

The Cajon Division

# ORDER BOARD

Pacific Southwest Region

National Model Railroad Association

Volume 21, No. 3

September-December 1993



The 1993 convention committee for "Rails to the Sea in '93" promises an exciting and fun-filled adventure for the entire family.

In September all rails lead to Long Beach, California, where many activities are available for family enjoyment. The Long Beach Hilton, the convention hotel, is located on Ocean Blvd. with easy highway access from the Long Beach Freeway (710). It is conveniently located in the heart of the downtown Long Beach. A continuous shuttle service runs from the Hilton to such key locations as Shoreline Village featuring 20 specialty shops. Every Friday the Farmers Market and Handicraft Fair are set up on the Promenade from 10 am to 3 p.m. The Metro Blue Line Light Rail provides service to downtown L.A. at frequent intervals. A Blue Grass Festival is scheduled for that weekend as an added extra.

See: 93 PSR, Page 2

## Cajon Division Las Vegas Meet October 23

The Cajon Division is having a meet in Las Vegas on October 23, 1993 from 10 to 4 at the American Legion Post, 733 Veterans Memorial Dr.

- ◆ Clinics
- ◆ Modular Layout
- ◆ Model Contest and more...

See map inside.

## Cajon Division Election

This issue of the Order Board contains a ballot insert for the election of Superintendent and Chief Clerk-Paymaster. The Nominating Committee has provided one nominee for each office. Space is provided for a write-in candidate. **PLEASE** mark the enclosed ballot with your choice, fold the ballot as indicated, adhere a stamp and mail. **YOUR** vote is needed by **YOUR** Division.

## Cajon Division Officers

<b>Director</b>	Tom Van Wormer P.O. Box 3132 Huntington Beach, CA 92605-3132 (714) 842-6881
<b>Superintendent</b>	(Office Vacant)
<b>Chief Clerk-Paymaster</b>	Bill Flinn 12912 Brittany Woods Santa Ana, CA 92705-3416 (714) 838-3103
<b>Membership</b>	Curtis Roos P.O. Box 1754 Victorville, CA 92393-1754 (619) 951-2122
<b>Contest</b>	Ed Hall 5025 Spencer #B Las Vegas, NV 89119-2156 (702) 739-7270
<b>Program</b>	Todd Scott 42 Monteleagro Irvine, CA 92714- (714) 474-5011
<b>Acheivment Program</b>	(Chairmanship Vacant)
<b>Member Aid</b>	(Chairmanship Vacant)
<b>Raillette</b>	Marie Lee 19101 Yacht Lane Huntington Beach, CA 92646-2173 (714) 963-3273
<b>Editor - Order Board</b>	(Vacant)

93 PSR (From Page 1)

RV space is available behind the hotel and Shore Line RV Park is nearby. Total convenience.

The convention committee has scheduled some unique prototype tours for your interest. Thursday a guided tour of the

entire Los Angeles Metro Rail System is available. You will be able to tour the Seal Beach Navy Weapon's Depot. This is a one time opportunity; it has not been open to the public in the past. This special tour will again be repeated on Friday plus an opportunity to tour Athearn Manufacturing Company. On Saturday a chance to go to Griffith Park and ride "live steam" hosted by the L.A. Live Steamers.

All the fun of model railroad conventions is included. Home layout tours are scheduled. Modular layouts and displays in many scales can be enjoyed at the hotel. There will be a full clinic schedule to learn about the latest! A Swap Meet, Photo and Model Contests, Country Store, Hobo Breakfast, and Banquet are scheduled. Patch, Pins, T-shirts, and Convention Cars. Everything!

Catalina Island is the Friday destination for the adventures Railettes. The trip and luncheon are at no extra charge to the registered Railettes. It is an extra fare for all others. Crafts and Bingo are promised. A special guest speaker will round out the program.

The registration desk will be open for those pre-registered between 6 p.m. and 9 p.m. on Wednesday evening, the 15th. Extra fare events as well with the exception of the banquet. There will be a no host happy hour at that time. Regular registrations will open on Thursday morning.

Be a part of all this excitement and fun. Register now for:

## "Rails to the Sea in '93"



## The Candidates Superintendent

Ed Hall

I Have been modeling since the age of five. Between 1983-88 I was active in the Pacific Coast Region (PCR), Daylight Division, Bakersfeild, CA.

In 1988, due to a job transfer, I moved to Las Vegas, NV and joined the Pacific Southwest Region (PSR), Cajon Division. I have been serving as contest chairman since January 1992. During this time I have organized new meets stimulating new interest in the hobby of "model railroading".

I have completed "50%" of the requirements of the National Model Railroad Association achievement program. These accomplishments include, achievement certificates in; author, a published article in "Mainline Modeler" magazine, Locomotive and freight car modeling categories. Currently I am redesigning my home layout in order to qualify for the prototype, civil engineering, and electrical engineering categories.

## Chief Clerk-Paymaster

Tom Van Wormer

Tom has been active in the Cajon Division and is completing his term of office as Director of the Cajon Division. Tom is running for the office of Chief Clerk-Paymaster.



SEE YOU IN  
LONG BEACH

## Status report of progress on the Orange Coast Railroad (model club)

By Bryan Hunnell

For those modelers that haven't had the opportunity to visit the Garden Grove club location, the layout is up and working. The groups civil engineers have determined the constraints and considered the alternatives like all engineers do (in our space of 23' by 25') and decided that 30 inch radius with 1% grades would be in order for this size of design. This leads to passing sidings of 35 to 50 cars in length as their maximum chosen siding. If a much bigger siding was installed the whole situation (track plan) would turn into a double track main line, all-the-way-around-the-room and that was not wanted for reasons of operational variety.

As the month of July closes, the club is completing one and a half years of active work on the new layout. This brings the project to a point where bench work and some track work are in place. Because the group settled on the usual construction methods to create it's track and table work, the layout has come together very fast, although some what expensively. They are using items like: cork roadbed, flex track, prefab turnouts and, thick plywood for bench tops. This gives them a definite labor saving and speed improving advantage over more economical construction techniques. Such a large empire as the Orange Coast Railroad requires some speed ups toward completion.

The main line today totals over 200 feet with a recent addition of 100 feet. By the way that latest 100 foot section is part of a large hidden yard which will be for "staging" of scheduled trains during both running and operation sessions. That section is under a future mountainous region which will add it's own spice to the running by the added challenges of the climb to train operations crews. The operator will need to watch their trains tonnage and

length on the route similarly to how the prototype must also watch theirs. To do this a grade profile similar to the actual Cajon Pass is built into the layout with an increasing grade toward the top of the pass.

Of course the layout is not just main line running; 300 feet now growing to 600 feet in the future, but also sidings, industries and yards... All of which will add track to the layout. The civil engineers have their work cut out for them I would say. In fact they are busy arranging the mains to allow for 50 car passing tracks right now. Thus a freight train of medium tonnage or full prototype size passenger train will be plying the layout soon. All the while civil engineers are struggling to keep the standards up to the broad 30 inch curves and, down to a gentle one percent grades. Just the same the track plan has brought some surprises in presumed trouble free areas, the mix of curves with grades can put some combinations of light cars on the ground when not expected. This is a section of freight only territory that has an operational restriction of a 22 inch radius curve. This intended restriction (for sure) is to give the look of a freight-only-branch. The point is, this line for now must be used as part of the main line for both freight as well as passenger, in the future it will return to a freight district and only a mixed or local will see the territory. Hence the present inconvenience of a traffic restriction to the big trains and there use of the line. We will be glad to say good by to this problem but this will only occur when the new passenger main line is done, thus by-passing the bottle neck.

Through use of restrictions like: grades, curves, clearances and dead section, they allow the designer to install some interest with-in the pike thus giving some added character to the model empire. The user of the line will know to be on the look out, and

he/she will soon know what to do and what not to do. Thus the true intention of the line will come though in a pleasant manner with or without reading the rule book or operation manual. Let alone any nagging by some trainmaster to "operate proto-typically and read the manual!" We hope this design concept of designed-in-restriction (all-be-it gentle one's) will be a finishing touch to the transportation systems operational nature.

Last but not least, we invite you to come down and see the layout, bring along some rolling stock to run. Most of the time the layout is open for running and always open for looking, so do come by.

The following are some fun statistics and also a corporate business advertisement, all in the name of fun. After all this is model railroading and that is fun.

Bridges & viaducts	8 in the present design
Builders	Between 8 to 11
Class	Class 1 is modeled
Climate	Warm or temperate
Concept	Common carrier to the Pacific Coast and to/from the desert yard and other railroad connections.
Controls	One Cab as of March
Couplers	MKD knuckle type
Curvature Pass.	24.9 degrees or 32" radius min.
Curvature Freight	36.5 degrees or 22" radius min.
Depicted Location	California, greater Los Angeles area
Elevation lo-hi	4 to 5600 feet at port to summit / pass
Era (I)	c1950's steam transition, gas-electric
Era (II)	c1960's second generation diesel motive power

Era (III)	c1990's modern diesel motive power
Era period	Summer time in any one year
Fast time ratio	5:1 fast time for Time-table operations
Grades, Ruling	2.5% mains and 3% on short line
Grades, Maximum	7% (on the branch and heavy industrial)
Mileage (scale)	3.3 miles or 17 smiles @ 200 feet
Planer	Bryan Hunnell
Route's name	Orange Coast Railroad Company (Model Club)
Route's division	The Southern California Division
Route's subdivision	The Harbor subdivision & Mountain subdivision
Route's slogan	The "Open line" all high and wide loads moved
Route type	Class I, bridge line
Terrain	Mountainous; through San Bernardino Mountains
Theme	Large hub railroad to others & western port
Trackage straight	Code 100 Atlas flex on cork roadbed
Trackage turnout	Code 100 Peco turnouts; medium and long.
Tunnel count	T.B.D.

## ORANGE COAST RAILROAD

"The Open Route can handle it"

### Facilities available

Orange County's largest hub railroad opened their doors in 1986. Agents listed in most routing directories. The present system is 17.03 miles of: main line, plus service tracks and industrial tracks. In anticipation of the companies fast growth, our future business

plans include expansions to double our present physical plant. These present facilities include: two main freight terminals, classification yard, and many industrial switching parks, and in addition to further trunked main line expansions to interchange tracks with the line as a hub connection.

Contact us for routings, we would like to discuss your business plans with our planing experts! To call and arrange for a system inspection, to interchange your car loadings, as our preferred customer-traffic, just call the number below. Our routing clerks at system headquarters are authorized to take appropriate actions today.

### Headquarters

ORANGE COAST RAILROAD COMPANY  
13851 A Better Way (street)  
Suite #D Garden Grove Ca. 92643  
Phone # 714 530 2711, extension HO  
Chief routing clerk Mr. Steve Carroll

### The team system

The team management says "We may not be modern but we're progressive". All clearances and tunnels are sufficient for high and wide loads of the "AAR's E plate" clearance profile, thus OCRC is your direct routing to the Pacific Coast. The OPEN Route can handle it. Therefore have your traffic clerks indicate the ORANGE COAST RAILROAD COMPANY today!

## PSR Cajon Division Membership

The current Cajon Division Membership is as follows:

Regular Members	229
Family Members	18
Youth Members	1
Life Members	28
<b>Total Members</b>	<b>276</b>



## Cajon Division Timetable

## 1993

September 16-19 PSR Convention - Long Beach  
Rails to the Sea in '93

October 10      Great Pacific Train Show  
Orange County Fairgrounds  
Costa Mesa, CA

October 23      Cajon Division Meet  
Las Vegas, NV

**November 6&7    Great American Train Show**  
**Fairplex - Pomona, CA**

1994

January 22&amp;23

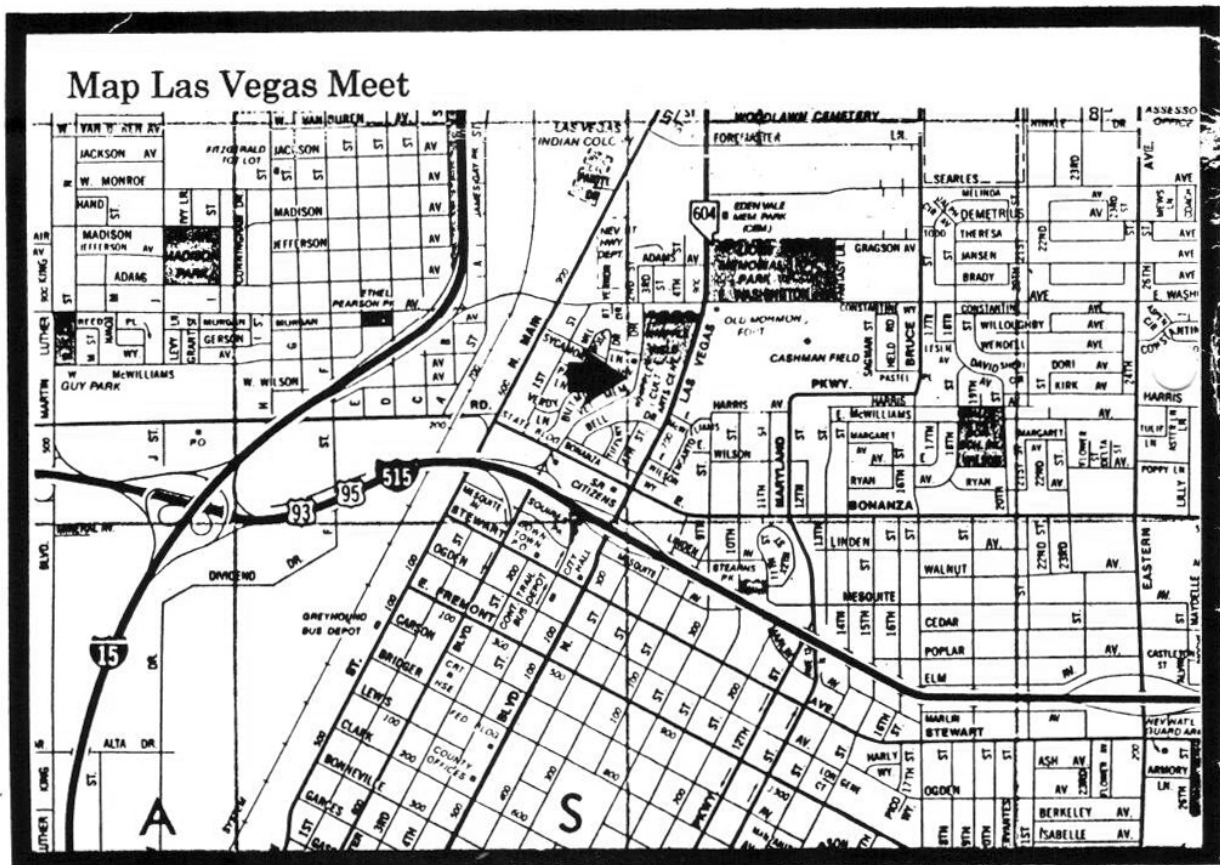
February 5&amp;6

February 26&amp;27

Great American Train Show  
Orange County Fairgrounds  
Costa Mesa, CA

Great American Train Show  
Fairplex - Pomona, CA

**Great American Train Show  
Cashman Field Center  
Las Vegas, NV**



**MEMBERSHIP APPLICATION**  
**National Model Railroad Association**  
**Pacific Southwest Region**

Date \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

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

Telephone (    ) \_\_\_\_\_ Occupation \_\_\_\_\_

Scale Modeled \_\_\_\_\_ Date of Birth \_\_\_\_\_

New ☐ Renewal ☐ PSR# \_\_\_\_\_ NMRA# \_\_\_\_\_ Exp. Date \_\_\_\_\_

Family Member \_\_\_\_\_ Date of Birth \_\_\_\_\_

New ☐ Renewal ☐ PSR# \_\_\_\_\_ NMRA# \_\_\_\_\_ Exp. Date \_\_\_\_\_

**CLASS OF MEMBERSHIP**

**(PSR & NMRA)**

Regular \$29.00 ☐ Youth (Under 20 Years) \$19.50 ☐  
Affiliate (No Bulletin) \$18.00 ☐ Family \_\_\_\_\_ at \$6.00 Per Name ☐

AMOUNT PAID \$ \_\_\_\_\_

For information on Life Membership please call 1-602-775-5444

Please send this application and your check or money order to:

PSR - NMRA  
Membership/Promotion Department  
7665 East Spouse Drive #3  
Prescott Valley, AZ 86314-5222

Referred By **THE ORDER BOARD**



**ORDER BOARD**  
Official Publication of  
Cajon Division, PSR-NMRA  
P.O. Box 1754  
Victorville, CA 92393-1754



DATED MATERIAL - PLEASE DO NOT DELAY





# Official Cajon Division Ballot



## Superintendent

Ed Hall ☐

Write-in \_\_\_\_\_ ☐

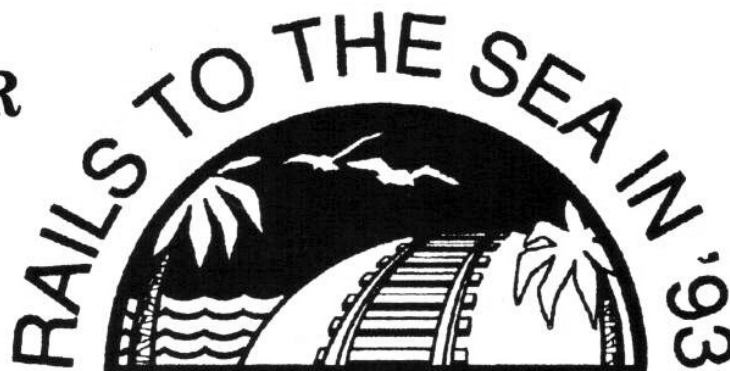
## Chief Clerk-Paymaster

Tom Van Wormer ☐

Write-in \_\_\_\_\_ ☐

Official Ballot must be postmarked by October 15, 1993  
and received no later than October 20, 1993

PSR



NMRA

### PREREGISTRATION FORM

SEPTEMBER 16-19, 1993 HILTON - LONG BEACH, CA

Note: Print or type all names as they are to appear on badges.

RAIL NON-RAIL YOUTH\*

NAME: \_\_\_\_\_  
NAME: \_\_\_\_\_  
NAME: \_\_\_\_\_  
NAME: \_\_\_\_\_

Are any of the above people handicapped? Yes \_\_\_ No \_\_\_.

ADDRESS \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NMRA # \_\_\_\_\_ PSR# \_\_\_\_\_ OTHER REGION & # \_\_\_\_\_

FULL FARE	\$55.00	How many? _____	\$ _____
*YOUTH FARE	\$25.00	How many? _____	\$ _____
BANQUET	\$25.00	How many? _____	\$ _____
ATHEARN TOUR (60 LIMIT) FRI	\$10.00	How many? _____	\$ _____
SEAL BEACH NAVY RR	\$10.00	How many? _____	\$ _____
LIVE STEAM LAYOUT SAT	\$10.00	How many? _____	\$ _____

All tours subject to minimum sign-up requirements.

TOTAL ENCLOSED \$ \_\_\_\_\_

SEND FORM, WITH CHECK OR MONEY ORDER PAYABLE TO:

"RAILS TO THE SEA IN '93" TO: Ralph Oxhandler, Registrar  
454 Ferrara Way  
Vista, CA 92083-4802  
(619) 941-5407



The Original...

## Discount Train Warehouse, Inc.

"We are Southern California's Model Train Store"

777 WEST IMPERIAL HIGHWAY • BREA, CA 92621 • (714) 255-0185

SEE OUR 2 PAGE AD  
IN  
MODEL RAILROADER  
MAGAZINE  
FOR A SAMPLE OF  
OUR LOW PRICES.

You asked for it...  
and we listened!  
We've lowered prices  
on 100's of items!

WE WILL  
MEET OR BEAT  
ANY LOCALLY  
ADVERTISED  
PRICE ON  
IN-STOCK  
ITEMS!



2 MILES WEST  
OF THE 57 FREEWAY

You won't find more items for less in any train store  
in Southern California. We won't be undersold!