

The Cajon Division

ORDER BOARD

Pacific Southwest Region

National Model Railroad Association

Volume 19, No. 3

September 1991

CAJON DIVISION RIVERSIDE MEET

September 21, 1991

Garden Railroading at its finest is the theme for our September Meet to be hosted by Faith and Roger Clarkson at their home in Riverside (See map). Not only can you visit the Clarkson's outstanding garden railway, but also see their expanded HO layout.

Clinics will include Garden Railways and the Construction of High Speed and Self-Guarding Turnouts. Videos will form part of the presentation, and you are invited to bring yours of Railfair or other outstanding events.

Garden Models or Steam Engines (in honor of the Riverside Live Steamers) will be the subjects for the contest.

Your families should especially enjoy this one.

Map to the Meet
See Page 3

June Meeting Report

A total of 38 members and guests enjoyed an afternoon of fellowship, fun and instruction at our meeting on June 1, 1991. We all enjoyed the high level of participation by those in attendance.

Contest entries were judged by the secret ballots of those in attendance. Fine models were displayed including two diesel units and a caboose by Ed Hall; two diesels, a hi-cube boxcar and a piggy-back flat with trailer by Mike Hopkins; Tod Scott's variety of SP diesel units; a three unit Illinois Central Roadrailer set by Tom Van Wormer and Dean Zook shared his two SP Commuter Coaches. Ed Hall was the winner for his superdetailed Athearn SD40-T2. There were no losers - everyone, including you and I, can benefit and have fun through involvement.

Informative clinics were presented by Tod Scott on Tuning Athearn Cars and by Tom Van Wormer on Handlaid

See: June Meeting, Page 2

June Meeting (From Page 1)

Switches, Part I, the 'Standard' Type.
Thanks to you both for a fine job.

Bryan Hunnell provided a genuine program surprise by projecting a collection of slides of the late John Allen's famous Gorre & Daphetid RR owned by long time NMRA member Asa Hartung Smith. Thank you both for a real treat.

Special thanks are also extended to the following shops for their fine door prize donations:

Arnie's Trains
6450 Westminster Ave.
Westminster

Arrow Hobbies
3432 Lucero Ave.
La Verne

Discount Train Warehouse
777 West Imperial Hwy.
Brea

The Golden Spike
Model Railroad Supply Co.
14988 Sand Canyon Ave., I-3

Winners Ed 'Lucky' Hall, Norm and Marie Lee, Bob Crippen, Cliff Edlund, Bert Greeley, Sharon Lake and Mike Coffin went home smiling.

1991 PSR Convention - Tucson

"Tucson's #1 in '91"

By: Roger von Seeburg

Hello Cajon! We hope that you have enjoyed the "Special Edition" of the "Spur Line". If you want to register, use the form in that publication or write to: "Tucson's #1 in '91", PO Box 30381, Tucson, AZ 85751 or call Elmer Laws, Registrar at (602) 296-9461.

Upcoming Division Events

Las Vegas Meet

October 26, 1991

The S.N.O.B. (Southern Nevada Operating Brotherhood) will host a Division Meet at the Palace Station Hotel from 9AM to 4PM with all the normal activities including clinics, contest (any favorite model), consignment table, slide and tape shows (bring your choicest), refreshments and the usual bull session.

Two layouts, including the Glitter Gulch and Western, will be open for viewing Friday night, October 25. For you non-(or lucky)gamblers, there are four hobby shops in Las Vegas.

Call 1-800-634-3101 for reservations at the Palace Station. Be sure to ask for the PSR NMRA rate (\$55 tower, \$45 garden per night).

Victorville Meet

November 23, 1991

CEMENT, yes cement is the theme for our meet here in the home of the Southwestern Portland Cement Co. Because our meetings are limited to weekends, we will not be able to visit the SWPC railway operations, but we will have their famous 1932 video of a trip to SWPC, beginning with a triple header up Cajon.

The favorite model contest will be for cement cars with a special prize for anyone who builds a car out of (portland?) cement. Also, perhaps, a special consideration for the worst cement

(gluing) job on a model. Surely some of us could provide an entry in this category.

Division Banquet

The Division Banquet will be held in late January or early February of 1992. More information will be coming later on this event to be sponsored by Marie Lee and Cynthia Van Wormer.

CAJON DIVISION OFFICERS

Superintendent (Office Vacant)

Paymaster Bill Flinn
12912 Brittany Woods
Santa Ana, CA 92705
(714) 838-3103

Chief Clerk John Hinds
9832 Sunderland St.
Santa Ana, CA 92705

Membership Curtis Roos
P.O. Box 1754
Victorville, CA 92393
(619) 951-2122

Program Todd Scott
42 Monteleagro
Irvine, CA 92714
(714) 474-5011

Achievement Mike Kennelly
8908 Krueger St.
Culver City, CA 90232
(213) 838-8243

Director Tom Van Wormer
P.O. Box 3132
Huntington Beach, CA
92605-3132
(714) 842-6881

WANT ADS

FACILITIES CHAIRMAN

Job description: Arrange for the meeting site for three to five meetings per year.

CONSIGNMENT COORDINATOR

Job description: Man consignment table during meeting, handle sales, pay sellers, and deduct sales commission.

MODEL DISPLAY COORDINATOR

Job description: Coordinate with the Program Chairman to choose meeting modeling subject, provide display space and security if necessary, and keep track of entries and awards (if any) (could be combined with AP chairman).

AD MANAGER, ORDER BOARD

Work with the editor to develop an ad sales program. Call on local hobby shops and other business to solicit ad sales. Manage the Ad Department, display, classified and personal.

If you would like to take on any of the above jobs, or can suggest someone who might be willing to, please call Tom VanWormer at (714) 842-6881.

Map to the Riverside Meet



Welcome Aboard

The Cajon division is pleased to welcome the following 53 new members. The list includes 13 NMRA members who have now joined PSR, and 40 who are new to both NMRA and PSR.

Ken Anthony, Jr. - Moreno Valley, CA
George R. Beltz - Riverside, CA
Wogan L. Blanton, Jr. -

San Bernardino, CA

George J. Bonham - Calimesa, CA
Jeffrey Reed Brewer - Riverside, CA
Gerhard Brinkman - Riverside, CA
Louis T. Burch - Redlands, CA
Peter Curtis - Riverside, CA
Joel Dortch - Riverside, CA
Dick Foster - Fullerton, CA

Sharon Frazier - La Habra, CA
Herbert Greeley - Orange, CA
Harry E. Hanson - Laguna Niguel, CA
Dave Harris - Las Vegas, NV
Thomas Harris - Las Vegas, NV
Andrew Hart - Mission Viejo, CA
Hobby Mailing Service - Orange, CA
Randy L. Houk - Bloomington, CA
Rick James - Colton, CA

Larry Johnson - Chino Hills, CA
John A. Lake - Ontario, CA
Sharon Lake - Orange, CA

Marie E. Lee - Huntington Beach, CA
Jeroma H. Lieblich - Irvine, CA

Teri Malcom - Corona, CA
Kevin Maloney - Villa Park, CA
John J. Marynak - Chino, CA
Charles F. Meister - Palm Desert, CA
Ron Mers - Santa Ana, CA
Bill Meyer - Fullerton, CA
Ken Miller - Redlands, CA

Raymond Moreau - Barstow, CA
Raymond C. Moreau - Barstow, CA
Ronado K. Mormile - Mission Viejo, CA
Thomas V. Odell - Rialto, CA
Thomas R. Panasewicz - Las Vegas, NV
Robert C. Patterson - Placentia, CA
Richard S. Powell - Riverside, CA
Frank Prebinski - Henderson, NV

Joseph D. Rhodes - Hemet, CA
Jerry A. Scalf - Anaheim, CA
Brian Smith - Rialto, CA
Leonard G. Soper - Alta Loma, CA
Glenn Stevens - Anaheim Hills, CA
Tom Stewart - Santa Ana, CA
Rick Uhlemann - Fontana, CA
Jacob Villa - Corona, CA
Joe Wade - Huntington Beach, CA
Steve Weilman - Riverside, CA
Jeff C. Welner - Fullerton, CA
Henry Williams - Corona, CA
Roger L. Wilson - Fullerton, CA
Matthew Windish - Orange, CA

As your membership chairman, I am pleased to welcome our new members.

I am also pleased to report that, thanks to help from Marie Lee, Todd Scott and Al Soule, we are well on the way toward placing PSR-NMRA membership applications in all the local hobby shops listed in the model railroad magazines. I had the pleasure of helping out at the NMRA membership booths at the Model Railroad Industry Assn. show in Pomona and at the Train Show during the NMRA national convention in Denver, 61 and about 300 new NMRA members signed up respectively.

I am looking for someone to set up and operate a table at the Great American Train Show in Costa Mesa on September 15, since I will be at the PSR Convention in Tucson. Please contact me at (619) 951-2122. Thank you. -Curtis Roos

Some Cajon Statistics

27 Life Members
251 Regular Members
22 Family Members
5 Youth Members

HISTORIC PROTOTYPE HAPPENINGS

THE MAIL SPECIES

by Steve Donaldson

(From the Orange County Railway Historical Society
Newsletter)
(Used with Permission)

It was not long after the first rail line was opened to Orange County that trains started carrying the U.S. Mail to this area. On 1 September 1878, the Los Angeles & Santa Ana Route Agent went into operation on the Southern Pacific line between those points.

On 1 August 1882 all Route Agent runs became Railway Post Offices (RPO), including the SP LA & SA run. On 29 June 1889 the LA & SA RPO was changed to the LA & Tustin, (via Studebaker, Whittier, and Miraflores) over newly opened branches of the SP. On 28 November 1891, the SP LA and Tustin RPO was changed back to the LA & SA.

As of 1900, the SP RPO operated on both the Santa Ana and Los Angeles bound morning trains, the clerk and car changing trains at Arcade Depot. These were considered "express" trains by the mail service, and carried "catcher service" between terminals. The RPOs were not carried on the Sunday runs of these trains. RPOs were carried on the afternoon in- and outbound SP trains as well, but the clerk only worked between Santa Ana and Florence (junction with the Wilmington Line) and apparently changed trains at that latter point.

There was never official RPO service to Newport Beach via the SP, but only "closed pouch service", meaning a pouch was sent down on the mixed train from Los Angeles, but there was no on-board sorting or other processing enroute to or from Newport Beach, even though some pictures of trains at Newport show RPO cars in the consist (they probably just weren't cut out at Santa Ana after the trip from Los Angeles). "Closed pouch" service was also provided between Loara (West Anaheim) and Los

Alamitos. The LA & SA RPO over the SP was discontinued on 29 September 1911 when by this time "closed pouch" service was provided by the Pacific Electric and RPO service by the Santa Fe. Full mail service to Newport Beach was provided by the Pacific Electric from 19 March 1906 and was extended to Balboa on 4 March 1908. This run continued until 12 June 1917 when it was changed to closed pouch service. By 1915 the PE provided close pouch service to Yorba Linda and between Santa Ana and Huntington Beach.

Orange County was also served by the Los Angeles and San Diego RPO, and the San Bernardino & Orange RPO operated over the Southern California Railway (Santa Fe) for many years.

As late as 1943 the Santa Fe LA Division Superintendent issued Bulletin Instructions directing the following: "Train No. 71 (the early morning northbound San Diego Passenger Train) will slow down at Anaheim each Sunday morning to permit one pouch of mail to be thrown into the baggage car." "Train No. 78 (the late evening southbound San Diego Passenger Train) will slow down at Anaheim and Orange sufficiently to permit safe dispatch of mail." "Train No. 23 (the westbound "Grand Canyon") will stop for mail daily, except Sundays and holidays at Placentia." "At Fullerton, Anaheim and Orange, Train No. 72 (the second morning southbound San Diego Passenger Train) is to slow down to put mail off or to stop on request of the mail clerk to put off mail which can not safely be unloaded while the train is in motion." At Irvine and El Toro, Train No. 70 (The early morning southbound San Diego Passenger Train) was to "reduce speed sufficiently [to at least 30 MPH] to ensure safe dispatch of mail. At Irvine the train crew, rather than a post office or station employee, was to handle the discharge and pick up of the mail, parcel post, and express, and at El Toro crews were instructed to leave mail inside the freight house. Train No. 75 (the afternoon northbound San Diego Express Passenger Train) was directed to stop on flag at Serra for mail except on Sundays and Holidays, when Train No. 77 (the evening northbound San Diego Passenger Train) was to handle all mail, parcel post, and express for that point. At one time or another, there were mail cranes (hangers, where mail bags could be snagged by passing trains) at Placentia, Fullerton, Anaheim, Aliso (Newport Blvd. crossing of the Santa Fe, once known as South Tustin, and by later-day railroaders

as "Case Swayne" because of a shipper by that name located at that point in modern time), Irvine, El Toro, and Capistrano. In the case of Aliso, the mail crane was all that was left by mid-1906; the depot had been boarded up, and the nearby warehouse removed according to a July edition of the Santa Ana Blade newspaper.

How important was mail to the railroads here? In the 1880's, mail accounted for 2% of all revenues on the SP Santa Ana line, in 1896 it accounted for 3% of all revenues on the Southern California Railway, but by 1964 it was so important to the Santa Fe that failure to renew the mail contract on the San Diego route resulted in cancellation of two regular passenger trains. This reduced the daily total from four round trips down to two.

Two Orange Countians were memorialized in connection with their rail mail service. In January 1915, Chief Railway Mail Clerk Harold H. Hamilton fell from the open door of a mail car on the Los Angeles to Santa Ana run and died from his injuries. Another individual, known as "Art", had a contract to transport the mail between the post office and the mail trains at Santa Ana during the early 1950s. His big red 1940s-era Dodge truck on the station platform was a sure sign to railfans of that time that a train was about to arrive (or, possibly, had just departed) and appears in many early photographs of the depot area during that decade.

MODELING NOTE: Can you see it now! A situation card in your operating system requiring the mail train to stop to drop off mail inside the El Toro Freight House, or halt the train because the mail clerk fell off the train.

RAILROAD ROBBERIES IN ORANGE COUNTY

by Steve Donaldson

(From the Orange County Railway Historical Society Newsletter)
(Used with Permission)

From the files of the Orange Daily News at the Sherman Library in Corona del Mar the following item was found in the May 21, 1929 issue:

"Santa Ana police are seeking a 'phantom burgler' who broke the seal off the door of a Pacific Electric freight car at Santa Ana and escaped with more than \$1000 worth of cigarettes and candy."

THE LAST AND ONLY TRAIN HOLDUP IN ORANGE COUNT

Aside from the daily "holdups" on the the Knotts Berry Farm train, the only train robbery in Orange County found in available records took place on the Santa Fe on 24 August, 1925. When train # 75 arrived at Santa Ana, it was found that bandits had entered the express car somewhere between Oceanside and Santa Ana, shot the messenger, Elmer Campbell, and stole the mail and express contents of the car. The robbers entered the car through a ventilator in the roof, letting themselves down on a rope which they had anchored to a grab iron on the opposite side of the car.

Upon arrival in Santa Ana, the crooks pushed the strong box out the car door and dragged it to a getaway auto waiting at First Street. The train had not stopped at Irvine or any other intermediate point but known thieves nicknamed "Blackie" and "Dago" had been observed near the train at Oceanside and the getaway car was traced to an Anaheim cafe owner, but all had alibis and the robbers are believed to have never been caught.

The "take" was first reported at \$27 and later revised to \$2100. Mr Campbell, said to have been found in a pool of his own blood on the floor of the express car, was taken to the hospital, but died three days later. He had a reputation of great skill with firearms and had participated in the pursuit of Geronimo and the James brothers years before, but in this instance, his gun was found lying on a table in the car, apparently unused, giving rise to the presumption that he had been shot "in cold blood".

The only other incident involving criminal act and a railroad hereabouts was when a prisoner escaped from a Santa Fe train between Irvine and El Toro, in October, 1918. The prisoner had been unshackled by his lawman-escort to use the bathroom on the train, and while out of sight, he broke out through the car window. In this case, the "bad-guy" was chased down and recaptured.

MODELING NOTE: Can you see it now! A baggage car in our next favorite model contest reenacting this incident.

CORRESPONDENTS NOTE: If everything in this column is oriented toward Orange County, it is only because I don't have any good sources for either Clark, Riverside, or San Bernardino Counties. If you have unpublished information about our local railroads, please share them with the Order Board Staff.

MEMBERSHIP APPLICATION
National Model Railroad Association
Pacific Southwest Region

Date _____

Name _____

Street _____

City _____ State _____ Zip _____ - _____

Telephone () _____ Occupation _____

Scale Modeled _____ Date of Birth _____

New ☐ Renewal ☐ PSR# _____ NMRA# _____ Exp. Date _____

Family Member _____ Date of Birth _____

New ☐ Renewal ☐ PSR# _____ NMRA# _____ Exp. Date _____

CLASS OF MEMBERSHIP
(PSR & NMRA)

Regular \$29.00 ☐ Youth (Under 20 Years) \$19.50 ☐

Affiliate (No Bulletin) \$18.00 ☐ Family _____ at \$6.00 Per Name ☐

AMOUNT PAID \$ _____

For information on Life Membership please call 1-602-775-5444.

Please send this application and your check or money order to:

PSR - NMRA
Membership/Promotion Department
7665 East Spouse Drive #3
Prescott Valley, AZ 86314-5222

ORDER BOARD

COMMERCIAL DISPLAY

Rates are based on a minimum of FOUR insertions. Single insertion rate is half.

Art Work. Rate is based on camera ready art work. Art services are available and quoted upon request.

Full Page	6-3/8" x 7-3/4"	\$300
1/2 Page	3" x 7-3/4"	\$150
	6-3/8" x 3-3/4"	\$150
1/3 Page	6-3/8" x 2-1/2"	\$100
1/4 Page	3" x 3-3/4"	\$75
1/8 Page	3" x 1-3/4"	\$35

CLASSIFIED - PERSONAL

Classified and Personals are based on ONE insertion. These two types of ads are available only to NMRA members and are not for COMMERCIAL advertising.

Pike Ad	\$2.50
Classified	\$2.00/inch

SCHEDULES AND DEADLINES

The next issue of the ORDER BOARD is scheduled for December 1. Dead line for advertising material is November 15.

DISTRIBUTION

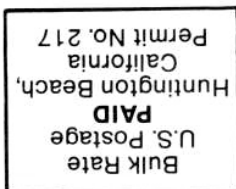
The ORDER BOARD is sent free of charge to all members of the Pacific Southwest Region, NMRA, living within the Cajon Division boundaries. **Subscription** rates are \$2.50 for PSR members outside the Cajon Division and \$5.00 for non-PSR members. Make check payable to "Cajon Division-PSR-NMRA" and send to ORDER BOARD.

ORDER BOARD STAFF

Publisher	Allen Soule'
Editor	(Allen Soule')
Technical Editors	Tom Van Wormer
	Bill Flinn
Timetable	Bob Chaparro
Circulation	Robert Crippen
Advertising	(Open)



DATED MATERIAL - PLEASE DO NOT DELAY



ORDER BOARD
Official Publication of
Cajon Division, PSR-NMRA
17362 Avalon Lane
Huntington Beach, CA 92647