

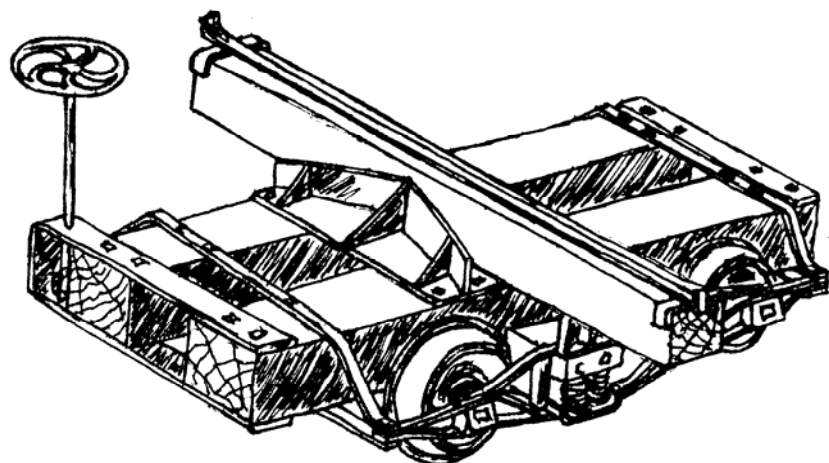
# The Cajon Order Board



VOL 3 No 2

PCR NMRA

JULY 75



Pin and Ink sketch of a Disconnect Logging Truck by L. Borden

Ye Ol  
Pizza Party  
and  
Get-Together  
on  
Sat. Aug 2

When Did Model Railroading Begin?  
by Thomas J. Cummins

It is difficult, if not impossible, to set the exact date when model railroading began. One thing is fairly certain, however; the first "little trains" were not toys. In the earliest days of railroading, builders of locomotives especially had to be promoters and salesmen of the new gadget. It wasn't easy to convince hard-headed investors and potential users that the funny looking "puffer-bellies" were good for anything. Being craftsmen and technicians, men like Trevethick and Stephenson were able to create working models of their locomotives to show to customers. These "live steamers" were scale models of the real thing; they had to be, to sell the product. Few of these first model locomotives have survived; having served their purpose they were probably scrapped in favor of newer models. Even late in the 19th century, locomotive manufacturers sometimes made non-working display models of new locomotives to show to potential buyers.

The first model railroads, as opposed to model locomotives made for display, appear to have been built for European royalty. The son of Napoleon III of France had a train layout around the middle of the 19th century. There were toy trains being massproduced as early as the 1840s in Germany and France, ranging in sophistication from wooden pull-toys to finely crafted steam operated toys for the children of the upper classes. Every kind of material was used, from cast iron to cardboard, but they all had one thing in common...there was almost no attempt at realism, or even proportion, and most of the toy trains made during this period resemble the prototype only in the most remote way. By the end of the century, however there was a movement coming to birth, especially in England composed of adults interested in accurately scaled down trains and operation. It was still largely a pastime for the rich who had estates on which large-scale outdoor layouts could be constructed. Equipment was expensive, mainly custom-built, and largely steam powered, though a few were using clockwork mechanisms.

(Continued on sheet 3)

# The Cajon Order Board



OFFICIAL PUBLICATION EIGHTH DIV.  
PACIFIC COAST REGION  
NATIONAL MODEL RAILROAD ASSOCIATION, INC.

Editor Larry Borden  
924 S. Tamarack Apt. 13  
Fullerton, Ca. 92632  
Phone: (714) 526-1840

## CAJON DIVISION DIRECTORY

Superintendent Gary Stenberg  
2506 N. Spurgeon St.  
Santa Ana, Ca. 92706  
Phone: (714) 835-0728

Assistant Superintendent Ted Van Klaveren  
13321 Nina Place  
Garden Grove, Ca. 92640  
Phone: (714) 537-1746

Chief Clerk/  
Paymaster Tom Cummins  
110 S. Date St.  
Rialto, Ca. 92367  
Phone: (714) 874-2777

Director Duane Leetzow  
92605 Blanchard Ave.  
Fontana, Ca. 92335  
Phone: (714) 823-6707

Address comments about material and  
articles for publication to the editor.

### Nominations

Duane Leetzow's term as Cajon Div.  
Director will soon be over and nominations  
for his replacement are needed.

Remember Division Director and Super-  
intendent can not be from the same county.  
Since our present Superintendent is from  
Orange County nominees should be from out-  
side Orange County. And I am confident  
that there is more than one individual  
willing to challenge this job who is living  
outside Orange County.

Nominations should be sent to:  
Arlita Elmore, Secretary  
7565 19th Street  
Sacramento, Ca. 95822

### The Lazy Way To Make Rock Castings by Frank J. Barone

Rock casting techniques have been  
hashed and rehashed for a number of years,  
but it still comes out the same—"work".  
Myself, I do not like to read page after  
page and still have to devise a way to  
eliminate all the work the author has be-  
stowed upon me. The first and most import-  
ant thing needed is understanding from your  
"Better Half", secondly a 10¢ paint brush  
(one made in Japan will do), thirdly is a  
good-looking rock out of your own backyard  
or the neighbors, that is if they aren't  
looking out the window. Next, you will  
need the evening newspaper and a can of  
Rub-R-Mold Latex Compound, small or large,  
which can be purchased at any arts and  
crafts or hardware store, a small flat  
surface to work on (and please make sure  
it is not the coffee table or you're in  
trouble already!).

Turn on the TV, lay the newspapers  
down, rocks on the top, open the can of  
latex, brush on the gummy stuff thick,  
clean the brush on the newspaper and watch  
TV for a half-hour and then lay on more  
latex. By the time you are through, your  
two favorite programs have gone by, and  
four "thick" coats are on the rocks. I  
might add that you are not even tired yet.

To me, four thick coats with a 48-hour  
drying time are sufficient to make rock  
castings last for a long time, unless they  
are abused. I have some that are four  
years old from a previous layout with not  
a crack or a tear. Remember, of course,  
if you loan the molds to someone modeling  
Mt. Everest, they could come back looking  
like something off the "Round House Floor".

When you have completed your project,  
the other half will be pleased too, as  
there was no fighting over the TV channel  
and the brush can be cleaned under the  
sink faucet or if you get the evil eye  
from your "Better Half", throw it away!  
HAPPY ROCK-MAKING AND GOOD LUCK!

### Swap Meet

The Pioneer Western Model Railroad  
Club will hold its annual swap meet on  
September 27th from 9 AM till 12 noon.

The meet will be held at the rear  
of 7422 Orangethorpe, Buena Park. Admis-  
sion is free. Sellers will be charged  
\$1.00 for a card table sized space.

## When Did Model Railroading Begin (Cont.)

Toy trains, which could be mass-produced relatively inexpensively, were far more popular in this country than scale models. In the 1920s, Sears, Roebuck began carrying catalogue listings for both clockwork and electric trains, the latter powered by automobile batteries. While still a hobby of the wealthy in England and Europe, miniature trains were becoming a commonplace of middleclass childhood here. The stamped-tinplate trains, lithographed in garish colors was far removed from the custom-built toys of European princelings, which were often plated with gold or silver. Still, influenced by the English example, some Americans wanted more authentic model trains badly enough to build them from raw materials. Most authorities agree it was the coincidence of the Depression, which gave many skilled technicians unlimited free time for model-making, and the Century of Progress World's Fair in Chicago, 1933-34, which gave model railroading its impetus to separate from the toy train field. The extensive layout at the Fair showed that it was possible to create a realistic simulation of the prototype in a working model.

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### The Big Red Cars, Builders of Southern California by Thomas J. Cummins

Those whose memory of southern California goes back to the '30s or even the '40s recall that, before the freeways, indeed before much of the land had anything or any one on it, the Big Red Cars of the Pacific Electric Lines knit the area from San Bernardino together into one great empire.

Founder of the empire was Henry E. Huntington, (1850-1927) nephew of C.P. Huntington, (1821-1900) developer of the Southern Pacific. H.E. Huntington began expansion of the Pacific Electric in 1900, later making it a subsidiary of SP. At the turn of the century, towns and cities were few and far between in southern California, so Huntington set up real estate developments in remote areas, then built PE lines to connect them. The idea worked almost unbelievably. Towns sprang up in the midst of orange groves, and in those pre-automotive days, Huntington controlled the "nervous system" which connected them. When the new Los Angeles Harbor was opened in 1910, a PE line connected it to LA. At a time when San Bernardino was in the remote hinterland a PE line linked it to the sea, and southern California oranges spread around the world.

Prosperity doesn't last forever, though and for the PE lines it began to dwindle in the '30s, with the Depression. Southern California was changing. In its day, the PE had connected all the important towns, most of the time being the only connection between them. As the concrete network of highways spread, suburbs radiated out of the older towns and away from the old section of those towns. What had been "downtown" the hub of the commercial complex, became "the other side of the tracks." PE stations were located in the wrong place, in cities growing like weeds. With the opening of the Pasadena Freeway (then called Arroyo Seco Parkway) in 1941, the automobile began to displace the Big Red Cars as intercity transportation. WW II with its material shortages held the march of the auto in check, but it also brought a decline in maintenance and the beginning of retrenchment for PE.

After the War, PE fell on evil days. It was the time of the freeway, of cars powerful enough to outspeed all but the fastest PE runs. The GI Bill helped proliferate housing tracts which grew into cities, miles from any PE station. People grew accustomed to driving on the new, broad freeways which connected everywhere with everywhere else. By 1956, PE folded its operation ceding its right of way to the parent SP. Today, some of the tracks are in use by SP as auxiliary right of way, most have been torn up for scrap, a few remain as grass-clogged rusty memorials to a rail empire unique among interurban systems. Most of the stations are gone. Some survive in altered form for other purposes (the Rialto station is a radiator repair shop). At one time, the PE brought progress to a remote backwater, but eventually that progress spelled the doom of the Big Red Cars.

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### IT'S A WOMENS HOBBY TOO!

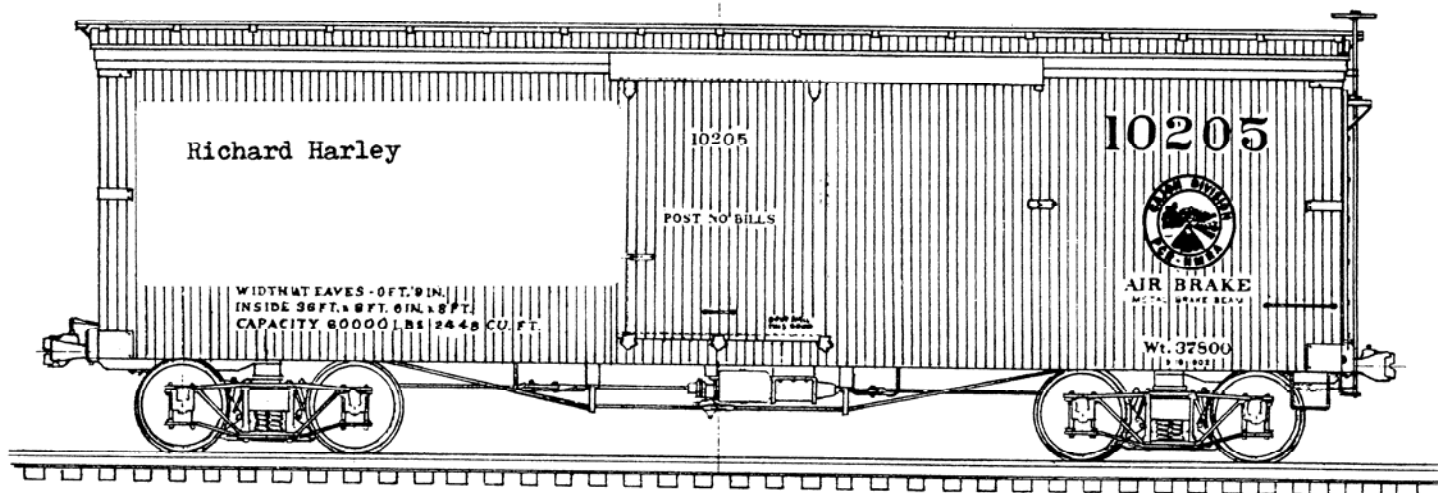
Alice L. Cummins, of Rialto, won both Switching Contest problems at the 1975 PCR Convention in Sacramento. Alice, whose husband, Tom, is Cajon Division Chief Clerk, made a clean sweep of the popular contest having taken a Second Place in the event at the 1973 PCR Convention at San Mateo. Ms. Cummins, employed as a Letter Carrier by the U.S. Postal Service, is an accomplished artist, having won several awards for her work. Asked why she likes the Switching Contest, she says, "I like the problem solving challenge. You have to think three or four moves ahead, as you do in chess."



Editor The Cajon Order Board  
924 S. Tamarack Apt. 13  
Fullerton, Ca. 92632



FIRST CLASS



## TIMETABLE

- Aug 2 Pizza Party  
4 PM till ?  
Shakey's Pizza  
365 W. 1st, Tustin, Ca.
- Sept 27 Pioneer Western Swap Meet  
9 AM till 12 noon  
7422 Orangethorpe (rear)  
Buena Park, Ca.
- Oct 31- Mini Convention
- Nov 2 San Mateo
- Nov 8 (Tentative) Glen Helen Park
- Feb 21, (Tentative) Banquet  
1976

## THE WAREHOUSE

This section open to all Railroading  
orientated advertisements.

Rates per issue:

Members: 50¢ per 3 lines, extra lines  
10¢ each.

Nonmember: \$1.00 per 3 lines, extra  
lines 20¢ each.

Each line consists of 42 characters and/  
or spaces.

Commercial rates on a yearly basis,  
contact the Editor.

Wanted! Toggle switches, DPDT center off  
Contact Frank Barone (714) 496-6532, 32101  
Via DeOliva, San Juan Capistrano, Ca. 92675

Wanted: Drawings, sketches, articles about  
clubs and their events, items of interest  
or letters of comment. Editor.

### PCR - NMRA

#### Membership Application Form

Pacific Coast Region of National Model Railroad Association, Inc.

Annual membership dues for the year in the Pacific Coast Region of NMRA are \$2.00  
One Dollar (\$1.00) of this amount is for a subscription in the Branch Line, official  
publication of the PCR. Return this bill form with your remittance.

PLEASE PRINT PLAINLY

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City & State \_\_\_\_\_ Zip \_\_\_\_\_

How long in Hobby? \_\_\_\_\_ New member or renewal? \_\_\_\_\_

Do you belong to a club? \_\_\_\_\_ Club name \_\_\_\_\_

Main Gauge or Scale (one only) \_\_\_\_\_

Date \_\_\_\_\_ Signature \_\_\_\_\_

Herewith Dues for Year 19 \_\_\_\_\_ in amount of \$ \_\_\_\_\_

Both NMRA and PCR dues may be paid with this form:

Please Check One: NMRA \$8.00 PCR \$2.00 Both \$10.00

Please send check or money order and blank to:

Arlita Elmore, Sec, 7565 19th St.,  
Sacramento, Ca. 95822

Intro. by Cajon Order Board