the Union Pacific Railroad in a presentation by guest speaker Lupe Valdez (pictured at left), UP's director of public affairs for the Los Angeles Basin.

See the flier and RSVP form inside this *Hot Rail!*

## SCRPA OFFICERS RE-ELECTED FOR 2011

### Membership campaign is under way

**By Donna Johnson, Community & Media Relations Chairman**

At the November annual elections, three members of the Board of Directors whose terms were set to expire in January 2011 were re-elected for new three-year terms: George Barlow, Fred Canfield and George Engelage IV.

Current officers – President Harold Benash, Vice President Dennis White and Secretary/Treasurer Barbara Eldredge – were all confirmed to continue in their positions.

The board also created a second Vice President position and named longtime director Richard L. Hopping to serve in that role.

In other action in November, the board accepted with regret the resignation of director Elbert "Al" Swerdfeger. Following the recent resignation of longtime director Stan Swanson, that leaves two board positions open for nominations.

Meanwhile, Membership Chairman George Barlow is conducting the annual membership campaign for 2011, with renewals due January 1. The response has been very positive.

And, of course, we're always looking for new members to join our association, contributing an added measure of enthusiasm, energy and support toward realizing our dream of a railroad museum right here in Orange County. Please tell your friends about us and ask them for their support by becoming a member of SCRPA.

Let us know your suggestions for new membership candidates and/or board nominations. You may leave a message on our office phone, (714) 278-0648, or send an email to [info@scrpa.net](mailto:info@scrpa.net)

## HISTORY & MODELING COMMITTEE WINTER REPORT

**By Dennis White, H&MC Secretary and Editor**

Fall is a time for renewed activity amongst the committee members.

Construction of the La Habra module continues, with all major buildings completed, track laid and wiring in process. Next step will be scenery and installation of the scale structures. This module should be a real show-stopper.

Speaking of shows, H&MC has recently participated at Orange Empire Railroad Museum's Thomas the Tank Days and three railroad/trade shows, with another show scheduled for late January 2011.

Besides digging for historical facts, looking for artifacts and building dioramas and models, the folks of the History & Modeling Committee are active "worker bees" for SCRPA. We are involved in all the events and functions of the parent organization. If you would like to get involved, the H&MC is a great place to start.

Won't you join us?

We need the participation of members who share our dreams. Whatever your railroad interest, there is a place for you in H&MC. Meetings are held at 7 p.m.,

## Southern California Railway Plaza Assn.

### Our Vision Is

Promotion of educational programs, activities, and venues for people of all ages, dedicated to the preservation of the rail heritage of Southern California.

### Our Mission Is

Education of the public, providing an historical insight into the numerous contributions that railroads have made to the development and growth of Southern California from the 19th century forward.

### Our Goals Are

- Successful development of the Southern California Railroad Experience
- Production of the annual Railroad Days and Children's Rail Safety Poster Contest community events
- Sponsorship of historical research and modeling of significant sites and structures, publication of the *Hot Rail!* newsletter, and presentation of quarterly dinners and speakers on topics of member interest

### The SCRX Vision Is

To be the premier destination for presenting the spirit of Southern California through its railroad heritage.

### The SCRX Mission Is

To provide, through our ideas, exhibitions, and programs, engaging educational and entertaining experiences to Southern California residents and visitors.

### The SCRX Goals Are

To fulfill the Vision and Mission by developing and presenting programs that capture the spirit of Southern California through its railroad heritage and by partnering with governmental and private entities to create an experiential destination.

the fourth Tuesday of each month (except June 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.

## TWENTIETH CENTURY OFFERS A SCREWBALL RIDE FOR MOVIE NIGHT

**By Gordon Bachlund, Movie Nights Chair**

The Saturday, January 22, 2011 screening in our members' free retrospective film series will feature *Twentieth Century*, a screwball comedy starring John Barrymore, Carole Lombard and Edgar Kennedy.

Our quarterly Movie Night will begin at 6 p.m. at the Fullerton Museum Center, 301 N. Pomona Ave., with a wine-tasting on the patio, under the tutelage of Dennis White and sponsored by Jack Barich.

The program will open with "Now or Never," a 25-minute Harold Lloyd comedy directed by Hal Roach that is considered one of his most delightful shorts. Much of the (NR) silent film's charm comes from

Lloyd's rapport with child actress Anna May Bilson who plays Dolly, a lonely little girl in the charge of Harold's baby-sitting girlfriend, Mary (played by Mildred Davis, the actress who would soon become Mrs. Harold Lloyd).

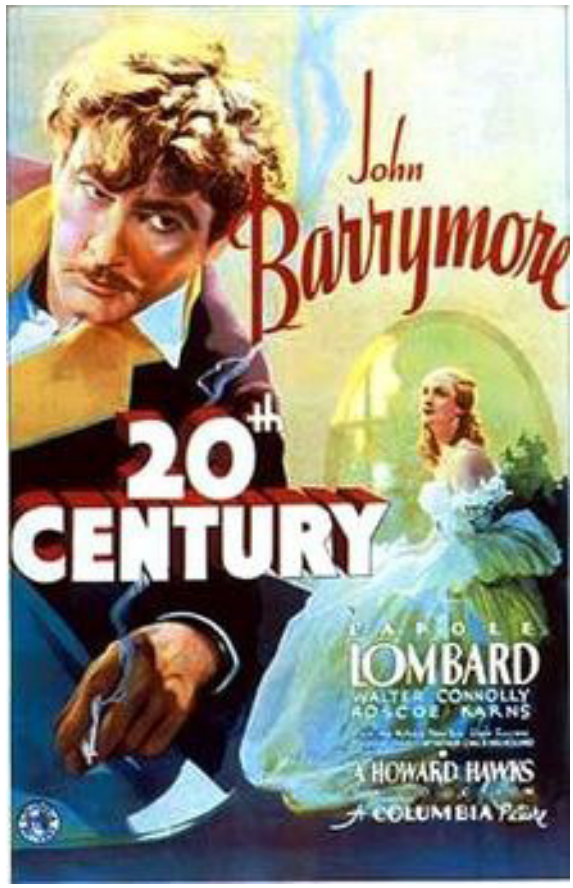
As a special treat to set the atmosphere, our Greg Smith will provide a live keyboard accompaniment.

The comedy continues as *Twentieth Century* takes off with a convoluted plot running 91 minutes in a 1934 black/white, sound production by Columbia. (NR).

We watch as temperamental New York theater impresario Oscar Jaffe (Barrymore) changes the name of his newest discovery, a former lingerie model, to Lily Garland (Lombard) and begins rehearsing his latest play.

Oscar drives Lily hard in rehearsal, bullying her and even stabbing her with a pin to induce her to scream properly. His harsh tactics pay off, however, and Lily is a smash. Their tempestuous partnership continues until Lily, driven to distraction by Oscar's egotism and jealous possessiveness, wants to end their relationship. But she collapses in tears after a fight in which he fakes a suicide attempt.

The next morning ... but wait – you'll find out more when you see the film, which includes hi-jinks aboard the Twentieth Century Limited, the legendary Chicago-to-New York train.



## A YEOMAN'S GUIDE TO TRAIN WATCHING

By Dennis White, SCRPA Vice President

### 1. What's being hauled in those freight trains?

Rail traffic consists of four basic commodity groups:

- Agricultural products – produce, grains, livestock, fertilizer
- Consumer products – large and small home appliances, clothing, furniture, automobiles
- Industrial products – machinery, large castings, auto parts, pipe, lumber, paper
- Energy products – Oil and petroleum products, coal, nuclear fuel and waste

### 2. Locomotives:

- **Freight locomotives** – About 70 feet long, 15 feet high and developing about 4,000 horsepower, they are big. In the U.S., most freight locomotives are "diesel-electric," meaning they have a diesel engine (sometimes called a prime mover), which turns a generator or alternator to create electricity, which drives the electric motors

attached to the wheels. In a few places, locomotives can be fully electric, getting their power from overhead wires called catenary.

- **Passenger locomotives** – About the same size as a freight locomotive or a little smaller, they are mechanically and electrically similar. But they are geared higher for faster performance and generate Head End Power (better known as HEP), providing electricity to light the passenger cars and provide for heating and air conditioning.
- **Switch Engines** – Smaller than freight and passenger locomotives, they are used to make and break train consists at the railroad yards, place railcars onto sidings so they can be loaded or unloaded. And they are the usual power for branch-line operations, such as the Union Pacific freight that

operates in Brea, La Habra and through Sunny Hills to Con Agra in Fullerton.

### 3. Freight Cars:

- **Hopper cars** – Haul chemicals, agricultural products, and flowable items such as PVC pellets. Some hopper cars are equipped with air jets to help slide the product out of the car, and quite naturally, are called "air-slide" cars.
- **Gondolas** – Can be high sided or low sided, depending on the kind of commodity for which it is being used. High-sided gondolas (sometimes called coal cars or hopper cars), are primarily used for coal, ore, gravel and sand. Other high-sided gondolas are equipped to haul sugar beets, wood chips, sawdust, etc. Low-sided cars haul scrap metal, steel beams, sand and gravel.
- **Tank cars** – Used to transport liquid and gaseous products. Some tank cars are double-walled, insulated or glass lined, depending upon the commodity they are built to haul. Common loads consist of petroleum products, chemicals, fertilizers, industrial water, vegetable oils and fruit juices.
- **Box cars** – Probably the most recognized freight car by the novice, box cars haul packaged product in boxes, either palletized or on skids. Manufactured goods, paper products and food products often travel in these cars. Some box cars are insulated and contain built-in mechanical refrigeration to keep its freight either cold or frozen; normally referred to as "reefers." Box cars are used in "point-to-point" service, mean-

Continued on page 4



ing they are loaded at the consignor's rail dock and shipped directly to the consignee's facility.

- **Flat cars** – There are many types of flat cars designed for specific service: bulk-head, center-beam or depressed-center, to name a few. Flat cars are used extensively to haul forest products (logs/timber, lumber and plywood), large machinery, military equipment, oversized loads, large pipe, aircraft components (fuselage assemblies, wing panels, empennage, control surfaces, etc.), and in support of NASA.
- **Intermodal cars** – There are various types of cars used for movement of intermodal containers, most common are well cars and TOFC (Trailer on Flat Car). Well cars are either three- or five-piece, articulated units with a depressed center allowing containers to be double stacked. A single five-well car can hold ten containers. Intermodal cars are rarely found in a mixed consist of a general freight train because intermodal cars are loaded and unloaded at special yards with straddle cranes or docksides at a seaport.
- **Automobile cars** – Various special-purpose railcars, some articulated, for carrying new motor vehicles. All modern Auto-Racks, as they are sometimes called, are enclosed to protect their cargo from flying rocks, vandalism, hobos, etc., but this was not always the case. Early Auto-Racks were open frames attached to TOFC flatcars such as Trailer Train, etc. Auto Rack cars generally move in blocks, sometimes even as a unit train.

4. What are those flashing things at the end of the train?

- Known by railroaders as an EOT (End of Train), they replaced the caboose in American railroading. The devices connect to the last car's air hose and transmit the air pressure reading to the engineer in the locomotive cab. A greater than normal difference between the two readings would warn the train crew of a dangerous leak in the air-brake system. The EOT also marks the rear end of the train with a red light or reflector. Among other names for the EOT is "FRED," giving a human aspect to the robotic device. In polite conversation, "FRED" stands for Flashing Rear End Device.

5. Train Crew

Most freight trains in mainline service carry a two-man crew:

- **Engineer** – The driver of the train. He sits on the right-hand side of the locomotive cab, operates the throttle and brakes, talks to the dispatcher by radio or cell phone and watches for signals.

- **Conductor** – The "captain of the train," the conductor is responsible for the safe operation of the train. He is also responsible for the paperwork "manifest" and knows what is in every car on the train. He sits in the left-hand seat facing forward and calls out confirmation of each signal to the engineer; both having to agree on the signal's message.
- **Brakeman** – If the train requires setting out or picking up railcars from along the way, one or more brakemen will also be a member of the crew. Some local freights might even carry a caboose for a second rear-end brakeman.
- **Additional people** in the cab might be a Road Foreman of Engines or other RR supervisor. These managers regularly ride along (usually in a 50-mile segment of the route) to check on the qualifications and performance of the engine crew. Occasionally, a train crewman might ride along to deadhead to another division point.

See you down at the tracks!

#### Sources:

Burlington Northern Santa Fe Railway: [www.bnsf.com](http://www.bnsf.com)

CSX Transportation: [www.csx.com](http://www.csx.com)

Norfolk Southern Transportation Corp.:  
[www.nscorp.com/nscportal/nscorp](http://www.nscorp.com/nscportal/nscorp)

Union Pacific Railroad: [www.up.com](http://www.up.com)

## WHITTIER'S FIRST RAILROAD, Part 1

### Long Beach, Whittier & Los Angeles County Railroad, 1888 – 1942

#### By John Nestegard, History and Modeling Committee

"Long Beach, Whittier & Los Angeles County Railroad, Inc., December 17, 1887. This was the name under which the Southern Pacific company constructed 5.9 miles from Studebaker to Whittier, Calif. Opened on March 16, 1888, it was operated by the Southern Pacific Company and consolidated with the SPRR on May 14, 1888. It had no rolling stock of its own. The trackage was abandoned in 1942."

Such is the brief entry of the Corporate History section of Guy Dunscomb's *A Century of Southern Pacific Steam Locomotives*, describing Whittier's first railroad. Given that this 1963 seminal work addressed a corporate entity that at its peak encompassed 16,000 miles of right-of-way linking eight states and the Republic of Mexico and was the product of consolidating some 300 predecessor companies, this cursory entry is understandable.

For the Society of Friends community that founded the little town nestled against the Puente Hills, however, the arrival of that first train from Los Angeles was a

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cause for much rejoicing. Contrary to conventional wisdom of the time, the Quakers chose a townsite in 1887 that proved to be removed from any of the large railroad construction projects planned for Southern California in the later part of the 1800s.

What initially prompted the mighty Southern Pacific (of Octopus fame) to provide this link to the outside world is unknown but, with a \$40,000 incentive put up by local business interests, a route was surveyed and construction proceeded in a very timely manner.

From Studebaker (actually, Studebaker Junction), a flag stop on the SP's Santa Ana line midway between Downey and Norwalk, the 5.9 mile branch line followed a generally northeasterly route across the flat but gently rising coastal plane to its termination at Whittier.

The published timetables of the period identified three stations en route:

- Fulton Wells – Two miles out of Studebaker, crossing at grade with Telegraph Road
- Los Nietos – Three miles out of Studebaker, crossing at grade with Los Nietos Road and the Southern California Railway (ATSF)
- Evergreen – Fives miles out of Studebaker, crossing at grade with Evergreen Street (today's Washington Boulevard)

Between Fulton Wells (the predecessor of today's Santa Fe Springs) and Los Nietos, the first appreciable grade, a short 1.5%, was encountered. At Los Nietos, a spur for interchange with the ATSF was laid down.

The Pacific Electric's La Habra line (completed in 1911) was intersected at a point near present day Sorenson Avenue. From there on into Whittier proper, a fairly constant 1.5% grade was maintained. Total elevation gained on the branch was 142 feet.

Rail was 50-pound English steel<sup>1</sup> (mill date 1881), spiked directly to redwood ties without the benefit of tie plates (tie plates were installed in 1900). With the exception of the area around the Los Nietos depot and ATSF crossing, the roadbed was cinder ballasted. Los Nietos had gravel.

Crossing the usually dry creek beds and drainage ditches was accomplished by rudimentary open-deck timber trestles and culverts. The stations consisted of a passing siding and in the case of Los Nietos and Evergreen, utilitarian, single-story combination passenger/freight depots constructed to Common Standard No. 7 plans.

The Whittier facility was a more impressive, two-story Stick/Queen Anne-style structure (Common Standard No. 18) with living quarters for the agent on the second floor. Passengers transferring to a Santa Ana line train at Studebaker were accommodated by a Spartan 24 x 12 foot shelter shed.

## Operations

Passenger service over the line was initiated in the spring of 1888, offering morning trains directly to and from Los Angeles and evening accommodations via a transfer at Studebaker to the Santa Ana line. Travel time to Los Angeles was one hour and ten minutes.

With the completion of other Santa Ana branches to Tustin and Westminster, the scheduling became more complex and the Whittier line was often treated as an adjunct to the more heavily traveled Santa Ana route. By 1905 passenger service had been significantly cur-

tailed, partly due to competition from the recently completed Pacific Electric line to the Quaker City.

From 1905 to 1910, Los Angeles-bound passengers were accommodated by a daily mixed train (passenger and freight), with transfer to the Santa Ana train at Studebaker.

In 1910 this steam-powered train was replaced by a McKeen gas-mechanical motor car that made a daily round trip between Santa Ana and "downtown," with a side excursion to Whittier. This service was abandoned in 1913. The advent of the Pacific Electric with its shorter route and more frequent service and the completion of an even more direct route to Los Angeles via a paved, all-weather county road spelled the demise of the SP's passenger trains.

While passenger ridership never lived up to expectations, the role played by the railroad in the economic development of Whittier was significant.

Although the en-route stations provided some revenue and traffic (Evergreen was the site of an early fruit packing shed owned by the Briggs Spence Co. and there is evidence that the depot itself was used primarily for fruit and produce shipping), the prime purpose for building the branch was to tap into the fledgling orange, lemon and grapefruit industry in the area surrounding Whittier (more on this later).

Scheduled freight trains (typically one round trip, five days a week) served the city from the line's inception until 1930. Over the years the routing and scheduling varied from a side trip for the Santa Ana-Los Angeles runs. Often the schedule dictated a nightly lay-over in Whittier, returning to Studebaker the next day.

Overlaid on the routine were the extra freights dispatched to provide timely pickup during the fruit harvest periods. After 1930, all freight runs were on the extra board reflecting both the depression-induced decline in business and the increasing competition from the San Pedro, Los Angeles and Salt Lake (Union Pacific) Anaheim branch which had built through Whittier in 1917.

## Motive Power

Essentially an appendage of the Espee's Santa Ana line, the Whittier branch was serviced by steam locomotives assigned to that line. In the early years (into the late 1920's), these were comprised of E-4 class 4-4-0's, M-4 class 2-6-0's and T-15 class 4-6-0's. TW-8 class 4-8-0's also frequented the Santa Ana main line, but the light iron of the Whittier branch probably precluded their use there.

For the same reason in the 1930s and early '40s, when C-8 and C-9 class 2-8-0 consolidations worked much of the Orange County trackage, the Whittier line was limited to M-6 class Moguls.

## Whittier and Environs

Approaching Whittier from the south, the right-of-way skirted the eastern boundary of the state reform school for boys (later named the Fred C. Niles School), crossed the county highway (Whittier Boulevard) and Philadelphia Street<sup>2</sup> before entering the yards bounded by Magnolia Avenue on the west and Hadley Street on the north.

Initially the railroad's agent was housed in a retired boxcar next to the tracks, but in 1891 the new depot was completed at the foot of Bailey Street, and he took up residence in the second floor apartment. The yard was comprised of the main track and two sidings with

*Continued on page 6*

Continued from page 5

a crossover to permit the locomotive to run around the train for the return trip to Studebaker.

A 60-foot, manually operated "Armstrong" turntable was installed to preclude having to make the outbound trip in reverse<sup>3</sup>. To accommodate scheduling that dictated an overnight stay, a single-stall wood engine house was erected. A standpipe connected to the municipal water supply assured that the tender would not run dry.

The railroad also constructed a packinghouse across the tracks from the depot that was leased to various enterprises over the years. Initially it served the local walnut growers as a packing and shipping point and, later, it was enlarged by the California Spray Chemical Corp. as a distribution center for the various fertilizers and pesticides required by the Whittier area growers. The freight house portion of the depot also doubled as an early fruit processing and packing plant until separate facilities were established by the Whittier Citrus Association and the Murphy Ranch operation (more on this later).

Part Two will appear in the Spring issue of  
*Hot Rail!*

#### Sources:

*Rails Through the Orange Groves*, Volumes 1 & 2, Steve E. Donaldson & William A. Meyers, Transanglo Books, 1989

*Pacific Fruit Express*, Anthony W. Thompson, Robert J. Church & Bruce H. Hones, Central Valley Railroad Productions, 1991

*A Century of Southern Pacific Steam Locomotives*, Guy L. Dunscorn, self-published, Modesto Printing Co., 1963

Union Pacific Railroad Museum, Council Bluffs, Iowa

Southern Pacific Historical and Technical Society, Trainlines

Orange County Railroad Historical Society, Newsletter

Sanborne Fire Underwriter and Insurer

## RAILROAD DAYS UPDATE

At presstime, negotiations continue for fundraising and sponsorship for 2011 Railroad Days, which is tentatively scheduled for April 30-May 1, 2011.

Further details will be announced at the January 12 Quarterly Dinner Meeting. See you there!



*Whittier News*, 18 June, 1959 & 10 October, 1962

#### Notes

1. Santa Ana line was upgraded with 74-pound Carnegie steel sometime after 1913.

2. In 1903 a crossing was installed to accommodate the Pacific Electric, which accessed uptown Whittier via a track up the center of Philadelphia Street

3. Sometime in the 1920s a 75-foot turntable was put in place to accommodate larger locomotives being assigned in the Santa Ana line but, interestingly enough, the original table remained in place for a number of years thereafter.

#### Acknowledgments

Elna Sue Johanson; William Church; Carolyn Rory, Reference Librarian. Whittier Public Library, Garland Courts, Curator, Whittier Museum, Stephanie Breau, Director, Fairchild Aerial Photography Collection, Whittier College, Stephen E Donaldson; Henry E. Bender Jr.

## 2011 Calendar

<b>Jan 12</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	<b>Jun 25</b>	<b>H&amp;MC/SCSRA Annual Dinner at Depot</b> , Cabooses, Fullerton Amtrak Station, 6 p.m.
<b>Jan 15</b>	<b>Railroad Operations Committee Meeting</b> , 9 a.m.-noon, Cabooses, Fullerton Amtrak Station	<b>Jul 13</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
<b>Jan 22*</b>	<b>Movie Night: <i>Twentieth Century (1934)</i></b> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA	<b>Jul 23*</b>	<b>Movie Night: <i>Train to Tombstone (1950)</i></b> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA
<b>Jan 25</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Jul 26</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Feb 22</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Aug 23</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Mar 22</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Sep 27</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Apr 13</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.	<b>Oct 12</b>	<b>SCRPA Quarterly Dinner Meeting</b> , 6 p.m., China Buffet, 104 W. Orangethorpe Ave.
<b>Apr 23*</b>	<b>Movie Night: <i>Kansas Pacific (1953)</i></b> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA	<b>Oct 22*</b>	<b>Movie Night: <i>Home in Oklahoma (1946)</i></b> ,* 6:30 p.m. with Wine Tasting at 6 p.m., FMCA
<b>Apr 26</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.	<b>Oct 25</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>Apr 30-</b>	<b>Railroad Days</b> , 9 a.m. - 5 p.m. Tentative.	<b>Nov 22</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.
<b>May 1</b>		<b>Dec 3*</b>	<b>SCSRA Christmas Train-Watching Party</b> , Cabooses, Fullerton Amtrak Station, Fullerton,
<b>May 24</b>	<b>H&amp;MC Meeting</b> , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m.		

\* Dates and movie titles subject to change. Check [www.scrpa.net](http://www.scrpa.net) for updates



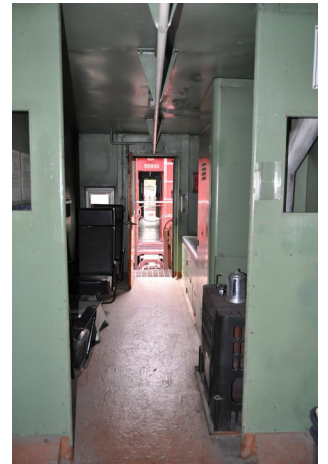
# Christmas 2010 Train Watching Party

On December 4, SCRPA and SCSRA members met at SCSRA's AT&SF and SP cabooses at Fullerton Amtrak Station, to break bread, share news, and watch and photograph any and all trains as they passed by. Who can ask for more?

*Clockwise from far right: (1) Inside the SP bay window caboose, (2) Elliott Alper and Greg Smith chat and snack, (3) Harold Benash and Sue Kientz talk about the upcoming plans of the ROC and caboose maintenance days, (4) group photo shows (back row, l-r) Eric Edborg, Elliott Alper, Dennis White, Robert Merrill, Denise Merrill, and Stephanie Foster; (front row, l-r) Sue Kientz, Greg Smith, Tristan Nissen, Denise's doggie, Melissa Smith, and Kevin Cortez, and (5) if the trains are watching us, here they would catch Dennis White and Elliott Alper in the SP 4049 bay window caboose.*

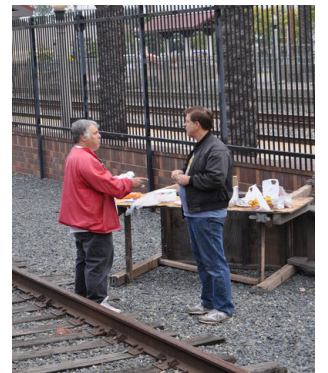


Photos by Eric Edborg



**These photos are in color on the web!**

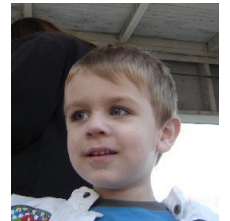
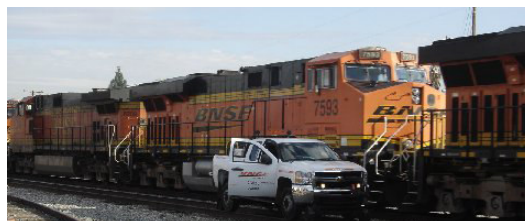
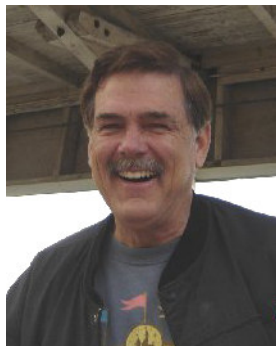
Read the *Hot Rail!* in PDF at [www.scrpa.net](http://www.scrpa.net)



*Clockwise, from far right: (1) Santa was spotted in one of Bill Hatrick's private cars! (2) Greg's grandson Tristan, (3) BNSF locomotive, (4) Greg Smith, (5) Dennis White, and (6) a railfan watches a Pacific Surfliner arrive at the station.*



Photos by Elliott Alper



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