

The Cajon Division

# ORDER BOARD

Pacific Southwest Region

National Model Railroad Association

Volume 19, No. 1

January 1991

## FEBRUARY MEETING

The Cajon Division February meeting will take place on Saturday February 23, 1991 from 1:00 pm to 4:00 pm. It will be at the Anaheim Hills Comfort Suites (see map on page 2).

Chick Curtis, who gave a very successful clinic on "Concrete, Cracks, Pavement, and Potholes" at the PSR 1990 convention in San Bernardino, will be giving a clinic on the Riverside grain industry. Chick's description of the clinic is on page 2.

There will be a consignment table set up in the meeting room. Members who have something to sell (model railroading related only - please leave the old barbecue or lawn mower at home) can bring the items to the consignment table. The table will be manned by a Division member. If the item is sold, a 10% commission will be deducted and the balance paid to the seller. The sales commission will go into the Division treasury.

There will also be a model display area in the meeting room. This area will be available for any project that you have been working on that you would like to share with the rest of the attendees. The displays at future meetings may be related to the clinic being presented (for example, coal cars for a coal mine clinic), but this one will be open, so bring anything.

Refreshments will be available in the meeting room.

## TRACKS AHEAD

Due to popular demand, KOCE (channel 50) is now airing the Kalmbach sponsored series "Tracks Ahead." The 13-part series began on December 16 and is scheduled to run through March 10. It is being shown on Sundays at 4:00 p.m.

A KOCE spokesperson said that they had originally acquired the series with the intent to air it this summer, but decided to fit it into their programming schedule early due to a number of calls prompted by an article published in Model Railroader. The Order Board staff has also been assured that a notice will be sent to us in advance of the next showing of the series so that we can get the information out to our readers. Thank you KOCE! (This may be a good time for some of us to subscribe to KOCE, as they seem more than willing to respond to our requests. Their phone number is (714) 895-5623.)

## Beginners Booklet

The Cajon Division has received 200 copies of "Introduction to Scale Model Railroading" from Model Railroader. These are 32 page color booklets which cover basic model railroading topics at the beginner level. If you know of someone who is a beginner in model railroading, this booklet could be a great help to them. Booklets may be obtained from John Wissinger at (714) 441-2617.

# Riverside Grain Industry

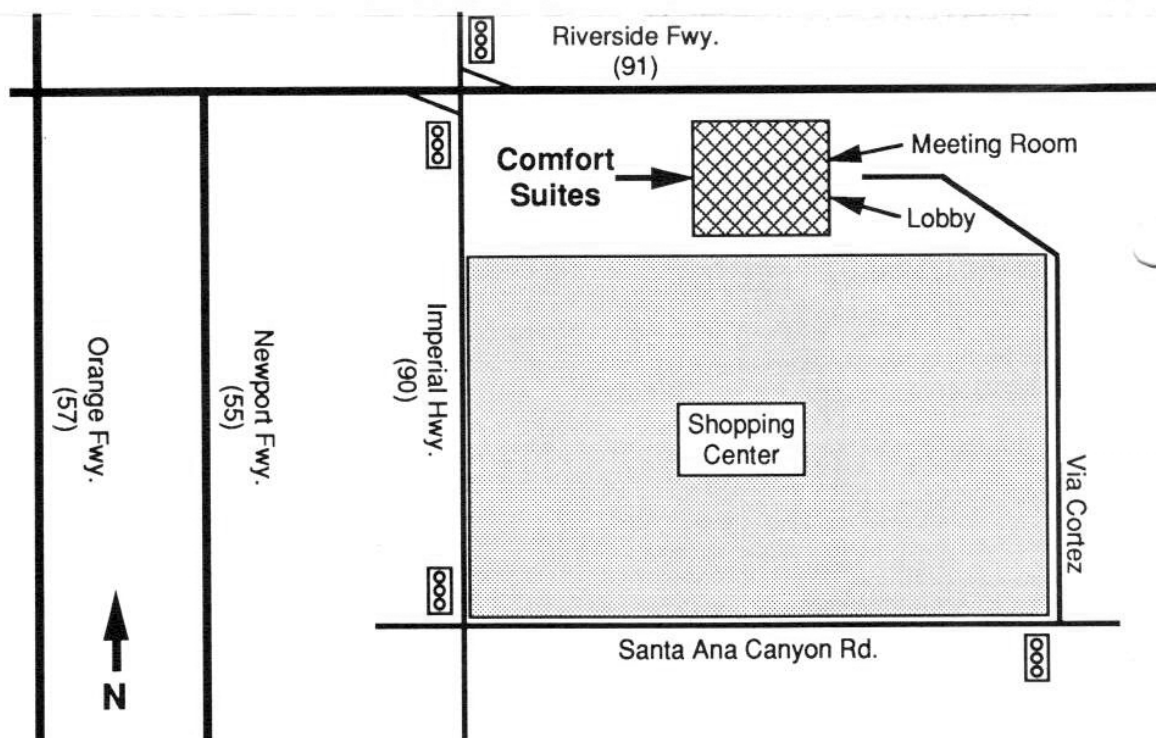
by Chick Curtis

"Barley, oats, corn, and wheat. Sounds like your basic wholesome breakfast cereal ingredients. However, we aren't the only consumers of great quantities of grain. Our bovine and equine friends also devour daily doses of dried cereals, though not from brightly colored boxes of Grape Nuts and Fruit Loops, but from stainless steel troughs on ranches, farms, and dairies all around the San Bernardino, Ontario, Riverside area. A large enterprise this is, feeding all these animals.

"Fortunately for us train modelers, the Union Pacific plays a significant role in the farming food chain. We find yet another excuse to build an industry on our layouts ("But I don't have any more room!").

"I have put together a short clinic on the Riverside grain industry for those modelers who 1) like the Union Pacific, 2) don't have a lot of space to model, 3) don't want to spend two months on a single project, and/or 4) don't want to spend a lot of money. This industry can be easily adapted to existing layouts in a small area, or can be modeled in a larger way space permits. The core of the operation is that a switcher pulls a string of covered hoppers to a specific set of team tracks where they are emptied by conveyor into trucks. There are two main grain hauling truck companies who serve the UP tracks in Riverside, and there are two primary methods of grain transfer. All these points will be covered in the clinic which will include a slide presentation of the operation as well as several modeling suggestions for anyone seriously interested in building an industry like this.

"Time permitting, we will take a brief glimpse into scenery building with dryer lint. Yes, you read it right. Remnants of recycled shorts, sheets, shirts, socks, and sweats right from your own dryer. It's cheap, easy, and very fast. You have to see it to believe it, if you can stop laughing long enough to see it."



# From the Super

by John Wissinger

Welcome to what hopefully will be a regular column in the "new" Order Board. We have a new crew with lots of enthusiasm here in the cab. Maybe we can get the trains to run on time and keep the manifest full and interesting. I know it has been a while since there has been a train through the Cajon Division, but that is about to change. The next "train" will be departing on February 23, 1991. Please see page 1 for station and scheduled departure time.

First of all, let me introduce myself. My name is John Wissinger and I have been elected (railroaded?) to serve as Superintendent until February 1992. I am relatively new to the PSR and Southern California, having moved here three years ago from Western Pennsylvania and the MCR. I am an industrial designer and moved here because of my job. I have been a model railroader since age 13 and an NMRA member since 1970. I decided to become a life member in 1984. I have lived in the MCR (twice) and the NCR and have been an active division member in all the divisions where I have lived. I've held a few offices and served on a few committees in the last 20 years. My prototype interests are traction and steam railroading. I model in HO with the layout set in the mid 30's. The current layout was started in 1977 and has moved around the country with me.

As your Superintendent, my objective is to get the Cajon Division on the main line and moving down the line again. I know we are a bit late, but I feel that the convention was the most important thing that could be done for the Division. The decision to run for Superintendent was not arrived at easily. I agreed to run only after it was understood that the job of convention co-chairman came first. I felt the convention was extremely important to the Cajon Division since conventions can be a major source of income to a division and the Division was almost broke. Now that the convention is over and the Division has money in the treasury, we can get on with it.

There are many ways we can get moving again, but I believe the best way is through the input of the members. This organization is made up of you, the members, and therefore, it belongs to you. We can do anything (within the limits of the Constitution and Bylaws) that you want. But, we need your input. To that end, we will be putting a questionnaire in a future issue of the Order Board to get your ideas and input. In the meantime, your officers will be planning the next two meetings to be held in February and April. These will be short meetings (two or so hours) with a clinic, model display and perhaps a consignment table. (See meeting details on page 1.)

I have two other objectives. Over the years I have heard two major complaints about the NMRA. Number 1 is that it is run by a clique, and number 2 is the poor reputation the organization has gotten with modelers outside the NMRA and former members. Perhaps together, we can all work toward changing those two items.

In the next two issues, I'll address those two problems. Also, I'll throw out some ideas regarding meetings.

See you at the meeting.

## Who Are the Railettes?

by Marie Lee

We are a group of ladies who get together at the different NMRA functions.

We usually have a room for the Railettes and we bring our crafts from home to work on or we sit and make new friends and renew old friendships. I myself have made many nice friends by going to NMRA meets.

At our conventions, we always have a very nice luncheon, play bingo, do crafts, take tours, have guest speakers, go shopping, play cards, etc. We keep busy.

I am inviting all of you ladies to please attend a few of our functions and at least one of our conventions and see just what we do. I think you will like it, and that you will feel a part of the NMRA.

Thank you, and if you have any questions I will be happy to try to answer them for you. Please call me at (714) 963-3273

# Contest Winners

by Loren Casey

The following are the winners of the 1990 PSR Convention model and photo contests:

Category	Winner	Category	Winner
Diesel and Other Kit	George Feltovic NH RS-3	Traction Open	Bob Schimmel Electro diesel
Diesel and Other Novice	John Welther Cotton Belt GP-60	Structures Kit	Don Stewart Logging skidder
Diesel and Other Open	George Feltovic NH RS-3	Structures Novice	Kevin Loeff Piggy packer
Passenger Cars Kit	John Sigurdson Pullman	Structures Open	Kevin Loeff Piggy packer
Passenger Cars Novice	John Sigurdson Pullman	Display Kit	Mary Barstow Chippy hardware
Passenger Cars Open	John Sigurdson Pullman	Display Novice	Mary Barstow Chippy hardware
Freight Cars Kit	Don Stewart D&RGW ng Stock	Display Open	Mary Barstow Chippy hardware
Freight Cars Novice	George Brangacio Box car	Display Levity	Tom George Beer & chippy car
Freight Cars Open	Jim Tangney 55 ton Hopper	Best of Show Model	Jim Tangney 55 ton Hopper
Cabooses Kit	Don Stewart D&RGW Sn3	Model Black & White Print	George Feltovic
Cabooses Open	Don Stewart D&RGW Sn3	Model Color Print	George Feltovic
Maintenance of Way Kit	Don Stewart Work flat	Prototype Black & White Print	Arliss Powell
Maintenance of Way Novice	John Sigurdson Flat cars	Prototype Color Print	David Greenberg
Maintenance of Way Open	Bill Privett Crane service	Model Color Slide	Randy Wilson
Traction Kit	Arliss Powell Brill car	Prototype Color Slide	David Greenberg
Traction Novice	Arliss Powell Brill car	Best of Show Photo	Randy Wilson

## Prototype Happenings

# Cajon Division Area AMTRAK Passenger Loadings For 1989

by Tom Van Wormer

Who are all these people and where do they get on? Below you'll find a list of the AMTRAK stations in the Cajon Division and the loadings at each. This comes from the Rail Passenger Development Plan, a recent publication of CALTRANS. If you want an in-depth look at California patronage and CALTRANS operations, you can get a copy of this publication by writing:

DIVISION OF MASS TRANSPORTATION  
1120 N STREET  
SACRAMENTO, CA 95814

### Some comments:

1. These numbers represent loads of new passengers only. A passenger riding from San Bernardino to San Francisco would only be listed as boarding a bus at San Bernardino, but not as boarding the San Joaquin at Bakersfield.
2. While the 1,365,097 passengers boarding at LAUPT is a good number, consider that the BN loads almost 10,000,000 passengers a year onto it's commuter trains at Chicago Union Station.
3. Poor San Clemente! Despite an average of 16 passengers per train, the town only has three trains per day stopping there. Is there something wrong with the town?

Rank	Station	Passengers
1	Los Angeles	1,365,097
3	Fullerton	331,343
5	San Juan Capistrano	317,056
6	Santa Ana	300,998
8	Anaheim	176,115
23	San Bernardino	39,207
30	San Clemente	17,708
36	Barstow	9,520
51	Needles	2,807
52	Riverside	2,330
57	Indio	1,700
80	Corona (3 months)	54

(From the Orange County Railway Historical Society)

5

# PSR Cajon Division Membership

The current Cajon Division membership is as follows:

236 regular members  
21 family members  
3 youth members  
30 life members  
290 total members

## Welcome Aboard!

The following are new members of the Division:

John Acosta - Big Bear City, CA  
Bill Arnold - Huntington Beach, CA  
Eric Aros - Newport Beach, CA  
Stephen Brost - Yorba Linda, CA  
Amy Crane - Victorville, CA  
Bret Alyn Crane - Victorville, CA  
Elizabeth Crane - Victorville, CA  
Vicky Davies - Anaheim, CA  
Mel Koplin - Las Vegas, NV  
Syd Mason - Moreno Valley, CA  
John Miernik - Perris, CA  
Douglas Ziprick - Apple Valley, CA

## CAJON DIVISION DIRECTOR ELECTION

The position of Cajon Division Director is coming up for reelection this Spring. We are now seeking applicants for this position.

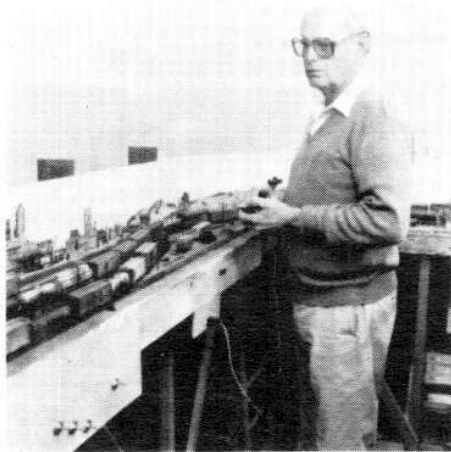
If you would like to be considered for election to the above position, please call John Wissinger at (714) 441-2617.



# The Order Board Visits Jim Lancaster's Montgomery & San Joaquin Railroad

by Bill Flinn

With this issue of the Order Board we are initiating a layout tour of the Cajon Division. Each issue we will visit one of the notable layouts within the division, providing our members with a glimpse into model railroading action around the division. For the first article in this series we visited with Jim Lancaster in Tustin for a "tour" of his Montgomery and San Joaquin Railroad. Jim's layout was included on the PSR convention layout tour this last October and is a fine example of the modelling skills which exist within the Cajon Division.



## HOW IT ALL STARTED

In the summer of 1980 Jim and his wife decided that they needed a larger home. They contacted a Realtor friend and gave her the usual requirements - size, location, price range, etc. - plus the one additional requirement foremost to a model railroader, space to construct a model railroad. The Realtor came up with several candidates (including one in which the

rear property line bordered on the Santa Fe mainline) and after several weeks of deliberation the Lancasters decided upon the first house which they had been shown.

This new home included a separate 15 X 40 foot building in the back yard with a real model railroad heritage. This house was originally owned by Leighton Keeling, a model railroader who was a member of Whit Tower's ALP Operators, and a former president of the NMRA in the early 1960's. The "railroad room" had been erected shortly after the house was purchased in 1962 but the layout was never built. Leighton passed away in 1979 and the Lancasters made their acquisition from the Keeling estate. The railroad room would at last see its full potential realized.

## PLANNING AND DESIGN

For a model railroader who had just acquired a new home with a place specifically built to house a good sized model railroad, Jim did what most of us would do in the same situation - began searching for a layout plan upon which he would base his "empire." A Model Railroader article on David Barrow's Cat Mountain and Santa Fe Railroad published in 1984 provided the appropriate inspiration. Barrow's walkaround track plan helped Jim crystalize his own ideas and the M&SJ RR track plan began to evolve.

The basic design of the layout is a walk-in, point-to-point operation with two levels and occupies the rear 25 feet of the 40 foot building. Each level terminates in a hidden six track layover loop which are connected by 120 feet of mainline. The layout is designed to depict a 1950 to 1960 era single track subsidiary of the Southern Pacific Railroad across Sierra Nevada via the San Joaquin River Canyon, Mammoth Pass and Montgomery Pass. The modeled portion of the railroad extends from Wellington (north of Fresno) through a division point in the Sierra foothills named Huntington, to Kaiserville (all fictitious California cities) in the San Joaquin River Canyon.

## GETTING CONSTRUCTION STARTED

Actual room preparation (carpeting in one end, linoleum tiles in the other) began in 1985 and a 45 foot continuous backdrop was installed in 1986. The M&SJ benchwork finally began in August 1987 and enough track was laid to begin limited operation in January 1988.

One end of the layout will eventually have two levels. The lower level (Wellington) was essentially

finished a year ago and consists of an 18 foot long, 14 inch wide shelf which contains an oil refinery/tank car loading area and a small city scene. The Wellington station is a prominent part of the city scene and was kit-bashed from the Con Cor NMRA headquarters building kit. The mainline through Wellington emerges from the lower level staging/layover loop which will be eventually hidden from sight.

Most of the visible track in the center of the layout (Huntington) has been recently installed and was operational for the convention tour. The buildings near the Huntington station are temporary for now but this area will eventually contain an industrial and business area representative of a thriving railroad community. Huntington and Wellington are connected by about 35 feet of mainline with a nominal grade of 1.8%. A branchline leaves the main between these two cities and terminates with a holding loop beneath Huntington which can hold up to three trains.

### BENCHWORK, TRACKWORK, AND SCENERY

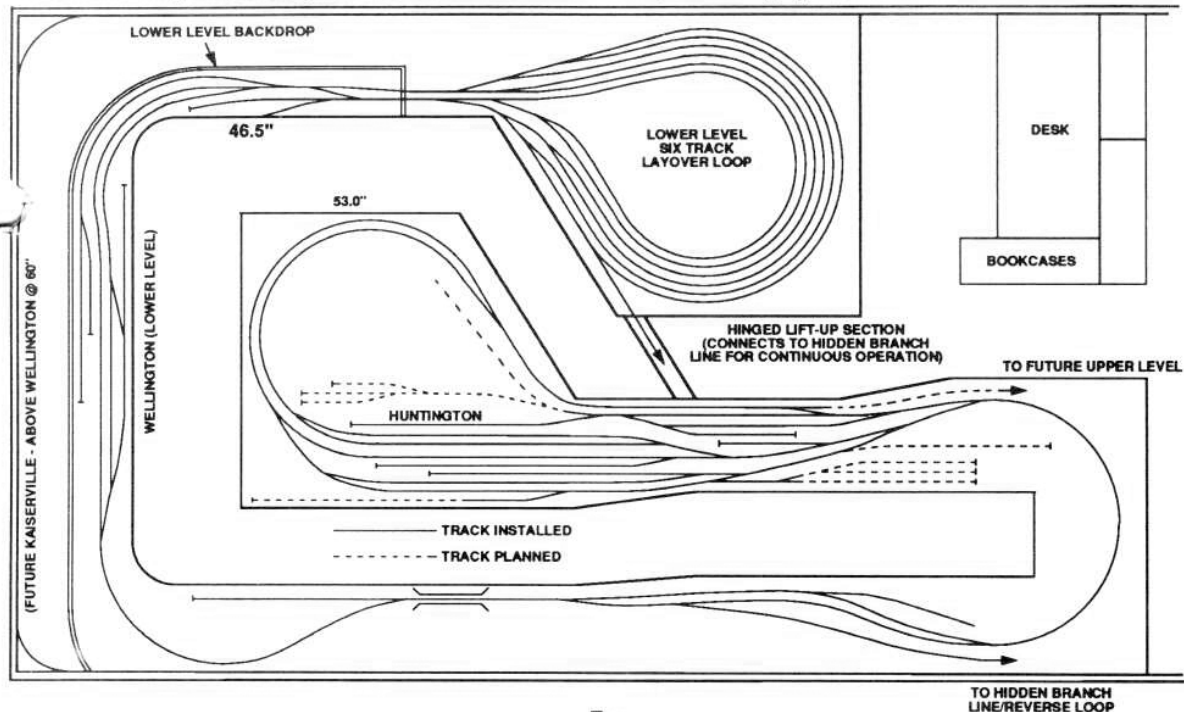
Jim's scenery is beautifully executed and his attention to detail brings the central California setting to life. The city of Wellington and the oil facilities

on its outskirts are reminiscent of the setting in and around Bakersfield in the 1950's. Also an abundant supply of Alloy Forms 1950's vehicles lend the appropriate atmosphere to the scene (it seems Jim cornered the market on factory finished vehicles when they first came out).

The M&SJ is typical of today's model railroad, that is hardshell scenery built on 1 X 4 "L" girders with an intermediate supporting gridwork. Benchwork height is 45 inches above the floor at the lowest point and 60 inches above the floor at the Kaiserville reverse loop. Rail is both code 100 (mainline) and code 83 (yards and sidings) flextrack on a homasote base with a 30 inch minimum mainline radius of curvature. Switches are numbers 6 and 8 on the mainline and number 5 for the yards. Control is typical block control with walk-around throttles.

### FOR THE FUTURE

Jim's plan for the future is to complete the wiring for the newer track and then install the scenery and buildings in the Huntington city area and the rail yard. This will include a second industrial area to serve the railroad and a small engine terminal. Also in the planning stage is the extension of the upper level (Kaiserville) and another hidden layover/reverse loop and storage yard.





**"Tucson's # 1 In '91"**  
September 11 - 15, 1991

*Here's what is planned for you:*  
54 Hours of Clinics • Saturday Banquet  
NMRA Contests • Video Contest  
Sn3 Special Clinics & Contest  
Tours: SP Yards, PFE Car Shops,  
Pima Air Museum, Sonora Desert Museum,  
Con-Cor International, 15 Layouts  
Railettes: Luncheon & Tour  
Manufacturer's Show, Friday Nite Auction

➔ **Information & Registration:**  
☒ "Tucson's #1 in '91"  
P.O. Box 30381  
Tucson, AZ 85751

☎  
*Chairman:* John Lemon, (602) 885-7222  
*Co-Chairman:* Roger von Seeburg, (602) 942-9549  
*Registrar:* Elmer Laws, (602) 296-9461

☛ **Convention Hotel:** ☛  
☒ **Doubletree Hotel**  
445 S. Alvernon Way  
Tucson, AZ 85711  
☎ (602) 881-4200 or 1-800-528-0444



# WANT ADS

## MEMBER AID COORDINATOR

Job description: Coordinate member aid portion of meeting program and member aid column in the Order Board. Should be a person who is well rounded in the hobby and/or knows a lot of people who are.

## ACHIEVEMENT PROGRAM CHAIRMAN

Job description: Should be a knowledgeable model railroader who likes to see and personally review beautiful models and layouts. Must have a desire to maintain the long established prestige and integrity of the NMRA Achievement Program. A desirable, but not necessary qualification is that the person has earned one or more Achievement Awards.

## PROGRAM CHAIRMAN

Job description: Plan three to five meeting programs per year (such as arrange for a live clinic or obtain a tape slide or video clinic from national or a local prototype tour, etc. for each meeting).

## FACILITIES CHAIRMAN

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

## CONSIGNMENT COORDINATOR

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

## MODEL DISPLAY COORDINATOR

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

If you would like to take on any of the above jobs, or can suggest someone who might be willing to, please call John Wissinger at (714) 441-2617.



# Calendar of Events

by Bob Chaparro

February 2,3

Pomona: Great American Train Show, L. A. County Fair Grounds, 11 am to 5 pm, \$4.50, under 12 free w/adult, GATS Ltd. (708) 834-0652.

February 23

Anaheim Hills: Cajon Division Meet, Comfort Suites, 201 N. Via Cortez, 1 pm to 4 pm. Clinic, displays, consignment table.

February 23

Redlands: Roundhouse Gang Swap Meet, Cope Jr. High School, 1000 Cypress Ave., 8 am to 1 pm, Family \$2.00, John Link (714) 849-2787.

May 8-12

Sacramento: PCR 1991 Convention, Rail Fun In '91, Ed Pultz, P.O. Box 215177, Sacramento, CA 95821 (916) 666-0513.

June 30 - July 7

Denver: NMRA National Convention, Mountains of Fun in '91, P.O. Box 31007, Aurora, CO 80041.

September 11-15

Tucson: PSR 1991 Convention, Doubletree Hotel, Elmer Laws, (602) 296-9461, P.O. Box 30381, Tucson, AZ 85751.

## NOTICES

San Juan Capistrano: New club forming with 30' x 40' layout, contact Tim Holsten (714) 661-3132.

Send calendar items and notices to: Bob Chaparro, 2428 Monterey Peninsula Drive, Corona, CA 91720 (714) 734-7141 evenings.

## Cajon Division Officers

Superintendent	John Wissinger 2319 E. Virginia Road Fullerton, CA 92631 (714) 441-2617
Paymaster	Bill Flinn 12912 Brittany Woods Santa Ana, CA 92705 (714) 838-3103
Chief Clerk	John Hinds 9832 Sunderland Street Santa Ana, CA 92705 (714) 633-3640
Membership	Curtis Roos P. O. Box 1754 Victorville, CA 92393 (619) 951-2122
Director	Tom Van Wormer P. O. Box 3132 Huntington Beach, CA 92605-3132 (714) 842-6881

## Special 800 Number

Wilmer B. Seaver, NMRA Western Area Vice President, has established a toll free telephone number. The number is (800) 462-2882, and is good in the entire 50 states and British Columbia, Canada. He can be reached at this number from 6:30 pm until 9:30 pm Pacific time.

## PROTOTYPE TRIVIA

by Tom Van Wormer

The first person credited with calling a train "the Iron Horse" was Sitting Bull.

Jim Hundley  
Engineer

Joan Hundley  
Maint. of Way

## CANYON CITY RAILROAD

43-714 Commanche

(619) 347-6218

Indio, CA 92201

## HEMET VALLEY RAILROAD

☆ HEMET IS HEAVEN ☆



HO GAUGE  
PSR  
NMRA

HOME OFFICE

997 RAMADA WAY - HEMET, CA 92343  
(714) 652-2638

Howard Wampler

Engineer  
John Hachey

Firewoman  
Liz Hachey

## THE OVERLAND ROUTE



2885 S. Phoenix  
Ontario, CA 91761

Phone  
(714) 947-4389



H.O. SCALE

## Desert Belt R.R.

ROUTE OF THE CACTUS

PRESIDENT  
GEORGE DE FRANCESCO



8757 MANDARIN  
ALTA LOMA, CA 91701



Richard Wood (619) 240-4177

## R&F RAILROAD

Roger and Faith Clarkson

1463 Rim Road  
Riverside, CA 92506

(714) 780-1040

HO

LGB Garden

See You  
In Denver



## MOUNTAINS OF FUN IN '91

**JUNE 30 - JULY 6, 1991**

NMRA NATIONAL CONVENTION  
THE ROCKY MOUNTAIN REGION

BOX 31002 AURORA, COLORADO 80041

## UPCOMING CLINICS

You may not be aware of the number of different types of prototype turnouts (switches to non-model railroaders) that have been used. During the next several Divisions Meets, we will have a series of clinics on simple techniques for hand-laying the traditional turnout, the self-guarding frog turnout, the stub turnout, and the single point turnout. A variety of point and throw mechanisms will be demonstrated. If you have questions on hand-laying track, or thought it was too difficult, come out and see the easy way to get beautiful trackwork.

PACIFIC SOUTHWEST REGION - NMRA  
MEMBERSHIP APPLICATION

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE ( ) \_\_\_\_\_ OCCUPATION \_\_\_\_\_  
SCALE \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_  
NEW [ ] RENEWAL [ ] PSR# \_\_\_\_\_ NMRA# \_\_\_\_\_ EXPIRES \_\_\_\_\_  
FAMILY MEMBER \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_  
NEW [ ] RENEWAL [ ] PSR# \_\_\_\_\_ NMRA# \_\_\_\_\_ EXPIRES \_\_\_\_\_

CLASS OF MEMBERSHIP

	PSR	NMRA	BOTH
REGULAR*	\$5.00	\$24.00	\$29.00
YOUTH - UNDER 20 YRS*	\$3.00	\$16.50	\$19.50
AFFILIATE (NO BULLETIN)*	\$5.00	\$13.00	\$18.00
FAMILY (PER NAME)*	\$1.00	\$5.00	\$6.00

\* YOU MUST BE A MEMBER OF THE NMRA TO BE A PSR MEMBER \*

FOR INFORMATION ON LIFE MEMBERSHIP PLEASE CALL 1-602-775-5444  
OR WRITE TO THE ADDRESS BELOW.

PLEASE SEND THIS APPLICATION AND YOUR CHECK OR MONEY ORDER TO:

P S R - N M R A  
MEMBERSHIP/PROMOTION DEPT.  
7665 EAST SPOUSE DRIVE #3  
PRESCOTT VALLEY, AZ 86314-5222

01/91-ORDERBOARD

## ORDER BOARD

### COMMERCIAL DISPLAY

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

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

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

### CLASSIFIED - PERSONAL

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

Pike Ad  
Classified

\$2.50  
\$2.00/inch

### SCHEDULES AND DEADLINES

The next issue of the Order Board is scheduled for March.  
Deadline for advertising material is February 28.

### DISTRIBUTION

The Order Board is sent free of charge to all members of the Pacific Southwest Region, NMRA, living within the Cajon Division boundaries.

#### ORDER BOARD STAFF

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Timetable	Bob Chaparro
Circulation	Robert Crippen



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