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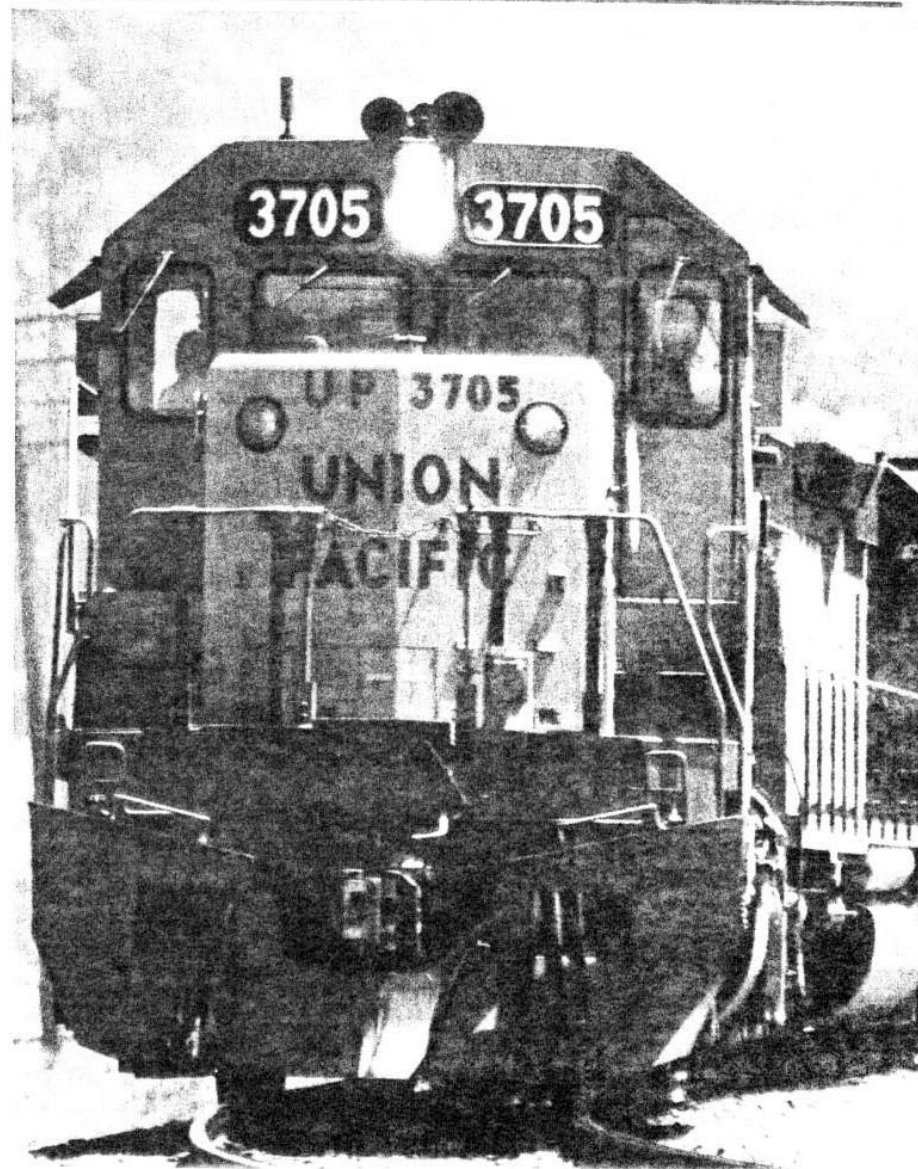


THE ORDER BOARD

OFFICIAL PUBLICATION OF THE CAJON DIVISION, PSR/NMRA

VOLUME TWELVE NUMBER ONE

JANUARY 1984



BANQUET '84--FEBRUARY 11



**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:

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> 1-year full member | \$ 19.00 (NMRA \$15.00; PSR \$4.00) |
| <input type="checkbox"/> 5-year full member | \$ 76.00 (NMRA \$60.00; PSR \$16.00) |
| <input type="checkbox"/> Life full member | \$380.00 (NMRA \$300.00; PSR \$80.00) |
| <input type="checkbox"/> 1-year family member* | \$ 4.00 (NMRA \$3.00; PSR \$1.00) |
| <input type="checkbox"/> 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

Tower Talk VIC PRIOR

Hi & Happy New Year;

In this issue, Tower Talk will be a mixture of items that need to be addressed. Here goes.

By the time you read this Christmas will be over and the new year will probably be under way. The Cajon Division Staff and I sincerely extend our best wishes to you in this holiday season and hope you all find good health and happiness in 1984.

At this time, I would like to announce the appointment of Larry Simonton to the Cajon Division Staff as Public Relations Chairman. Larry is gung-ho on model railroading. He accepted the post when he was asked because he wants to do "his part" in the growth of our mutual hobby. I felt an immediate relief when he moved into action.

John Hachey, Activities Chairman, and I have shared this post since Feb. of last year. I'm sure John feels as I do and welcomes the relief! An extremely important post in the Division, it is the PR Chairman's job to get the word out! Thanks in advance for helping Larry achieve his best.

The last staff meeting was Larry's first. After the meeting when we were alone he commented on the surprising lack of politics in the meeting. If I may quote him, "It was just a bunch of guys working hard together to get the job done." I really appreciated that observation from a person who let me know up front that he didn't like politics and had never accepted a post before because of the politics in most organizations. That's exactly what we want for our Division. The growth of model railroading is all important. Politics are out! Thanks Larry.

In the last issue of the ORDER BOARD I inserted in the middle of Tower Talk a statement that was incongruent with the topic of conversation at that point. The idea was an effort to find out if anyone out there is reading the ORDER BOARD. Seven people called to claim their prize. I realize more members read it than called in, but there has been such a lack of response from the Division membership to the Division staff I began to think that maybe we were mailing the ORDER BOARD to the wrong addresses. It would be nice to hear from you. Tell us what you think of the changes made in the Division and what changes you would like to see. We know you have good ideas but unspoken good ideas are of no value to anyone. Come on, tell us about 'em. By the way, the winners, in order of call in, were: Chuck Gardner--Fullerton, Dieter Paul--Brea, Don Oldendorf--Placentia, Bob Knoll--Fullerton, Paul Bush--Fullerton, Jim Lancaster--Tustin, and Ray Sadler--Fullerton. Thanks for calling.

We had and continue to receive, numerous requests for the Cajon Division's ORDER BOARD from outside the Cajon Division. Due to special handling and mailing, starting January 1984, the annual subscription rate will be \$2.00. This represents a price of 50¢ each still below the actual cost of printing and mailing. Our sophistication has not advanced to the degree of being able to send renewal notices, so you are on your own for renewals. You might consider renewing the ORDER BOARD subscription when you pay your PSR dues. Thanks for your understanding.

Banquet VIC PRIOR

The annual Cajon Division Banquet will be held at the Arbor Restaurant in Ontario on February 11, 1984. This move toward Riverside and San Bernardino is an attempt to encourage more participation by the members in the Inland Empire area. The restaurant is at the corner of Euclid Avenue and Foothill Blvd. in Ontario.

We are going to have a super fun time at this banquet! If you have never attended one - treat yourself. (Cajon Division membership is not necessary to attend). Before the "Prime Rib" dinner will be the "Contest". There will be three categories this time. Locomotives, passenger cars, and prototype color photos. (See contest details elsewhere in this issue.) After dinner there will be four short tape slide shows. (Not clinics!) Two of them were taken on layouts with a modified camera for some extremely interesting shots. These were the talk of the Anaheim and Pasadena conventions as there shown on the layout tours at the layouts they were made on. We will also have a special Southern Pacific flick. Finally, a brand new multi image slide show from "Frazier's Frugal Flicks" on "Railroad Art". All of you who attended the banquet two years ago are acquainted with "Frazier's Frugal Flicks" and should really be looking forward to this one. If you aren't acquainted, come find out for yourself why several attendees said it was the best show they had seen.

If that isn't enough to get you to drag your caboose on down to Ontario in February, try this on for size. For eighteen years Richard Weigle has been a hoghead for the UP. Richard will be our guest speaker for the evening and you can ask him any question you like about his experiences as an engineer and his association with the UPRR. I promises to be a good time. Your officers have worked hard for you to have an enjoyable evening. Things are happening in this Division and those that doubt it just have not been around.

Lastly, the Division is picking up about \$2.50 of your \$11.00 prime rib dinner ticket this year. So, come on and get your \$2.50, and if you want to save \$5 bring your favorite raillette. She will surely enjoy a night out on the town! Let's make this the best Division banquet ever. Send in your reservation today! (Reservation form elsewhere in this issue) See ya there.

Contest Comments BOB CHAPPARO

At the Annual Banquet in February we will have our next contests. The contest categories are (1) Locomotives, (2) Passenger Cars and (3) Prototype Color Photo Contest.

Entry rules and judging will follow the PSR Contest Directory to a large extent (see below). Locomotive and passenger car entries minimally must be modified kits. Modified in this instance means the addition of details, a non-factory paint scheme or some amount of kitbashing. The color photography category will require an 8X10 or larger print of a prototype subject. Slides and model subjects will not be considered in the contest.

Each contest category will require a minimum of five entrants (persons) to be considered for a valid contest. Ribbons and certificates will be awarded. First prize in each category will be reimbursed for the cost of their individual dinner.

Entry forms will be available at the banquet. Those wishing to complete them in advance may request them by sending a LSSAE to the Contest Chairman at the address on the back of the Order Board. The Contest Directory is also available from the same source with a 37¢ LSSAE.

AUCTION II VIC PRIOR

The Cajon Division Auction on December 3rd was a better than usual success this year. Sales amounted to around \$1600 and were made to a group of approximately eighty bidders. Table space for items to be sold was scarce at the start of the auction. I personally want to thank all the people who helped make things go smoothly. Ten volunteers, including Raillettes, gave of their time and effort to the benefit of your Cajon Division. See the Clerk/Pymasters report elsewhere in this issue.

If you didn't clean out your old railroad stuff to sell this year, be sure to do that for our next auction in December 1984. I just scratched the surface of my storage shelves and was handed a \$65 check for my efforts. Remember, the stuff you no longer have a use for now, may be someone else will. See you at next years auction. It will be held at the same place. The date (November or December 1984) will be announced as soon as it is available.

'83 Activities Wrap Up VIC PRIOR

I have been extremely happy with the Division functions this my first year as "super" for your Division. So far there have been six functions. The auction date had slipped from the usual Nov./Dec. spot to Feb./March. I felt the reason for less sales might be the time of year, so I arranged to have a second auction for 1983 and hold it December 3rd. The next one will be in late November or early December 1984 as usual.

Our second function was the "Summer Meet" at Kraemer Park in July. It depends on who is talking as to the success of the event. That goes with anything, of course. We did have air-conditioning problems but the Division did well and most people were pleased with the program. It had a "near" record if not a record attendance, in the area of 260 folks. I heard no agenda complaints, only about the HEAT! The raillettes did well on soft drinks, as you could imagine.

The first division "Layout Tour" probably wasn't what one would call a "Smashing Success", but seventy five people enjoyed five layouts. If you don't know what your fellow modelers are doing in your Division and want to, join the "Layout Tour" bunch in 1984. You will enjoy about four or five different layouts. All in all, I felt good about the tour for 1983.

Fourth, we had a film night in August and the air conditioning was turned off by a timer at Glendale Federal Savings when it was needed most. I missed this night, due to conflicting dates, but John Hachey, our Division Activity Chairman had everything under control. Some folks hung right in there and stayed until the last picture show, eating popcorn and drinking lots of sodas.

Fifth, the "Fall Meet" at Chick and Marjorie Valenzuela's Railroad Ranch in Ontario in October was a great day for all 160 attendees. The attendance was down slightly from 1982 we felt due to the slightly higher entry fee. The agenda was beefed up, however, and well worth the added cost. The fee will be lower next year if the Division's bank balance continues to gain ground. If you haven't experienced a day at the Railroad Ranch, you need to for sure. I was elated to see a couple of Las Vegas die hard model rails drive over for the meet. I was satisfied that we had done our best and achieved our goals.

The December Auction is detailed elsewhere in this issue so I won't go into it except to say it was successful again.

The February Banquet in Ontario will be our seventh function since I took office in February of last year. Since it hasn't happened yet I can't talk of its success but you can help make it so by being there. I hope you can make it this year!

I want to thank all my staff chairmen for the "Fine" model railroading spirits they have displayed this past year. They are the reason I feel good about the past year's functions. They are super hard working people - all of them. They are working NOW for YOU. Ya wanna know who are, so you can tell them? They are listed on the outside back cover of this rag. Thanks again guys. The work you're doing is appreciated!

Cajon Commentary TOM BECKER

In this issue of the ORDER BOARD are ballots for your use in voting in the Division Director election (enclosed in issues mailed to members). Two years have gone by already since we last elected a director. The director, according to the By Laws, acts as a liaison officer between the Pacific Southwest Region and the Cajon Division and cooperates with the Division in the program and purpose of the Division". This year we have two candidates for Director. The candidates are Ray Sadler, currently acting as Division Director, and Write-In. Their statements follow this article. Complete your ballots and mail them to Vic Prior, Superintendent, 915 Redbud, Brea CA 92621. Ballots must be received by him on February 10, 1983.

Ray Sadler

I'm 45 years old. I'm a Captain in the City of Fullerton Fire Department. I have been in the model railroading hobby for over 30 years now. I have served 2 terms as P.C.R. Director for the Cajon Division, so I know the job ahead. With a new Region just starting up (PSR), it will take a lot of work to get it functioning at a high level. I would like to use my experience to assist Vic Prior to that end. Your vote for me will provide for a Director who will work for you and your Division.

Write In

I'm the candidate of apathy. I'm running because when the call went out for candidates for Division Director to come forward, for people to work for you, only my opponent responded. My campaign is based on the following poem:

Some persons keep their groups strong,
While others join in and just belong.
Some dig right in and serve with pride,
Some go along, just for the ride.

Some volunteer to do their share,
While some lie back and just don't care.
On meeting nights some always show,
While there are those who never go.

Some do their best - some build, some make,
Some never give but always take.
Some lag behind - some let things go,
Some never help their groups to grow.

Some drag, some pull, some don't, some do.
Consider which one of these are you.

Write in the name of a candidate you feel could work for the Division, who could help us grow. Maybe write in your own name. Get your friends to write in your name. PAGE 7

A Note From An Old Operator

BOB KNOLL

This column could be sub-titled "Trains I have ridden." The recently popular song City of New Orleans has a line about the sons of engineers riding their fathers' "magic carpet" which I've always taken to mean their fathers' passes. My years with the SP did present opportunities to ride many trains around the country on passes or half rate orders.

My first long distance train trip was in 1951 when my mother and I moved from New York to Tucson. We left New York on NYC's Pacemaker. At Harmon, which was the engine change point from electric to other power, we picked up a pair of diesels, while on the next track, the Advance Commodore Vanderbilt got a Niagara 4-8-4. Enroute up the Hudson I took my first picture ever to be published by Trains magazine. Really only a couple of memories remain of this trip. Getting out of our air-conditioned sleeper into El Paso's mid-afternoon summer heat and a notation on the menu that seconds would be served compliments of the house.

In an earlier column I related the reverse of the above trip which was made on "jawbone", much of it on the engines, and at considerably less comfort.

Even during the last twenty-one years, although no longer entitled to pass privileges, I have managed to squeeze in the occasional train trip while traveling on company business- by scheduling cross country trips for weekends and perhaps taking a vacation day on a Monday or Friday. With train fares, without food, being as high or higher than air travel, it's hard to justify business travel by rail otherwise.

These are some of the trains I have ridden in the last thirty years. New York Central: Pacemaker, 5th Avenue Special; Pennsylvania Railroad: Spirit of St. Louis; Penn Central: Broadway Limited (certainly not at its peak but shortly after an attempt to upgrade service so not all bad); Baltimore and Ohio: Capitol Limited (one of my most fondly recalled rides because of its' superb dining car and the morning ride into Washington DC along the Potomac); WABASH: Blue Bird from St. Louis to Chicago (five of seven cars were domes); St. Louis Limited (overnight from Detroit with heavyweight equipment); City of St. Louis (UP yellow-Saint Louis to Kansas City); Texas Pacific/Missouri Pacific: Ranger/Texas Eagle (between El Paso and Fort Worth/Dallas) a comfortable little 8 to 10 car train that grew to a huge twenty plus car train after making all stops in between; Southern Pacific: The Golden State, Sunset, Imperial, Lark, Argonaut, Coast Daylight, Owl and the Overland.

Western Pacific/Denver & Rio Grande Western/Chicago, Burlington & Quincy: the California Zephyr; CB & Q/ Northern Pacific: North Coast Limited (probably the most scenic long distance trip I ever took- not the thousands of miles of wheat fields through which the Great Northern goes); Santa Fe: Super Chief, San Francisco Chief, San Diegans, Grand Canyon and Phoenix-Prescott-Ash Fork trains 42 and 47. The latter ran with one jeep and four cars with a dining car with fresh squeezed orange juice for breakfast.

AMTRAK; Empire Builder, Southwest Limited, Desert Wind-Zephyr, Metroliners, Panama Limited, Silver Meteor, Capitol Limited. Impression of AMTRAK- not as good as the best but better than most trains of the last ten years of railroad operation. Nothing distinctive between trains- a cross between a Greyhound bus and a 727.

Trains I wish I had ridden: Northwestern Pacific: Tiburon to Eureka, Canadian National: Ocean Limited (Montreal to Halifax).

Your Views

The following letter is printed for your information. If others feel this way they need to tell your Cajon Division Staff so that something can be done to prevent this much displeasure.

ATTN: Jack Weir
President, NMRA

Dear Sir:

I joined the NMRA in Nov '73 primarily due to the activities of the then new Cajon Division of the PCR, now PSR. The Bulletin has had its ups and downs, currently the articles by Martin Shaw have been the best feature, but I never joined just to get another magazine. For me, the Division was where the NMRA LIVED. I have found the Region and the National organization to get in the way rather than help, the division.

Recently, the PSR was split off from the PCR. They were 5 months late with my renewal last year (a card I needed to attend Division functions as a "member"), and I only received 2 or 3 newsletters--so I had no idea what the problems were or was. One of the proposed reasons for splitting the region was to get smaller, cheaper conventions. Bull. It isn't happening because the Profits of the conventions are much too lucrative. Why else does everyone FIGHT over conventions so?? Back in '77 I was involved in putting on a 4 day "mini" convention in San Bernardino. Total cost was \$12.00 then--for FOUR days. National didn't want anything to do with a National here, neither did PCR.

I guess I got close enough to the local PCR/PSR to see how the organization really runs (if they are my friends, they can do no wrong) so that when the National becomes the weak sister (How come you've NEVER published the modular standards study conducted by Paul Ingram? Modules are the FUTURE of the NMRA, that is if there is to BE any future for the NMRA), I've decided to save my money this year. The LA Division charge \$3.00 per meet for a non-LA DIV member who drives 68 miles one way, doesn't help retention either. LA DIV can go-to-hell-too.

Whit Towers was right, the NMRA is moribund.

Sincerely yours,

Robert B. Rogers
Colton, CA

Dear Editor

What if they gave a layout open house and "Nobody Came"? Catchy title, not very original you say, but it did happen to me, a Cajon Division member.

Actually eighteen people did show up. None of the visitors were Cajon Division members. I am sure that there are at least 225 some members in the Cajon Division that consider themselves model railroaders (model airplanes?-Ed.). The event was publicized yet it was seemingly ignored by the division membership.

Maybe the question should be "What is it that the members of the division are looking for?". I can think of no reason why a questionnaire can't be sent out along with the regular mailing to look for some answers. I would be more than happy to assist in this endeavor. I thank you for listening.

Todd Scott
IRVINE, CA

Member Aid MEL MARQUARDT

There it is in all it's splendor,
With mountains tall and white,
And valleys green with grass so tender
It is sure a beautiful sight.

Traveling through the mountain tops,
The engines slowly go,
Heading for their final stops
Which lay far below.

It truly would be a marvelous sight
To see my engines run,
To watch them working through the night
On a layout that I have done.

For those among us who have operating layouts the dream has become reality, but for others it is still a dream.

You can help their dreams come reality by just offering a little help. Someone is wanting to build their layout and doesn't know how. It doesn't take any money and very little time and just a little effort would mean a lot to someone starting in Model Railroading.

Won't you take a couple of minutes and let me know in what way you can help? The satisfaction you will receive by lending a helping hand will be well worth your time.

If you are the one needing help, don't be shy, we are here to help each other. Let me know what help or information you need and I will do my best to obtain it for you.

We must feed the engine fuel today or it will never run tomorrow. Let's get moving today.

Call or write the Member Aid Chairman (Address and phone number on back of ORDER BOARD).

Historian's Corner DON OLDENDORF

The First Annual Cajon Division Banquet was held at Knott's Berry Farm in Buena Park on February 23, 1974.

The activities began at 4:00 P.M. when Mike Ryfesnyder, who headed the locomotive shops at Knott's, gave the group a tour of the facility and equipment. Most people got their first look at the K-27 number 464 which Knott's had obtained from the D&RGW. Number 464 was a Baldwin 2-8-2 built in 1903. The engine had been retired from active service in 1962 by the D&RGW and moved from Colorado to Buena Park in late 1973 where it was undergoing restoration for full steam operation.

Other equipment on display included the Rio Grande Southern Crummy number 0402, Galloping Goose number 3 and C-19 number 41. An added and unexpected pleasure was given to those attending when the galloping goose was fired up and all got a ride.

After the tour of the engine facility, the group returned to the Steak House where two rooms had been reserved for the division. Several displays and the various models were on exhibit in the Family Room and a delicious roast beef dinner was served in the Garden Room.

A highlight of the meeting was the overwhelming approval and election of our Cajon Division Emblem drawn by Mr. R. B. Rogers of Colton.

Construction contests included one for Box Cars and the other for "My Favorite Model". Another highlight of the evening was the drawing for a brass HO#3 Far East Distributors 4-4-0 engine together with many other prizes.

All in all, everyone had a great time. Many of us missed the First Annual Cajon Division Banquet but we have our next Annual Banquet on Saturday, February 11, 1984 at the Arbor Restaurant in Upland. See you there!!

500 By '85 HOWARD FRAZIER

After reaching a low of 197 last summer, the Cajon membership has climbed to 213 in November. While an increase of sixteen members may not seem like a lot, it appears to be significant. Here's why. Over 70 memberships expired during the past 6 months and some have not as yet renewed. So new memberships have not only made up the difference but increased the total membership by 16.

Keep in mind the contest for recruiting new members. You have until December 31, 1984 to send in your entry's. You could be the lucky one to receive one of the two brass engines which will be given to the winners at the February 1985 Cajon Division Banquet. In addition the NMRA is also conducting a contest with brass and other prizes. See the Bulletin for details on that contest.

Club News

This column is reserved for your "clubs" news. We want to know what you are doing - how you are pursuing the "Spirit of Model Railroading". The deadline for articles or interviews for the next issue month (Issue months are January, April, July, October).

If you'd like your club to be publicized either call or write me with pertinent information. Include your phone number in your correspondence so I can call you for further information if necessary.



JOE COREY

Something new has arrived on the model railroading horizon in Las Vegas. It is the Vegas Valley Modelers, at present twenty-four strong. We do not classify ourselves as a club, but rather a group dedicated to keeping the fun in model railroading.

We have no officers, bylaws, rules or dues. The group has appointed Paul Mickelson Coordinator Of Activities and Joe Corey as Acting Publicity Person. A club module was approved and designed, and presently eighteen members are working on theirs at their homes. All modules, including the corner sections, were constructed as a group project at the home of member Ben Karlsen who gave us use of his complete woodworking shop.

Meetings are held at various members homes and at the North Las Vegas Airport, where we have the use of the Las Vegas Airlines Meeting Room, also to be the scene of our Christmas Party. We have approved a design for our group patch and a logo for our future railroad, the Nevada Southern. This railroad will be designed and built as soon as we have a permanent home for our layout.

The modular railroad will be available to set up at fairs, shopping malls, and at special events including hospitals, convalescent homes, etc.

Upcoming group activities include tape slide clinics, member conducted clinics covering electrical, track work, scenery, tree building and model painting. We are planning field trips to various sections of the West: Carson City, Ely and Tehachapi to name a few.

Membership is by invitation only and with the availability of good model railroaders in the Las Vegas area we will soon have a group of thirty to thirty-five fun hungry modelers.

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Frank's N-gineers

JOHN FOLTZ

The N-gineers were founded in 1974 as "Frank's Little (N-Scale) Army", and underwent a name change in 1981 to "Frank's N-gineers Model Railroad Club." Currently meeting Wednesdays at 7:30 PM at 114 N. Topeka St., in Anaheim, the club is 9 members strong.

N-gineers has exhibited its NTRAK modular layout at several Southern California shopping malls, including Buena Park, Cerritos, Anaheim Plaza and at the Inland Center Mall in San Bernardino. The club has also participated in numerous hobby and trade shows, including MACS, SCHIA, and the Hobby Industry Association show in Anaheim last February. Our layout is easily recognized by the tiny rolling stock and the large crowds.

Individual members of the club have traveled to NMRA conventions at San Diego, San Mateo, and Pasadena to join the NTRAK layouts on display.

N-gineers is accepting members who own, or would like to construct, NTRAK modules, and welcomes visitors to any of its meetings/operating sessions. Visitors are encouraged to bring their favorite N-Scale equipment to operate on the club layout.

In celebration of N-gineers 10th anniversary, the club will be holding Open House on Saturday, February 11, 1984 at the clubhouse. Hours are 10 AM to 4 PM, admission is free, and the public is invited. Cajon Division members wishing to join the layout with a module, or to operate their equipment during the Open House, please make arrangements before January 31, 1984.

For information regarding the Open House, or for directions to the clubhouse, please contact John Foltz, 1300 E. Glenwood Ave., Fullerton CA 92631: (714) 870-9766. Send a SASE for a map to the site.

As a new (1983) member of PSR/NMRA, I am looking forward to meeting fellow members at the Open House. Thanks for your inclusion of this article in the ORDER BOARD.

Paymaster Report RALPH DUBOIS

The following report of the financial status of your Cajon Division is current as of December 31, 1983. The cost of this issue of the Order Board is not reflected.

STARTING BALANCE	\$ 895.50
INCOME	
PSR and NMRA Dues Collections	\$ 450.00
Admissions, Food Sales, etc.	1995.71
Deposit Refunds	75.00
Auction Sales	1563.12
	\$4083.83
EXPENSES	
Order Board	\$1075.86
Meet Rentals	253.12
Door Prizes	77.00
PSR and NMRA Dues Payments	450.00
Meet Expenses	455.99
(Food, Flyers, Gasoline)	
Auction Payments	1346.01
Administration, Supplies	107.55
	\$3765.53
ENDING BALANCE	\$1213.80

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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.

Sat 11 Feb 1984
Cajon Div PSR/NMRA Banquet

Thu 3 to Sun 6 May
Convention
PCR/NMRA

Sat 3 Mar 1984 Swap Meet
Orange Empire Railway Museum
Box 548 Perris, CA
92370-0548

Vallejo, CA
(707) 644-0455

Sat 24 Mar 1984
LA Modular Group Hookup
St Stephen's Church
6128 Yucca St Hollywood
George Bates (818)349-0577

Sat Apr 1984 Swap Meet
Foothill Model RR's
7756½ Foothill Blvd (Rear)
Tujunga, CA 8am-1pm
\$1.50, \$2.00 Families
Jim Borden, (818)353-9671

Sat 28 & Sun 29 Apr 1984
Orange Empire Railway Museum
Rail Festival
OERM PO Box 548
Perris, CA 92370-0548

The PSR Activity Coordinating Committee exists to provide information about future rail oriented events of interest to PSR members, and to help avoid conflicts in scheduling. This information is available to any interested party upon receipt of a SASE or a phone call.

CAJON DIVISION: Patch For Sale

Cajon Division patches are available for immediate delivery. To get yours, send a check or money order made out to the "CAJON DIVISION" 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 you will desire. 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 two weeks for delivery.



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:

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> 1-year full member | \$ 19.00 (NMRA \$15.00; PSR \$4.00) |
| <input type="checkbox"/> 5-year full member | \$ 76.00 (NMRA \$60.00; PSR \$16.00) |
| <input type="checkbox"/> Life full member | \$380.00 (NMRA \$300.00; PSR \$80.00) |
| <input type="checkbox"/> 1-year family member* | \$ 4.00 (NMRA \$3.00; PSR \$1.00) |
| <input type="checkbox"/> 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 (Business Card Size)	Half		

Camera-ready black-on-white art work is required. The art work can be any size and can be reduced (preferred) or enlarged for use in your ad. Art work, and a check made payable to "Cajon Division" for the amount, can be mailed to: Tom Becker, Editor-Order Board, 2743 Merlin Ave., Fullerton, CA 92635

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CHINO CA. 91710

WALNUT PACIFIC

ART G.
BOUSA



ART W.
BOUSA

PHONE
714 628-8880

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 pikes 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 any size, we'll reduce it as necessary. Please keep the proportions to 3½ wide by 2 high. We'll also need your prepaid order listing the number of times you'd like the ad to run. Make your check payable to the "CAJON DIVISION". Send the order, the artwork and your check to Tom Becker, Editor-Order Board, 2743 merlin Ave., Fullerton, CA 92635. If you have any questions you may call me at (714) 529-0353



(714) 524-0934
(213) 672-0656

BREA VALLEY R.R.

The Green Belt Line

"N" Scale Station Master
RALPH DUBOIS

DATE ST. DEPOT
3380 E. DATE ST.
BREA, CA. 92621



Phi: (213) 918-2779

N.O. SCALE

Desert Belt R.R.
ROUTE OF THE CACTUS

PRESIDENT
GEORGE DE FRANCESCO



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VALINDA, CA 91744

Engineer
John Hachey

Firewoman
Liz Hachey

THE OVERLAND ROUTE



2885 S. Phoenix
Ontario, CA 91761

Phone
(714) 947-4389

JAY & LA PRI R.R. "The Scenic Line"



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