

Preliminary Time Line Regarding Railroads of And Relating to Fullerton, California

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- 1868 February 18, 1868 – Los Angeles & San Pedro (first in So. Cal.) incorporated.
October 26, 1868 – LA & SP opened – consolidated into SP December 18, 1874
- 1873 Late June, 1873 – SP Anaheim branch – construction
- 1874 December 31, 1874 – SP line completed to Anaheim – first train arrives January 14, 1875.
- 1876 September 1876 – SP main line from north completed into Los Angeles providing first rail connection to rest of U.S.
October 10, 1876 – SP/Huntington interest incorporate Los Angeles & San Diego to construct line to San Diego. SP Anaheim branch conveyed to LA&SD.
- 1877 December 17, 1877 – SP extension from Anaheim to Santa Ana opened.
- 1878 SP attempts to gain right of way for line to San Diego from James Irvine. Irvine and Huntington had a great mutual dislike for each other since meeting on boat to California approximately 25 years before. SP attempts to force issue by bringing suit in Federal Court to invalidate Irvine title to 30,000 acres citing supposed error by Land Grant Court. Irvine wins case and refuses SP a right of way at any cost. A second SP attempt to secure a right of way several years later also fails.
- 1880 October 1880 – California Southern Ry. Incorporated by Frank A. Kimball, representing a number of prominent San Diego citizens backed by Boston financial interests, to build a rail line from San Diego to a connection with the Atlantic & Pacific. Charter for Cal. Sou. did not provide for constructions of branch lines, but did not prohibit leasing and operation of feeder lines constructed by other companies.
- 1881 July 13, 1881 – First Cal. Southern locomotive unloaded from ship at San Diego. First ever in San Diego.
- 1882 August 21, 1882 – Cal. Southern line from National City to Colton (via Temecula Canyon) completed and opened – built south to north.
- 1883 August 8, 1883 – Atlantic & Pacific/Southern Pacific line completed near Needles, CA.. First train ran the following day. Line officially opened on October 21, 1883.
September 13, 1883 – Cal. Southern line from Colton to San Bernardino opened.
- 1884 October 1, 1884 – SP segment from Needles to Mohave (now Mojave) acquired by Atlantic & Pacific through lease. Line held by A&P until July 1, 1897, then Santa Fe Pacific until June 30, 1902, then ATSF. Line included in California, Arizona & Santa Fe formed by ATSF on December 21, 1912. CA&SF bonds mature in 1962 and line is formally merged into ATSF Ry in 1963.
- 1885 September 16, 1885 – Los Angeles and San Gabriel Valley organized to build from Los Angeles to Pasadena – Line opens.

- September 29, 1885 – Riverside, Santa Ana & Los Angeles incorporated to build down Santa Ana Canyon and then to Los Angeles.
- November 15, 1885 – Cal. Southern line from San Bernardino to Barstow opened, connecting with A&P.
- 1886 San Bernardino & San Diego Ry. Incorporated to build from Santa Ana to Los Angeles Jct. (Fallbrook Jct.) via San Juan Capistrano.
- 1887 January 1887 – Los Angeles & San Gabriel Valley acquired by Cal. Southern.
May 20, 1887 – California Central incorporated to consolidate eight subsidiary companies. California Southern remains as separate entity. Cal. Central initially turned over to Cal. Southern for operation.
May 31, 1887 – San Bernardino and Los Angeles completes LA&SGV line from San Bernardino towards Los Angeles.
September 15, 1887 – Cal. Central line from San Bernardino to Santa Ana (via Orange) opened.
September 23, 1887 – Line from Los Angeles to Ballona Jct. (now Redondo Junction) opened as part of line to Port Ballona by Redondo Beach Ry.
November 30, 1887 – Cal. Central line from Santa Ana to San Juan Capistrano opened. Cal. Central dispatchers move from National City to San Bernardino. Shop facilities also begin to move from National City to San Bernardino – completed in 1889.
- 1888 May 23, 1888 – Line from Orange to Ballona Jct. Via Fullerton begun at Orange.
June 7, 1888 – Line (building east to west) reaches point about 1 mile northwest of Fullerton (approx. Euclid St.).
August 12, 1888 – Line between Orange and Ballona Jct. Opened.
August 12, 1888 – Cal. Central line from San Juan Capistrano to Los Angeles Jct. (Fallbrook Junction) – "Surf Line" – opened. Passenger service via Temecula Canyon immediately discontinued in favor of Surf Line.
Late 1888 – Cal. Central assumes operations of Los Angeles – San Bernardino (LA&SGV) line.
- 1889 So. Cal. Ry. Line from Richfield (Atwood) to Olinda opened.
- 1904 June 1, 1904 – So. Cal. Ry. Leased to ATSF Ry.
- 1906 January 17, 1906 – So. Cal. Ry. Sold to ATSF Ry.
- 1910 July 1, 1910 – Line from Richfield to Fullerton opened; incorporated as Fullerton & Richfield on February 18, 1910.
- 1917 PE line into Fullerton opens.
- 1923 July 1, 1923 – UP Anaheim branch (via Fullerton) opens.
- 1929 - May 15, 1929 – UP rail passenger service ends and buses substituted. Bus service continues until Amtrak.
- 1930 EMC motor cars put into service on Los Angeles – San Bernardino Local.
- 1938 January 22, 1938 – PE passenger service on Fullerton line ends.
March 1938 – "San Diegan" streamliner debuts. Second trainset added in 1941.
- 1943 May 10, 1943 – ATSF double track from La Mirada to Fullerton opens.
October 22, 1943 – CTC between Fullerton to Venta (Fourth District) cut in.
- 1944 July 4, 1944 – ATSF CTC between Venta and San Diego cut in.

- 1945 April 8, 1945 – ATSF CTC between Fullerton and Esperanza opened.
September 10, 1945 – ATSF CTC cut in for Olive District.
Peak year for rail shipment of citrus – 20.9 million boxes.
- 1952 May 1952 – ATSF puts RDC's into service on "San Diegans," train frequency increased to 6 each way.
- 1954 San Diegan service increased to 7 each way – greatest frequency since 1917.
- 1955 Los Angeles – San Bernardino local discontinued.
- 1956 ATSF pulls RDC's off San Diegans after bad wreck at Redondo Jct.; service declines to 6 each way.
- 1963 PE and UP begin joint use of track between Colima and Fullerton – as per PE System ETT #2, effective January 1, 1963. PE line abandoned from point just south of Imperial Hwy to Fullerton.
- 1964 PE arch bridge over Harbor Blvd. removed.
ATSF service to San Diego cut to 4 each way. Due to cancellation of mail contract.
- 1965 ATSF service to San Diego cut to 3 each way.
August 1965 – SP absorbs PE operations – all PE lines included in SP employees timetable for first time.
- 1966 ATSF cuts in CTC between La Mirada and Los Angeles.
- 1968 ATSF allowed to discontinue "Grand Canyon."
- 1971 May 1, 1971 – Amtrak takes over operation of most intercity passenger service in U.S., including "San Diegans."
- 1986 April 1986 – Amtrak "Desert Wind" routed via Fullerton. First through service to east since discontinuance of "Grand Canyon" in 1968. Last w/b #35 "Desert Wind" departs Fullerton at 3:19 PM on May 12, 1997.
- 1994 January 15, 1994 – Amtrak "Southwest Chief" begins operating via Fullerton.
- 1996 August 1, 1996 – ATSF and BN merge to become BNSF.
- 1997 May 1, 1997 – UP absorbs SP. UP soon abandons north end of its Anaheim branch between Whittier Jct. And Colima.