

President's Message

April and May were busy months for the Society in so many ways ... there were board meetings, spectacular afghan sales, parade prep, and planning for our upcoming Gala in January.

First let's start with board meetings. As you probably know, your Board of Directors meets once a month, rain or shine no matter what the circumstance. During the Pandemic we met via "Zoom" for what seemed like forever. Our meetings are always chockfull of ideas and innovative ways to make our organization more relevant and interesting to our members and guests and you are always invited to join in. We meet on the first Tuesday of each month, 5:30 PM, at the main library and would welcome your input.

April and May always signal the beginning of summer and all those fun outdoor activities

seem to happen all at once. On April 21st we sold our exclusive theme afghans outdoors at the Women's Club Flower Show. Sales were brisk and profitable and we even recruited several new members at the event. On May 7th we represented the Society in the annual May Parade to the delight of thousands of spectators lining the parade route. We were privileged to represent the Society at this event that instills such an enormous sense of history and community pride.

Thanks to the lessened pandemic, we'll again have our traditional family gatherings for Memorial Day and July 4th. And, we certainly look forward to seeing you at one of our favorite Society get-togethers and program at Park Plaza on Tuesday, July 19, 5:30 – 7:30PM.

Jane Owens - President 2022



The O.C.H.S. at the Women's Club Flower Show. Board members Carol Summo and Mary Noguera sold our afghans and informed attendees about our organization-April 21st

Orange May Parade -

O.C.H.S. entry with President, Jane Owens, Past President, Adrienne Gladson, Board members -Bill Utter and Roger Fitschen - May 7, 2022



Next Meeting - Tuesday, July 19, 2022 - Park Plaza Retirement Community, 620 South Glassell St. 5:30 - 7:30.P.M. - Appetizers and drinks will be provided. Our speaker will be **Jamie Hiber**, Executive Director Heritage Museum of Orange County. She will be sharing the history and future of the Heritage Museum in Santa Ana. While involved with preserving, restoring and promoting ALL Orange County history, the HMOC is known as home of the historic Kellogg House and Maag Farmhouse. Both the Kellogg and Maag families were integral in the development and design of the City of Orange.

Note -Parking is available behind 574 S. Glassell St., just north of Park Plaza. This is the old Yen Ching restaurant parking lot and is now the overflow parking for Park Plaza.



Under the Orange Peel

Rev. Nathan Riley

Fireworks...”a device for producing a striking display by the combustion of explosive or flammable compositions”

Yes! And we loved ‘em!! Clearly as June turned to July every little boy, I knew had his heart tuned to the 4th! to Independence Day!! Save the speeches for others. We wanted the fireworks! Maybe the girls did too. I don’t know. But for us guys—Highlight of the summer was that grand, front lawn family firework display. Remember?

I recall us kids begging Dad endlessly to drop more cash on ever bigger boxes with more stuff—you know, the Roman candles, the glorious pinwheels, the colorful, majestic, multi-colored fountains, those wriggly green and red snakes, the log cabin that smoked, the Screaming Me-me’s and the Piccolo Pete’s etc. In short, anything that would make a big “splash” and would sail highest in the sky. And let’s not forget many kids’ favorite, the right-

more practical and unfortunately somewhat smaller box of Safe & Sane fireworks. Still, it was something we looked forward to.



And, then, we were allowed to spend our own allowances to augment Dad’s box if we cared to, and we did! I remember riding our bikes to the local sales sites—one after the other—to inspect their counter and shelf-loaded displays. As I recall we could only afford to purchase one or two promising grand, colorful “explosions”, but that was something, and we were happy to do it. But you know who really saved the day? It was our generous Uncle George who with just one kid always drove down from LA with one of the grandest “Block Party” boxes you could buy! AWESOME!



there-in-your-face sparklers ‘cause we could ignite them ourselves and hold them tightly in our own grubby little paws! Ah, those were the days, the memories!

But alas! With six kids and a machinist’s salary Dad always purchased the more economical, far

Often at our house, sometimes at our cousin’s place, we gathered. Those were memorable family times. I remember we nailed the pinwheels to the telephone pole for an elevated whirling display. The others my uncle ignited on an oil drip pan on the sidewalk. Snakes went off on the curb cause their after-stain was truly nasty. Sparklers were great but some of us carelessly flung them in the air until parents put the

(Fireworks Continued)

a kibosh on that! One cousin needed gloves, as I recall. Oh, well, to each his/ her own.

The grandest, most memorable 4th I recall was paradoxically the one savagely-shortened, grand firework display at my cousin's house when an errant punk (Remember how we lit the fuses with the slow-burning punk?) ignited the entire "block party" box with one gigantic, spinning, whirring, whirling, fire-everywhere AWESOME flash!! Who will ever forget it?

Oh yeah, that may be why the city fathers (and mothers—I always suspected the mothers 😊) said I think we've grown beyond all that dangerous stuff. We'll outlaw family fireworks from now on in favor of a grand civic display. And so it goes for most of our local communities. You know what? The little boy in me says, "Not quite the same."



The Orange Dummy

Dummy – A steam locomotive enclosed in a wooden box structure made to resemble a railroad passenger coach

In its real estate boom days in the 1880s, Orange had two trolley lines in 1888 that terminated their service at the Plaza. The line that headed east on Chapman to El Modena was the Orange, McPherson and Modena (OM&M).

I had mentioned that horse-drawn conveyance in a previous issue about the El Modena Hotel. In that story, I had stated that the horse (or mule) got to ride on the rear of the trolley on the return trip to Orange. Phil Brigandi had debunked this notion years ago, so I stand corrected, the horse pulled both ways.

The other 1888 "hayburner" rail line was to Santa Ana and was part of the original Santa Ana, Orange & Tustin Street Railway Company.

It operated between these three towns until 1895 when losses could no longer be sustained and folded when the City of Santa Ana was going to require the trolley service to pay for the street paving between and around the tracks in Santa Ana.



1890 - Car barn & stables on east 4th Street near the Southern Pacific Railroad Depot. Santa Ana, Orange & Tustin Street Railway

It was however too valuable to the two communities to abandon so quickly. A group of Orange and Santa Ana businessmen, along with Ezra I. Tolle bought the remaining properties of the old trolley service; that being the car-barn and some of the track to Orange that hadn't been removed plus at least one horse-car and one steam motor-car. At a total cost of \$4,000 the new rail company acquired the rolling stock and 3.5 miles of single-track line starting at the Southern Pacific Railroad depot in Santa Ana, ending up at the Plaza on South Glassell Street.

By April, 1896 the trolley line was back in business wheezing back and forth between the two towns. It remained a relevant operation because it filled a real need in serving two communities of enough population to support ridership.

Ezra Tolle and his brother Ambrose had prior experience with steam-motors in Los Angeles

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and either converted one of the old horse-cars or repowered an existing steam-car. The Orange Tribune reported in June 1897, that the rebuilt dummy was sporting a “new 20-horsepower motor”. It also acquired the name “Peanut Roaster” because its shrill steam-whistle reminded folks of a peanut roaster of the time.

By 1901 expectations were that the dummy would be replaced by electric trolley technology when the Santa Ana-Orange line was acquired by the Inter-Urban Railway Company. It was comprised of investors from Los Angeles and Indianapolis with the idea to dump the “the Peanut Roaster” in favor of electric streetcars.



Ambrose D. Tolle at the controls of the Orange Dummy, here seen on S. Glassell St. and headed for Santa Ana about 1900.

However, plans to electrify would have to wait for a more competent owner in the Pacific Electric Company when it bought the newly formed Inter-Urban Railway Company in December 1901.

The new owners of the line started making changes in late 1905, when the “Peanut Roaster” only ran as far as the north-end of the bridge over Santiago Creek. They then pulled up the old, light steam-car rails down Main to Fourth and replaced them with a double-tracked heavier weight trolley track to the bridge, then single

track across the bridge. Fourth street got the same heavier track back to the Southern Pacific Depot.

Santa Ana’s portion of the new electric trolley opened for service on February 10, 1906, but only as far as that north-end of the Santiago Creek bridge. Passengers and freight had to leave the P. E. Red Car and clamber aboard the steam-motor car for the remainder of the trip to the Orange Plaza. Nowhere else on the Pacific Electric System were steam and electricity working together. The citizens of Orange would have to wait until June 8, 1914 to see the electric Red Cars running on our city’s streets.

It was when the road around the Plaza, plus some blocks of East/West Chapman Avenue and North/South Glassell Street received their concrete paving in 1912, that the trolley line was moved over to Lemon Street in 1913. The line terminated just north of Chapman Avenue and received a depot at that point in 1917. That Pacific Electric depot is seen below in 1964.



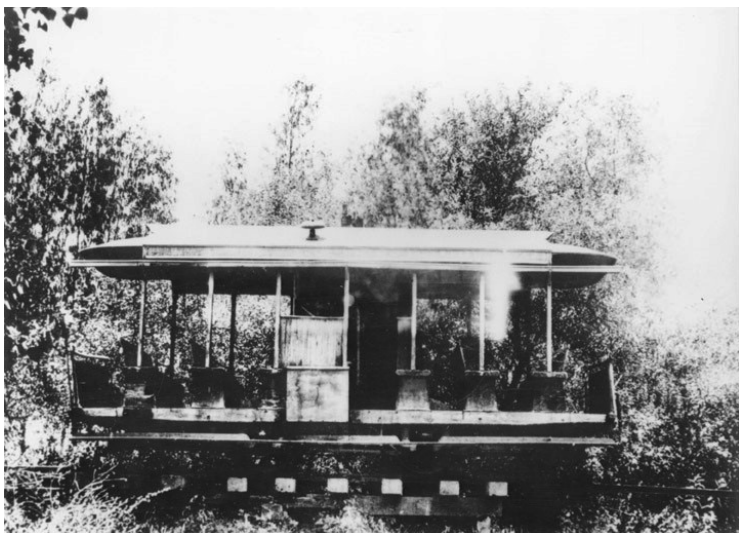
In the 1980s, historian Don Meadows recalled the days of riding the “Peanut Roaster”. *“It was a work of art. Twenty feet long, narrow gauge, and balanced on four small wheels, it carried twenty-four passengers at a speed of eight miles per hour. A vertical engine burning crude oil built up a steam pressure of sixty pounds and caused a single cylinder to pump power to a pair of wheels”.*

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“Oh, the glorious boyhood days of seventy years ago, when riding on the Orange Dummy was one of the joy of living! The short three-mile journey was always an adventure. The little monster gave off a pungent smell of hot oil, petroleum smoke, and warm varnish. When orchards were loaded with ripening fruit, it was easy to jump from the slow-moving car and gather a few choice specimens. Sometimes rowdies would congregate at one end of the motor car and, in a concerted effort, start it teetering on its four small wheels.

Then A.D. Tolle would shut off the steam and refuse to progress until order was restored. Sometimes dynamite caps were placed on the rails, particularly on Sunday mornings. Every turn in the road was approached with caution for high speed would throw the wheels from the track. On circus day, or on any other big event, the passengers would overflow the car's capacity and almost stall the motor. Then, at every turn, the men and boys would leave the wheezing, gasping engine and push until a point where the track was straight again. But most wonderful of all its many characteristics was the shrill wheet-wheet whistle that gave the contrivance the affectionate name of the “Peanut Roaster.”

In 1930 the Pacific Electric Company ended their Red Car rail service between Orange & Santa Ana, switching to rubber-tired busses.



Consigned to history and the scrap pile, the little trolley awaits its fate on a small section of rail. The photo is from late 1914 or after.

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Leave a Message (714) 202-7514
OCHS Website -
www.HistoricalOrange.org

History Room at the Main Library
Contact - (714) 288-2465, Hours,
Digital History Collection Online,
a virtual tour of Old Towne at
www.OrangePublicLibrary.org/home-library

OCHS MEMBERSHIP

Application for Membership Year 2022 (Membership Year covers January-December)

Name _____

Address _____

City _____ State _____ Zip Code _____

Phone _____

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Please return application and check to:
Orange Community Historical Society
P.O. Box 5484, Orange, CA 92863-5484

OCHS is a 501(c)(3) organization, ID #33-0416234.
Contributions are tax deductible to
the fullest extent permitted by law.

TYPE OF MEMBERSHIP (check one)

NEW

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(See the mailing label for when
your membership expires)

Individual - \$20.00

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Life - \$300.00

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Orange Community Historical Society Members enjoy: programs and newsletters, opportunities to support and contribute to the preservation of Orange history, contact with members of the community knowledgeable about Orange history, and discounts on OCHS merchandise.

Our Mission

The mission of the OCHS is to commemorate the rich heritage of our community. Our purpose is to collect photographs, written materials and related ephemera, promote research, events activities and programs celebrating Orange history, and sponsor local history endeavors. We remain self-supporting through memberships, donation bequests and special projects.

- We welcome everyone -

The City of Orange website provides a brief history of Orange, as well as demographics and contact information for schools, businesses and organizations in the area.

www.OrangePublicLibrary.org/home-library

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Orange Community Historical Society
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