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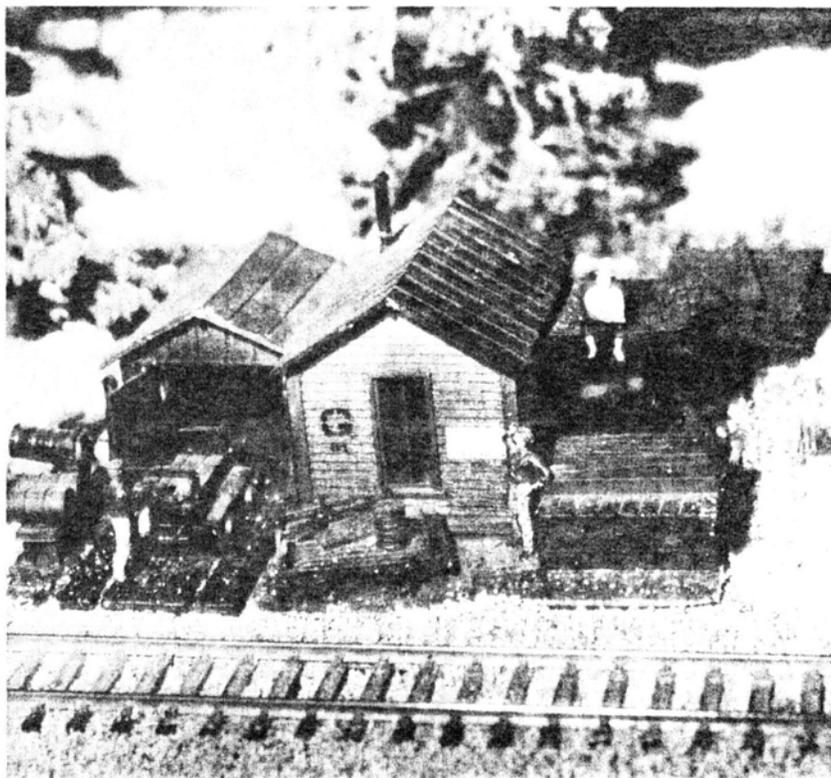


# THE ORDER BOARD

OFFICIAL PUBLICATION OF THE CAJON DIVISION, PSR/NMRA

VOLUME ELEVEN NUMBER THREE

AUGUST 1983



Film Night: Aug 6, 1983

Fall Meet & Swap: Oct 9, 1983



**THE IRON HORSE**  
116 S. Brea Blvd.  
Brea, CA 92621  
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U-28-B (3400-03).....	16.80
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U-28-C (3420-23).....	17.20
U-30-C (3460-63).....	17.20
U-33-C (3500-03).....	17.20
SD-9 (3600-06).....	17.20
SD-45 (4160-67).....	17.20
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<b>FLOQUIU</b>	
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Spray Paints 4 ounces.....	2.31
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R1-16 Dio Sol 16 ounces.....	3.96
R1-32 Dio Sol 32 ounces.....	5.80
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6910 Rt. #4 Turnout.....	7.99
6920 Lt. #4 Turnout.....	9.20
6950 Rt. #6 Turnout.....	9.20
6960 Lt. #6 Turnout.....	9.20
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6890 Lt. #8 Turnout.....	10.39
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202 Clover Green.....	.95
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204 Golden Rod.....	.95
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## Tower Talk

VIC PRIOR  
SUPERINTENDANT

"Model railroading is the greatest hobby there is." I firmly believe that statement. I've had a few other hobbies to compare this one with: golf, photography and coin collecting, to name a few. Model railroading has held my interest longer than all the others combined. Sure, there has been a dry period or two - but not for very long. This hobby is so multi-faceted that sooner or later the urge to build a kit, fine tune an engine or some other facet moves me into action. What's the point of all this? I believe you feel the same as I!!! You probably wouldn't be reading this with out some interest in model railroading.

Let's assume for a moment that there never was an organization called the NMRA. If this were true there would be no PSR, right? Also, it follows, no Cajon Division, in which case you couldn't be reading this. There would be no national conventions, or regional conventions nor would there be local meets and layout tours, no prototype tours, and no clinics on how to build models. There would be no engineering specifications, no recommended practices for the manufacturers to know what we modelers demand in terms of excellence. The list goes on and on.

Think for a moment. Did you start into model railroading because of an NMRA member or did you rely on someone that boosted you along that was a member? Most of us have in one way or another been helped by another person, who we came into contact with due to the NMRA or one of its divisions. The fact is that all manufacturers build to the same specifications directly attributable to the NMRA engineering department and the Product Conformance Warrants.

I've heard the question asked, "What can the NMRA do for me?" If you're not a member, I want to say that even before you join, the organization has already set the stage for you. Manufacturing types listen to large numbers of people speaking with one voice. They have in the past and are right now responding to us and our needs.

I'm concerned about the seemingly growing number of faction groups that are diminishing the large voice of the NMRA. Some of these are even large enough to have their own annual convention. The NMRA is big enough to recognize these groups within, as well as without. The SIG program is living proof of this. If we all are in one accord our voice would be much stronger and felt in wider circles. Also, the attraction to new modelers would be greater.

If you know someone who is a model railroader and isn't an NMRA member - give him this article to read. If he is really serious about this being the greatest hobby there is, he should strongly consider joining if only to further the possibility that the NMRA continues to exist for others down the line, like himself.

## Tower Talk (CONT'D)

The NMRA is doing something for you every time you learn something new about the hobby because more often than not the person teaching you has taken the hobby seriously enough to become a member himself so that he could learn from others.

Why don't you join the organization that has made all of this possible for you if you haven't already. Most of you have, I know. Talk it up with your friends that need to know you feel as I do ---"Model railroading is the greatest hobby there is."

Call Howard Frazier, our membership chairman, for ticket information. His phone number is on the back page of this rag. We're standing in the station waiting for you. It will be a great trip with you aboard!! Get your ticket now!!

## CAJON DIVISION: Patch For Sale

The Cajon Division has ordered patches for our members. They are really sharp looking. They are about two and one half inches in diameter. For the description following look at the back of this pamphlet for a sample of the herald. The concentric circles will be light blue, hills and railroad light brown; the shrubs green and the letters black. All of this is on a white background,

You may order yours by sending a check or money order made out to the Cajon Division, NMRA, to our Chief Clerk Ralph Dubois, 3380 E. Date St. Brea, CA 92621.

Send \$2.50 for the first patch and add \$2.00 for each additional patch you will require. For three to five patches you will require two 20¢ stamps on your SASE instead of just one. You must send an SASE with your order as there just is not enough profit for the division at this low price. Allow six to eight weeks. Thanks.

## Summer Meet Report

TOM BECKER  
EDITOR: ORDER BOARD

A very successful Summer Meet was held on July 10, 1983, at Kraemer Park in Placentia. The meet was attended by two hundred and thirty eight model rails. A large turnout of sellers (46) showed and offered for sale a wide range of goods to a large potential customer group (192).

Model rails were offered a days entertainment and enlightenment with all-day prototype movies, NMRA tape slide clinics on painting plastics and weathering motive power, live clinics and contests.

Clinics were offered in many areas. Chuck Gardner showed us how to build those graceful and spindly curved trestles. Now there's no reason you can't cross that last obstacle to the completion of your railroad: Bottomless Canyon. Craig Walker shared his obvious talent for decalling. A large audience watched the decal film disappear using his techniques. Ken Patton's clinic on New England and Eastern Canada Railways was very interesting for those of us who have never been east of Chicago. The eastern railroads have a lot to offer to the modeller as evidenced in Ken's slide show. Bob Chapparo finally gave his long promised and awaited clinic on detailing the right of way. Bob showed slides of local area rail scenes that could easily be duplicated on our pikes and that will add greatly to the realism we search for in our modeling. All attendees had a tremendous opportunity to improve our skills. We owe a lot to those who offered to share knowledge and skills.

Also offered, for those with a competitive bent, were a photo contest and a flat car building contest. The photo's ranged from black and white to color and from model scenes to prototype. From a field of twenty photo's, three were selected as winners. They were:

1st Prize: Trading Post, Model, Color by Glenn Kroll

2nd Prize: AMTRAK Coast Starlight, Prototype,  
Color by Michael Rubin

3rd Prize: Night at Sullivan's Curve, Prototype,  
Color by Tom Becker

The flat car contest prizes were awarded to:

1st Prize: Bulkhead Flat with tieload by Dick Curts

2nd Prize: Flat car with tractor load by Dick and  
Leeanne Curts

3rd Prize: Flat car with boomer load (Jack Daniels)  
by Chuck Gardner

Hot dogs, snacks, and soft drinks were served from the dining car all day.

The day ended with door prizes and raffle prizes. The grand raffle prize (a \$75.00 Dremel Moto-tool purchased by the Cajon Division) was won by Donna Marquardt. It's safe to say a good time was had by all. Thanks to all the volunteers who gave their time to insure your good time.

If you missed this one - don't miss an even better meet at Valenzuela's on October 9, 1983 (see details elsewhere).

## Raillette Junction

JUNE PRIOR  
RAILLETTE CHAIRMAN

I would like to take this opportunity to thank all those raillettes who came to the summer meet at Kraemer Park on Sunday, July 10th. Raillette turnout was much better than expected and a pleasant time was had by all.

The dining car was a busy place from the time we first opened our doors. In fact, we had to take three hand car trips to replenish our supplies. Railroader hot dogs and boomer soft drinks were our best selling items. The bake sale went well because of the delicious home baked goodies prepared by the raillettes. We were able to contribute over \$77.00 to the division funds.

We also had a film for raillettes entitled "In Search of Dinosaurs". This was presented to give the women with children a chance to sit down and relax for a while. We plan to expand this idea at future meets.

We are having our fall meet at the Railroad Ranch in Ontario next October. There will be free train rides for the kids, both young and old. We hope to have a Laurel and Hardy movie and cartoons for moms and small railroaders. The raillettes will be there with the dining car open for food, soft drinks and goodies. Come and help us have a good time.

Once again a special thanks to all those who worked in the dining car. Without your efforts, the 1983 Raillette program cannot be a success.

## Layout Tour

JOHN HACHEY  
ACTIVITIES CHAIRMAN

The Layout tour held in June was a most enjoyable event for the Cajon Division. With almost 75 people attending, we kept everyone's cameras clicking! With the thanks to Vic Prior's Jay & La Pri Railroad, Terry Meyer's Rocky Mountain Pacific, Phil Clark's Cargo Line, George De Francesco's Desert Belt, and George Breisch's Apocalypse Southern, everyone who attended had a most enjoyable day. Some of the items that were of most interest was PFM sound, Zero 1, brass engines, backdrops, and desert landscapes. With over 200 members in our division, I was surprised not to see at least half of you on this outing! For you who missed the layout tour we hope to see you at the upcoming Film Night, and the upcoming Fall Meet. For now--Happy Model Railroading!

## 500 By '85

HOWARD FRAZIER  
MEMBERSHIP CHAIRMAN

Total membership on June 1 was 227 but with the June expirations the total dropped to 202 as of July 1. Of course renewals can be expected during July and new members will be added. This should boost the total up. But to get the membership moving even faster there are several incentives being offered.

1. Free admission to a meet will be granted any member who brings a new member to a meet (The Annual Banquet is excluded from this offer). The new member must sign-up and pay his dues on the day of the meet.

2. A new member who signs up and pays his dues on the day of a meet will also be admitted FREE to that days activities (Annual Banquet excluded).

3. Two New Brass Engines will be awarded to the two members who work the hardest to increase the NMRA/FSR membership. All members residing in the Cajon Division are eligible except for the Cajon Division Staff. Any member bringing in a new member will be awarded 5 points. A new member is defined as any person who has not been a member during the past 2 years. In addition, a membership renewal will count as one (1) point. A member may not renew his own membership and be awarded a point. Points will be tabulated by the Cajon membership committee chairman. Decisions on the awarding of points will be made by the Cajon Division Staff and their decision will be final. All members participating will accumulate points between July 1, 1983 and December 31, 1984. Winners will be determined by the highest and second highest total points. Membership are to be sent to the Cajon Membership Committee Chairman with checks made payable to NMRA/FSR. Applications sent directly to the PSR or NMRA will not be awarded points. Prizes will be presented at the Cajon Division Banquet in February 1985. So get started now!

As we stated in the last issue of the ORDER BOARD our measure of increased membership is sending our hobo Super to Las Vegas on a handcar. For each new member added to the NMRA/FSR he would advance to the next milepost. Well, due to the loss of 25 members he went in reverse from the Santa Ana Station darn near San Juan. Let's try next issue.

## Urgent: Cover Pic's Needed

VIC PRIOR  
SUPERINTENDANT

Since this is basically a model railroading rag, we would like very much to have model photos on the cover each issue. To do this we need your help! Black and white film is very inexpensive, like a buck and a half a roll and fifteen cents each to get them developed. If you buy ASA 400 speed, you can most likely take them without a Flash unit. Just put plenty of room lights on and fire away.

So dust off that old camera equipment and start snapping some black and whites of your dream pike. We want to see what you are doing and in this way you can show off your empire without exposing it to hordes of people.

Oh yes, when developing ask for glossies. Send them to Tom Becker, Editor of the Order Board, address on the back cover.

You will be glad you did! And so will I!!!  
COVER PHOTO: This issues' cover photo was taken by Glenn Kroll of Cerritos. The photo was taken during the Pasadena FCR convention layout tour. The scene is on George Breisch's Apocalypse Southern RR.

# MAKE A GRADE MEASURING DEVICE

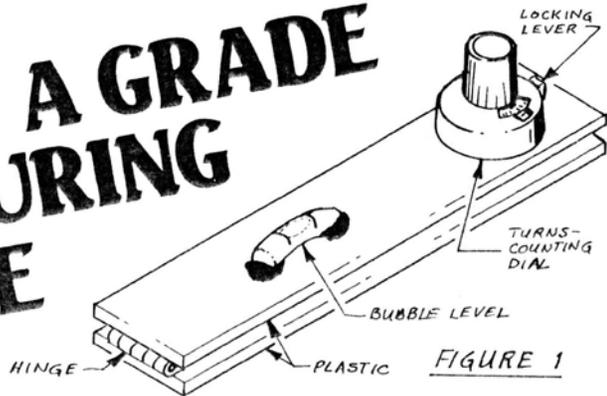


FIGURE 1

BUILD THIS LITTLE DEVICE AND YOU'LL NEVER HAVE A PROBLEM DETERMINING OR MEASURING PERCENT GRADE ON YOUR LAYOUT! IT WILL MEASURE PERCENT GRADE TO THE NEAREST ONE TENTH OF A PERCENT. THE HEART OF THIS DEVICE IS A "TURNS-COUNTING DIAL". THIS TYPE OF DIAL IS COMMONLY USED WITH MULTI-TURN POTENTIOMETERS ON ELECTRONIC INSTRUMENTS, BUT IN THIS APPLICATION IT IS USED IN STRICTLY IN A MECHANICAL WAY. THE ENTIRE CAN BE BUILT FOR LESS THAN \$14.00.

## THE PRINCIPLE

PERCENT GRADE IS DEFINED AS 100 TIMES THE RISE DIVIDED BY THE RUN OR, 100 TIMES THE TANGENT OF THE ANGLE BETWEEN THE GRADE LINE AND THE HORIZONTAL. FOR MORE INFORMATION REFER TO THE SEPTEMBER 1974 ISSUE OF THE NMRA BULLETIN PAGES 59 AND 60. ALSO NMRA TECHNICAL INFORMATION SHEET #T1-1-2.

## OPERATION

THERE ARE TWO BASIC WAYS OF USING THE GRADE MEASURING DEVICE. THE FIRST IS TO DETERMINE THE PERCENT GRADE ON AN EXISTING LAYOUT, SIMPLY SET THE TOOL ON THE TRACK WITH THE HINGE ON THE UP-HILL SIDE. THEN TURN THE KNOB ON THE DIAL UNTIL THE BUBBLE IN THE LEVEL IS CENTERED AND READ THE GRADE IN THE WINDOW ON THE DIAL.

THE SECOND USE OF THE DEVICE IS PERHAPS USEFUL. WHEN BUILDING ROADBED TO A PREDETERMINED PERCENT GRADE SIMPLY SET THE DIAL TO THE DESIRED GRADE, LOCK THE SETTING WITH THE DIAL'S LOCKING LEVER. PLACE THE DEVICE ON THE ROADBED OR SUBROADBED AND ADJUST THE HEIGHT OF THE RISERS UNTIL THE BUBBLE IN THE LEVEL IS CENTERED BETWEEN THE INDEX MARKS. THE SCREW THE RISERS INTO PLACE. THE GRADE MEASURING DEVICE IS VERY USEFUL WHEN USED TO BUILD ROADBED ON CURVES WHERE IT IS NEXT TO IMPOSSIBLE TO ACCURATELY MEASURE THE RISE AND RUN.

## BUILDING THE DEVICE

1. CUT TWO PIECES OF PLASTIC 1/8" THICK BY 6" X 1-1/4". FOR '0' SCALE AND LARGER INCREASE THE WIDTH TO 2" OR LARGER.
2. MARK THE CENTER OF BOTH PIECES OF PLASTIC AS SHOWN IN FIGURE 2 AND DRILL A 3/8" HOLE THROUGH BOTH PIECES.
3. USING PLOIBOND MOUNT THE HINGE AS SHOWN IN FIGURE 3 TAKING CARE TO ALIGN THE CENTER OF THE HINGE PIN WITH THE ENDS OF THE PLASTIC. THE DISTANCE FROM THE CENTER OF THE

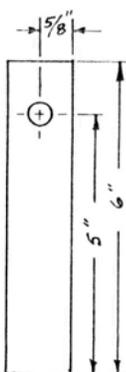


FIGURE 2

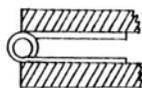


FIGURE 3

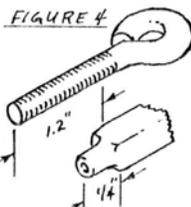


FIGURE 4

## MATERIALS

TRUE VALUE HARDWARE STORES WILL CARRY THE REQUIRED PARTS EXCEPT FOR THE DIAL, THE BRASS ROD AND THE PLASTIC. THE DIAL IS AVAILABLE FROM ELECTRONIC DISTRIBUTORS FOR \$6.18 (JULY 1983 PRICE). THE BRASS ROD IS AVAILABLE AT YOUR LOCAL HOBBY SHOP. THE PLASTIC CAN BE PICKED UP AT A PLASTIC FABRICATORS. THE PLASTIC USED FOR THIS DEVICE CAME FROM THEIR SCRAP BIN. IF YOU HAVE SOME OLD PLASTIC, THE BRASS ROD, SOME GOO AND AN OLD LEVEL IN YOUR JUNK BIN THE COST WILL COME IN UNDER \$10.

4. USING FIGURE 4 AS A GUIDE, CUT A 1.2" LENGTH OF THREADED STOCK FROM THE 'EYE' END OF THE TURNBUCKLE AND A 1/4" PIECE FROM THE ALUMINUM HOUSING. THE THREADED STOCK AND THE NUT MUST HAVE LEFT HAND THREADS 20 PER INCH.
5. DRILL A 1/16" DIA. HOLE THROUGH THE THREADED STOCK 3/32" FROM THE CUT END. SEE FIGURE 5.
6. INSERT THE 3/64" X 3/4" LONG BRASS ROD THROUGH THE HOLE IN THE THREADED STOCK. MAKE SURE THAT IT TURNS FREELY AND THERE IS NO BINDING. POSITION THE THREADED STOCK IN THE CENTER OF THE HOLE IN THE BOTTOM PIECE OF PLASTIC WITH THE BRASS ROD PARALLEL TO THE END OF THE PLASTIC. USING PLOIBOND OR GOO CEMENT THE ENDS OF THE ROD TO THE PLASTIC.
7. TURN THE DIAL UPSIDE DOWN AND TURN THE KNOB TAKING NOTE OF THE PLASTIC BUSHING THAT ROTATES AS THE DIAL IS TURNED. TURN DOWN THE ALUMINUM NUT SO IT FITS SNUGLY INTO THE DIAL'S PLASTIC BUSHING.
8. SET THE ASSEMBLY ON A PERFECTLY LEVEL SURFACE. ADD SPACERS BETWEEN THE TWO PLASTIC PARTS SO THAT THEY ARE PARALLEL. IF THE HINGE SPECIFIED IS USED, ABOUT .150" OF SPACERS WILL BE REQUIRED. THE OBJECTIVE OF THIS STEP IS TO GET THE TOP PLASTIC PIECE LEVEL WITH THE SURFACE ON WHICH THE BOTTOM PIECE IS RESTING.
9. CUT THE GLASS BUBBLE FROM THE POCKET LEVEL AND CLEAN IT UP USING AN X-ACTO KNIFE. MOUNT THE BUBBLE ON THE TOP OF THE PLASTIC USING PLOIBOND MAKING SURE THAT THE BUBBLE IS CENTERED BETWEEN THE INDEX MARKS.
10. WITH THE ASSEMBLY STILL PARALLEL AND LEVEL, SCREW THE NUT ONTO THE THREADED STILL PARALLEL AND LEVEL, SCREW THE NUT ABOUT HALF WAY DOWN.
11. SET THE DIAL AT 0.0 AND LOCK IT IN PLACE USING THE LOCKING LEVER. PLACE THE DIAL ON THE NUT AND SEE IF THE DIAL SEATS FLUSH WITH THE PLASTIC. RAISE OR LOWER THE NUT UNTIL THE NUT FITS SNUGLY AND THE DIAL IS FLUSH WITH THE PLASTIC.
12. SLIP THE DIAL OFF OF THE NUT TAKING CARE NOT TO MOVE THE POSITION OF THE NUT. APPLY A LIGHT COAT OF HOT STUFF TO THE NUT AND REASSEMBLE THE DIAL IN THE EXACT POSITION PRIOR TO REMOVAL. USING HOT STUFF RUN A BEAD AROUND THE RIM OF THE DIAL CEMENTING IT TO THE PLASTIC.

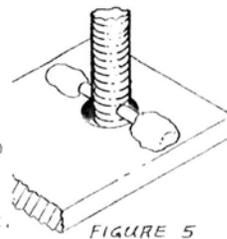


FIGURE 5

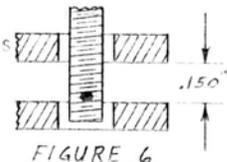


FIGURE 6

FIGURE 7

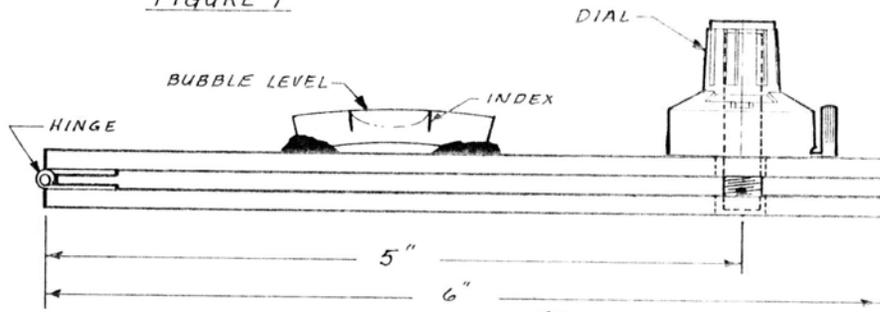
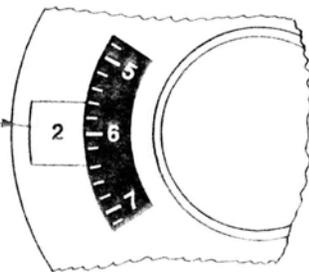


FIGURE 8

LEFT DIAL READS FULL PERCENT  
RIGHT DIAL READ TENTHS OF PERCENT  
READING IS 2.6%



MATERIALS LIST		
QTY	PART/DESCRIPTION	SOURCE
1	BECKMAN MODEL 2626 DIAL	ELECTRONIC DISTRIBUTORS
1	BRASS ROD 3/64" DIA. BY 3/4" LONG	K&S ENGINEERING - #161
1	BRASS HINGE 1" LONG	BRAINERD MFG CO - #5100XC
1	TURNBUCKLE 1/4" X 7 1/2"	NATIONAL - #124-900
1	BUBBLE LEVEL	JOHNSON - POCKET LEVEL
2	PLASTIC 6"x1-1/2"x1/8"	PLASTIC FABRICATORS
1	PLOIBOND AND HOT STUFF	GOODYEAR OR WALTHERS

## A Note From An Old Operator BOB KNOLL

Sixty miles south of Tucson on the other side of a cyclone fence sits Nogales, Sonora. Nogales is the northern terminus of the FCP, ex-Southern Pacific de Mexico. The FCP fielded a roster consisting 100% of ex-Harriman design 2-6-0, 4-6-0, and 2-8-0 engines. In the very last days of steam, concurrent almost with the arrival of the first Alco road-switchers, they received some ex-Cotton Belt Consolidations. The latter were all overhauled at Tucson before delivery and were immaculate when they crossed the border.

At this point I'd like to digress a moment. While almost all of the steam engines that I saw as a boy and young man were oil burners, I cannot recall ever seeing the prototype as heavily weathered as we are wont to do in miniature.

From Nogales south, both on the mainline to Guadalajara and on the branchline to Cananea, heavy grades are encountered shortly out of town. Both passenger and freight trains were double-headed and a pusher behind the caboose was also common. Brakemen "decorated" the roofs of the freights in preparation for setting up retainers at the summit. The beginning of the northbound grade on the main line was Aqua Zarca. This was technically beyond the frontier buffer zone, but showing my camera and some pictures and saying Aqua Zarca always got me past the check point. A recent visit in 1980 showed many improvements on the FCP but Aqua Zarca is still an open train order office.

The Alco RSD-5's (FCP 801-835) which arrived about 1952-53 did for the Mexicans what the 2-8-2 had done for American railroads thirty years earlier. Suddenly, the thirty car train which had required two or three Moguls or Ten-Wheelers was able to get over the road without assistance. And my, were those engineers proud. It was not unusual to see one of them wipe down the hood while waiting in a siding.

Meanwhile, back up on the main line, the summer of 1954 presented this railfan the opportunity to hire out as a train order operator. What was supposed to be a summer job lasted seven years because I studied harder for my rules exam than I did for my freshman year finals. The station at Red Rock, about thirty miles west of Tucson, (manned on three of its four jobs by members of the Walker family) was usually selected for training new operators since it was equipped with an extra telephone on which the regular man could listen in to make sure the trainee didn't screw up. After several weeks of training I passed my rules exam, bought my railroad watch, and immediately reported back to Red Rock to relieve one of the regular operators.

While not being physically demanding, nor requiring a great deal of formal education, the job of copying train orders does require accuracy-period. On my second night I found this out. The carbons for the clearance forms have one corner cut off so that they can easily be pulled out of the set after the clearance is completely filled in. Unfortunately, I put the carbon in wrong so that "54" in 1954 was cut off. The engineer on reading the clearance of course stopped the train and backed up for a

## A Note From An Old Operator (CONT'D)

corrected copy. Not that everyone didn't know that this was 1954, but the apparent oversight could also have been a "test" pulled by an official to ensure that the crew was indeed reading their orders and clearance.

On another occasion (I'll admit it after all this time) I dozed off and awakened to the sight of fire rimming the wheels of a fast moving train. A 4400 heading up a train of empty deadhead express reefers had come up on my red order board expecting to find his orders hanging in the stand. This was not the case, however. While I quickly prepared a "no orders" clearance the conductor greatly expanded my vocabulary of swear words. The crews anxiety was caused by self-interest. They were running immediately ahead of Train 5 which had on board several deadhead train crews. If the deadhead crews reached Gila before the train I had stopped, all of the deadheads would be called for trains back to Tucson ahead of the men on the deadhead reefer train causing them to spend additional time away from home.

Most of the time, however, things went smoothly. Nights on the Arizona desert are beautiful and for a railfan to get paid by a railroad for doing what he likes best was fantastic.

## Film Night: Aug 6, 1983 JOHN HACHEY ACTIVITIES CHAIRMAN

The division will be holding a Film Night on August 6th, 1983 from 8:00pm to whenever at Glendale Federal Savings in the City of Fullerton. The address is 320 N. Harbor Blvd. just off the corner of Harbor and Chapman Ave. We are presenting the evenings agenda as an OPEN film night - open to anyone wishing to bring a movie and/or slides (kept to approx. 45 minutes). We have some very interesting rail-roading available out in the Cajon Division to take slides and movies of -- so get your cameras ready and start snapping those pictures. The Tariff is a more than reasonable \$1.00 for PSR members and \$1.50 for non-members. And just a reminder--if you are a member and you bring a non-member to join the division you both get in FREE. See you there on Saturday night August 6th at 8pm! Popcorn and sodas will be available for purchase.

## New Members HOWARD FRAZIER MEMBERSHIP CHAIRMAN

The Cajon Division welcomes the following new members:

MARK CARNIGHAN, Fullerton  
TIM GILLES, Newport Beach  
BUD LACEY, Brea  
LAVE MARTIN, La Habra  
PAUL DIETER, Fullerton

RICHARD PIZIN, San Juan Capistrano  
LWAYNE SIKES, Corona  
LARRY SIMONTON, Buena Park  
PETE SOLYOM, La Habra

## Fall Meet & Swap: Oct 9, 1983

JOHN HACHEY  
ACTIVITIES CHAIRMAN

The Cajon Division is holding its Fall Meet on Sunday October 9th, from 10am to 3pm at the Valenzuela's Railroad Ranch, located at 1250 W. Philadelphia in the city of Ontario.

The Swap Meet will be held outdoors so bring your own tables. We would like sellers to start setting up at 9am. Buyers will not be admitted until 10am.

The Meet will be the divisions biggest to date as we will have more movies, live clinics, NMRA tape-slide clinics, contests, the dining car presented by the railettes and of course those operating trains that all can ride in.

One of the many live clinics that we will be having is that of Arthur Sousas walk around throttles. He will show you what you need to buy and how to put it together!

This will be the last Meet for 1983, so for those of you who have not yet attended a Meet, you have one last chance this year. For those of you who have never attended a Meet, it is probably the most informative way to get answers for those hard questions you all have.

Once again, for those of you who bring a friend to sign up as a member to the P.S.R. you get in FREE! The tariff: \$3.00 members, \$3.50 non-members, and \$4.00 for swap tables.

## Contest Comments

BOB CHAPPARO  
CONTEST CHAIRMAN

By the time you read these words you will still have plenty of time to prepare a model for the Fall Meet in Ontario on October 9. Once again, two contest categories will be available to potential contestants.

The first category will be "Railroad Station" structure. This can be anything from Grand Central Station to a humble branch-line shack. Your entry can be modified kit to total scratch-built, in any scale. Judging will be heavily based on effort and level of skill demonstrated.

The second category will be "Caboose" rolling stock. Anything that functions as a caboose, in any scale, will be eligible. As in the first category, entries must be at least a modified kit to qualify for consideration.

The contest format for the Banquet on February 11 is still in the formulation stage. At this time the categories of photo, locomotive and passenger car are in top consideration.

DID YOU KNOW?:

Talking about the increased cost of nuts and bolts for track, Union Pacific reports that in 1926 one track drill was \$29.30, but in 1981 the cost is around \$1,500. One rail (39 feet, 100 pound) cost \$27.17 in 1926 and \$450 this year.

## Achievement Program

RAY SADLER  
ACHIEVEMENT PROGRAM CHAIRMAN

Achievement Program? What in the world is that? Until recently, I was asking the same question! Then I earned a couple of achievement awards and was hooked on the program. Now I find myself as the Cajon Division Chairman of the Achievement Program so now I want to spread the word. First of all, the achievement program is intended to give recognition to all N.M.R.A. members who exhibit SUPERIOR craftsmanship in modeling as well as those who contribute SUPERIOR service to the hobby and the N.M.R.A. Of course the final achievement is to have the title of MASTER MODEL RAILROADER behind your name. If you are building your railroad, chances are you already have earned one or more of these awards. There are several areas to work in: Out of 10 categories, awards in 7 categories will earn you the status M.M.R. In the following months I will discuss the 10 categories that you can earn awards in. In the meanwhile if anybody would like more information on this program please call me at 879-3627 and I will be happy to get you started on your way in a very satisfactory area of this hobby of ours.

Congratulations to recent achievement certificate recipients from the Cajon Division:

Henry Graham, Needles: Chief Dispatcher

Ray Sadler, Fullerton: Association Official  
Association Volunteer

## Your Views

Editor,

How about a "Railette of the Year" award? You guys have awards. How about us who help relatively anonymously? The award could be awarded at the Annual Banquet (a simple certificate decouped onto a wood plaque).

Suggested rules:

- 1) January through December
- 2) Husband or boyfriend submits a letter of nomination telling what she's done to deserve award
- 3) Actual/visible work done by the railette toward the moral "putting up with hubby's hobby" by helping his group/club.
- 4) Letters due to Order Board by December 31 of each year.
- 5) A railette committee of disqualified persons to make choice.

How about it guys?

Anonymous

# Cajon Division Timetable

Please send all notices of upcoming events to the PSR Activity Coordinator, Bruce Metcalf, 582 Rosecrans Ave, Manhattan Beach CA 90266, (213) 545-0706

Friday 5 and Saturday 6 August 1983  
Train Collectors Assn National Conv.  
Phoenix AZ  
Sahlaro Central Railroad  
P.O. Box 31519, Phoenix AZ 85046

Saturday 6 August 1983  
Cajon Division PSR/NMRA Film Night  
Glendale Federal Savings  
320 N Harbor Blvd. Fullerton CA  
8-11pm: \$1.50, \$1.00 members  
John Hachey, (714) 947-4389  
2885 S Phoenix Ave, Ontario CA 91761

Saturday 6 and Sunday 7 August 1983  
Citrus Empire Model RR Club Open House  
Los Angeles County Fair, Pomona CA  
1:00pm-5:00pm  
Jim Fritsche, (714) 629-0330  
557 N Mountain Ave, Pomona CA 91767

Sunday 7 August 1983  
Los Angeles Liv. PSR/NMRA Annual Picnic  
L.A. Live Steamers' Tracks  
5200 Zoo Dr, Griffith Park, Los Angeles  
10am-5pm: \$3 family, \$2 member family  
Wilmer Seaver, (805) 255-8771  
273772 Garza Dr, Saugus CA 91350

Sunday 7 August 1983  
DERM RR Collectable Show & Sale  
Holiday Inn, 7000 Beach Bl, Buena Pk CA  
9am-3pm: \$1.50, kid \$.75, Tables \$15.00  
Ron Ruffolo, (714) 735-0677  
495 Newhall, Corona CA 91720

Sunday 14 August 1983  
Arizona Division, PSR/NMRA Summer Meet  
Flagstaff, Arizona  
Allen Dunlap, (602) 830-5140  
2827 E. Covina Mesa AZ 85203

Saturday 17 September 1983  
Pioneer Western MRRC Annual Swap Meet  
7422 Orangethorpe, Buena Park CA  
9am-noon: Free to buyers  
Dr. Paul E Bush, (714) 526-6718  
1619 Sunnycrest Dr, Fullerton CA 92635

Saturday 17 September 1983  
LA Div. PSR/NMRA Movie Night & Social  
St. Steven's Church,  
6128 Yucca St, Hollywood CA 7pm-10pm  
Jacquie Custer, (213) 892-8888  
9121 Nagle Ave, Arleta CA 91331

Sunday 18 September 1983  
Los Angeles Live Steamers Auction  
5200 Zoo Dr, Griffith Park, Los Angeles  
Lean Anderson, (213) 645-2678  
7029 Flight Ave, Los Angeles CA 90045

Saturday 24 September 1983  
Foothill Model Railroaders Swap Meet  
7756-1/2 Foothill Blvd (rear)  
Tujunga CA  
9am-1pm: \$1.50, \$2.00 families  
Jim Borden, (213) 353-9671 or 353-5900  
8445 Wentworth, Sunland CA 91040

Saturday 8 October 1983  
Orange Empire Railway Museum Swap Meet  
OERM, Ferris CA  
Orange Empire Railway Museum  
P.O. Box 548, Ferris CA 92370-0548

Sunday 9 October 1983  
Cajon Liv. PSR/NMRA Swap & Fall Meet  
Valenzuela's Railroad Ranch  
1250 W Philadelphia, Ontario CA  
John Hachey, (714) 947-4389  
2885 S Phoenix Ave, Ontario CA 91761

Saturday 15 October 1983  
Los Angeles Liv. PSR/NMRA Winter Meet  
Lockheed Model Railroad Club (LEMC),  
2814 Empire St, Burbank CA  
9am-4pm: Donation \$3, \$2 members,  
Free to members with contest entry  
Lana Custer, (213) 892-8888  
9121 Nagle Ave, Arleta CA 91331

Sunday 13 November 1983  
Arizona Division Meet  
Tucson AZ  
Lon Stewart, (602) 846-3031  
4848 N 63rd Lr, Phoenix AZ 85033

Saturday 3 December 1983  
Cajon Division PSR/ NMRA Auction  
Glendale Federal Savings,  
320 N Harbor Blvd, Fullerton CA  
8-11pm: \$1.50, \$1.00 members  
John Hachey, (714) 947-4389  
2885 S Phoenix Ave, Ontario CA 91761



CAJON DIVISION  
PACIFIC SOUTHWEST REGION  
NATIONAL MODEL RAILROAD ASSOCIATION  
— MEMBERSHIP APPLICATION —

(Please print)

Applicant:

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Application Type:  New Member

Renewal/NMRA No. \_\_\_\_\_ Expires \_\_\_\_\_

PSR No. \_\_\_\_\_

Primary Scale: \_\_\_\_\_ Sponsor \_\_\_\_\_

Membership Class:

- 1-year full member \$ 19.00 (NMRA \$15.00; PSR \$4.00)
- 5-year full member \$ 76.00 (NMRA \$60.00; PSR \$16.00)
- Life full member \$380.00 (NMRA \$300.00; PSR \$80.00)
- 1-year family member\* \$ 4.00 (NMRA \$3.00; PSR \$1.00)
- 5-year family member\* \$ 16.00 (NMRA \$12.00; PSR \$4.00)

\*Applicable for spouse and children under 18 years. Price shown is per person.

Family Member(s)

1) Name \_\_\_\_\_

2) Name \_\_\_\_\_

Mail with check (made payable to PSR/NMRA) to:

Howard D. Frazier, Cajon Division Membership Chairman,  
358 East Lotus Place, Brea, CA 92621

## Supporting Hobby Dealers

This column is reserved for advertising by people very important to our hobby - our neighborhood hobby shops and manufacturers. Revenues generated will be used exclusively for publication of future editions of the Order Board. Rates are shown below:

Size Ad	No. Times	1	4
Business Card		\$6	\$20
Quarter Page		\$15	\$45
Half Page		\$30	\$90
Full Page		\$60	\$180
Pike Ads		Half Price	

Camera-ready black-on-white art work is required. The art work can be on any size and can be reduced or enlarged for use in your ad. Art work and a check made payable to "Cajon Division" for the ad amount can be mailed to:

Tom Becker  
Editor - Order Board  
2743 Merlin Avenue  
Fullerton, CA 92635

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JOE DELLA, JR.

## Pike Ads

If you like the new ORDER BOARD, and would like to see it continued in this expanded format, you can help in a fun way. Your pike ads provide for the additional funds to help cover the increased costs associated with this newsletter.

CAJON DIVISION MEMBERS may advertise their model railroads for one half the cost of commercial ads. Ads are limited to business card size.

All we need from you is the black on white camera ready art work. This can be of any size, we'll reduce it as necessary. Please keep the proportions to 3 1/2 wide to 2 high. We'll also need your pre-paid order listing the number of times you would like the ad run. Make your check payable to the CAJON DIVISION. Send your order and check to Tom Becker, ORDER BOARD Editor, 2743 Merlin Avenue, Fullerton, CA 92635. If you have any questions you may call me at (714) 529-0353. Thank you in advance for your support to your newsletter.



(714) 524-0734  
(213) 672-0656

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Firewoman  
Liz Hachey

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Ontario, CA 91781

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