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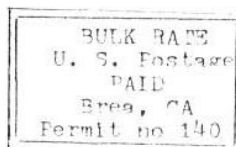
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CAJON ORDER BOARD
2743 MERLIN AVE.
FULLERTON, CA 92635



THE ORDER BOARD

OFFICIAL PUBLICATION OF THE CAJON DIVISION, PSR/NMRA

VOLUME TWELVE NUMBER TWO

APRIL 1984



Amtrak Trip- May 6
San Berdoo Tour- June 2
Summer Meet- July 8



THE IRON HORSE
116 S. Brea Blvd.
Brea, CA 92621
(714) 529-1795

ATHEARN ENGINES

| | |
|----------------------|---------|
| F-7 (3201-37) | \$15.60 |
| S-12 (3700-08) | 15.60 |
| SW-1500 (4001-09) | 15.60 |
| GP (3151-59) | 15.60 |
| GP-35 (4200-09) | 15.60 |
| Dummies for Above | 5.40 |
| U-28-B (3400-03) | 16.80 |
| U-30-B (3440-44) | 16.80 |
| U-33-B (3480-85) | 16.80 |
| Dummies for Above | 6.00 |
| U-28-C (3420-23) | 17.20 |
| U-30-C (3460-63) | 17.20 |
| U-33-C (3500-03) | 17.20 |
| SD-9 (3800-06) | 17.20 |
| SD-45 (4160-67) | 17.20 |
| SDP-40 (4100-08) | 17.20 |
| F-45 (3600-03) | 17.20 |
| FP-45 (3620-24) | 17.20 |
| Dummies for Above | 6.60 |
| SD-40-2 (4400-08) | 26.00 |
| Dummies for Above | 9.60 |
| Your Choice Roadname | |

FLOQUIL

| | |
|-------------------------------|-------|
| Paints 1 ounce | 1 19 |
| Spray Paints 4 ounces | 2 31 |
| R1-8 Dio Sol 8 ounces | 2 80 |
| R1-16 Dio Sol 16 ounces | 3 96 |
| R1-32 Dio Sol 32 ounces | 5 80 |
| PECO | |
| 6910 Rt. #4 Turnout | 7 99 |
| 6920 Lt. #4 Turnout | 7 99 |
| 6950 Rt. #6 Turnout | 9 20 |
| 6960 Lt. #6 Turnout | 9 20 |
| 6880 Rt. #8 Turnout | 10 39 |
| 6890 Lt. #8 Turnout | 10 39 |
| PL-10 Switch Machine | 3 75 |
| ATLAS | |
| #83 Warren Bridge | 2 00 |
| #84 Deck Bridge | 2 00 |
| #85 Plate Gird. Bridge | 2 00 |
| BACHMANN | |
| 2634 Signal Bridge | 1 92 |
| RTR IND. GROUND COVERS | |
| 201 Moss Green | 95 |

| | |
|------------------|----|
| 202 Clover Green | 95 |
| 203 Leaf Green | 95 |
| 204 Golden Rod | 95 |
| 205 Autumn Rust | 95 |
| 206 Sepia | 95 |
| 207 Brown | 95 |

RTR CONSTANT INTENSITY LIGHTING

| | |
|--|------|
| 1-10-Constant Lighting Forward & Reverse | 3 00 |
| 1-11-Constant Lighting 2 Lp On Off Dir | 4 60 |

GRANDT LINE

| | |
|-------------------------|------|
| 5110 HO n3 Trucks-Brown | 3 60 |
| 5111 HO n3 Trucks-Black | 3 60 |

ERNST

| | |
|--|------|
| Regear Kits F Athearn Locos 4 for 4 Wheel Trucks | 4 79 |
| 6 for 6 Wheel Trucks | 6 39 |

DETAILS WEST

| | |
|---------------------|------|
| 158 Air Conditioner | 80 |
| 140 Snow Plow | 1 00 |
| 126 Rotary Beacon | 80 |
| 125 Spark Arrestor | 1 20 |

WOODLAND SCENICS

| | |
|----------------------|------|
| M125 Paint Set | 2 20 |
| M102 Moonshine Still | 5 99 |

| | |
|--------------------|------|
| M105 Sign Painter | 5 99 |
| M106 The Tack Shed | 5 99 |

RIX POWERPLUS

| | |
|---------------------------|------|
| 1 RIX Rax-Under Table Brk | 1 84 |
| 2 HO Rail-It Retailer | 1 59 |

TAURUS PRODUCTS

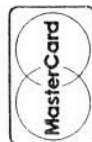
| | |
|------------------|------|
| 100 Track Slider | 2 00 |
|------------------|------|

A-WEST

| | |
|---------------------------|------|
| Weather-It 4 fluid ounces | 2 80 |
| Blacken-It 4 fluid ounces | 2 80 |

SHIPPING AND HANDLING

Continental U.S. (UPS only) add \$3. California residents add 6% sales tax. In Alaska, Hawaii, APO, FPO Post Office add \$10. All foreign orders add \$20. No C.O.D. orders. MasterCard or Visa must have expiration date. Refunds sent with orders. No credit slips issued. Prices subject to change without notice. Substitutions made only on request.



Cajon Commentary by TOM BECKER

This issue is the fifth edition of THE ORDER BOARD that I've had the pleasure and privilege to edit. I hope you've enjoyed reading it as much as I've enjoyed putting it together for you.

This job doesn't get too harrassed until the tenth of the deadline month and then all heck breaks loose. I have to start harrassing contributors, I have to try to read their writing, I have to type it all up. I worry about how we are going to fill an issue. But at the last minute everything seems to fall into place, like this months' contribution from THE OLD OPERATOR, Bob Knoll.

His article for this issue will make all our wives happier with us. Using his methods of extending our running time, our layouts won't begin to encroach on the area that our wives have planned for that big new hutch, or she won't have to duck-under to get to the new washer and dryer in the garage. We all know how bad duck-underers are. I really enjoyed reading Bob's article as I re-typed it for this issue. I hope you enjoy it too.

Bob's article points out something to all of us, myself included. We all have something to offer the hobby. All it takes is a few hours and we can influence at least 300 people (our circulation), 500 if you count those that are distributed in the hobby shops. Take the time to offer something for publication. Don't be afraid of not being able to punctuate properly (that's my job). If you've read the last five issues, you know that I can't either. Go on, give it a try. You'll probably enjoy it.

ORDER BOARD STAFF

EDITOR.....Tom Becker

ASSISTANT EDITOR.....Pete Solyom

STAFF PHOTOGRAPHER.....Arthur Sousa

DEADLINE FOR NEXT ISSUE:

June 10, 1984

COVER PHOTO: This months cover is a collage of photos made at BANQUET '84. The shots included show the fine contest entries, the announcement of contest winners, a small part of the work done by Frazier's Frugal Flicks to present the evenings visual entertainment, high interest shown by banquet attendees to the contest table, the high turnout and evidence of the good time had by all. Also shown is our guest speaker, Mr. Richard Wiegler, a UNION PACIFIC engineer.

Tow Talk by VIC PRIOR

Numero Uno is at hand! The first big convention is taking place in Phoenix in May of this year. The guys from Phoenix really know how to put on a convention too! I can attest to this, having attended the last PCR Convention there.

The fun is going to start for my colleagues and myself in Los Angeles two days earlier, however. The Southern Pacific Daylight engine, 4449, will be pulling our consist to Yuma. We spend one night in a hotel there and then re-board our train to Phoenix the following day. This leg of the trip is hosted by the Pacific Railroad Society, and anyone may take this trip with us. The train will be going on to New Orleans and the Worlds' Fair. What a way to travel! Come on and join us. Train trip details are covered elsewhere in this issue.

Be sure to attend this convention. It is the PSR's first solo convention and will be well remembered. Check for more specific Convention details in the PSR Dispatch.

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In 1977, a friend of mine and I decided one Saturday Morning that we would meet once a week to gab about model railroading and where we were going with the hobby. Feeling that more folks equals more fun, the decision was made that anyone could join in with us on our Friday night sessions.

Having led this group now for over seven years, I have met a lot of new modelers. The main rule our group has, if you want to be one of us (The Rusty Rails) is that you be there. That's all! Our main interest is model railroads and people who want to operate them and to talk about them. Rules lead to politics, and politics lead to a certain amount of problems that we just don't want to have interfere with our having a good time; no embarrassing dues collections, no one running for offices as they just don't exist. I have been referred to as the benevolent dictator, which I suppose fits me. However, I always have plenty of help when I ask for something to be done. This tends to keep things simple.

There is one new rule that we instituted a little over one year ago. Anyone that wants his or her name on our group roster must be an NMRA-PSR member. The main reason for this is that we felt the need to support the organization that is the prime mover for the model railroad fraternity.

Now, all clubs could do this. Why they don't, is not clear to me. If some of the present members don't care to join at the moment, simply allow them to remain in that status if they like. All new members will be happy to sign up because they really are going to want to join your club and that will be the rule. That was the situation with our group and we now have 100% membership in NMRA-PSR. Sooner or later the holdouts will want to become part of what's happening. They always do!!

Our group has grown to about thirty-five members, and more than one hundred have been influenced by us. Many in our group wouldn't even be in the hobby if it weren't for the help received from their fellow modelers.

Why don't you start a gab/operating session around your hobby shop? Both you and the shop owner will benefit from it. And don't forget, insist that the group list of members have only serious supporters of the model railroading hobby on it, in which case they will be members of the NMRA-PSR. The new-comers are anxious to join almost 100% of the time. The old holdouts will feel left out and they will join too. Try this and see what happens! Then try the next step.

Our group has, for the past ten months, donated a monthly twenty-five dollars to the home office NMRA Building Fund. Every Friday night the Building fund can is passed around. The guys donate a dollar or just their pocket change. In this way, we see the name of our group listed in the BULLETIN each and every month. At the same time, we are giving to a good cause, our model railroading home in Chattanooga. A lot of guys will be happy to give a little each week that they wouldn't put in the mail because of the bother and the time necessary to do it. This way we can all work at this thing together, to get the job done and to see our groups name in the rag at the same time. Try it- you will like the result.

Until next time- Vic

Amtrak Trip- May 6 by VIC PRIOR

MAY 6, 1984: RAIL TRIP TO SANTA BARBARA

Come and spend a Sunday in Santa Barbara. Pack a picnic lunch and eat in the park at the beach. After lunch you might want to stroll through the flea market or roller skate with the young and the young-at-heart. There are restaurants available within walking distance of the station. If you have yet to ride a SUPERLINER train, you have a real treat in store. *Come on- go with us.*

| LEAVE | | ARRIVE | |
|---------------|---------|---------------|---------|
| Fullerton | 9:00AM | Los Angeles | 9:40AM |
| Los Angeles | 10:20AM | Santa Barbara | 12:35PM |
| Santa Barbara | 4:35PM | Los Angeles | 6:55PM |
| Los Angeles | 7:45PM | Fullerton | 8:20PM |

FARE: \$36.00 per Adult, \$18.00 per Child (2-11 yrs)

Send full payment to reach us by April 21, 1984

Send to Vic Prior

915 Redbud

Brea, Ca 92621

Banquet Report by JOHN HACHEY

The annual meeting and banquet was held on February 11, 1984, at The Arbor Restaurant in the city of Upland. The banquet was attended by a record high of eighty-two people. There was much to talk about as we got 1984 off to a great start.

The prime rib dinner was served as Contest Chairman Bob Chaparro, assisted by his able but panic stricken compatriot Ray Sadler ("If I win, do I have to make a speech?"), judged the contest entries. The contest results are reported elsewhere in this issue.

Vic Prior, Cajon Division Superintendant, announced the election results to an anxious crowd (The Boomers). Ray Sadler is your new Division Director. Ralph Dubois, Cajon Division Chief Clerk/Paymaster, reported on the Division's financial situation, as well as the fact that the Division had subsidized our banquet dinners to the amount of \$3.50 per person.

After dinner, Richard Weigle, UNION PACIFIC Engineer and local chairman of the Brotherhood of Engineers Local 660, was our guest speaker for the evening. He told us of his many union experiences and about how the UP helpers stationed at Victorville actually help those heavy unit coal trains up over Cajon Pass. With the aid of his slide presentation, he gave us views from the ground and in the cab of an SD40-2 and a Centennial. He had pictures of all the seasons, including some taken during a blizzard on the Pass. We especially want to thank Richard for contributing his spare time to come and talk with us.

Howard Frazier, of Frazier's Frugal Flicks, next entertained us with several slide shows with multi-projectors (up to four projectors used). The shows were The Jay And La Pri Railroad, The Apocalypse Southern, The Ballad of Jawn Henry, The Hobo, The Southern Pacific and lastly, The Art Of Railroadng.

The first two shows were layout tours of Vic Prior's Jay And La Pri, and George Briesch's Apocalypse Southern. The next two shows were "silent films" set to the words and music of the songs named. The Southern Pacific was George De Francesco's tribute to the SOUTHERN PACIFIC RAILROAD. The Art Of Railroadng is a collection of slides from the camera of Howard Frazier, Cajon Division's Membership Chairman, showing the beauty of the highly polished brass to the rusted hulk of an old Shay locomotive in the weeds. Howard deserves our thanks for an excellent evenings entertainment. Maybe we can talk him into doing more shows at our 1986 Banquet.

There were many door prizes awarded to individuals and I would like to thank the hobby shops who contributed them- The Little Depot, The Whistle Stop, The Iron Horse, Earls Hobbies and Taurus Products.

It was a most enjoyable evening with friends and members from the Cajon and Los Angeles Divisions. I would like to again thank all of you who attended and we hope to see all of you at the San Bernadino shop tour.

Contest Comments

Participation in the contests at this year's Annual Banquet continued the pattern seen at all of the last few contests- a small number of participants entering a large number of good to high quality submissions. Again, a member of the Los Angeles Division took top honors in one of the contest categories.

In the locomotive category, first and second place awards went to Pete Solyom of La Habra. Pete's models of a Western Pacific FP7-A and -B lashup (first place), and a Sacramento Northern GP7 (second place) featured custom paint, decals, super details and hand lettering applied to commercial models. Third place in this category went to John Hachey of Ontario (your Activities Chairman and organizer of this year's fine banquet). John's model of a GP30 painted and lettered for Union Pacific (now that's real classy- EDITORS COMMENT) featured a wealth of super details, fine decalling and appropriate weathering. All locomotives entered were in HO scale.

The color photo print category was flooded with a number of great prototype shots entered by a few participants. First place in this category went to Glenn Kroll of Cerritos for a wintery shot of Union Pacific's 8444 in the snow. The second place award was won by Pete Solyom for a dramatic line up of Western Pacific motive power at Salt Lake City. John Hachey's shot of UP 2831 at Summit in California took the third award.

My thanks to Ray Sadler for his expert help in judging these contests. Ray was a bundle of nerves early into the banquet as he worried whether he would win election as Division Director against Write-in and whether the restaurant would run out of Jack Daniels what with the overflow crowd from the Banquet. It was all Art Burges could do to keep Ray semi-calm. Thank you too, Art.

At our Summer Meet on July 8, 1984, we will have our next contest. The categories will be (1) Tank Cars and (2) Steam Locomotives.

Entry rules and judging will be the same as in the past, that is by the PSR Contest Directory. The entries must be, at least minimally, modified kits. Modified means the addition of details, a non factory paint scheme or some amount of kitbashing.

500 By '85

WIN BRASS ENGINES

In the last few issues we've mentioned that you can win brass engines just by recruiting new members for PSR/NMRA. Well, I'm sure you're all aware of the recruiting campaign that the national organization has going for it too. You can also win brass and other prizes in NMRA's 50th Anniversary Contest.

We don't want to interfere with your chances to win prizes there so we are modifying our rules to make it easier for you. Because NMRA has special membership application blanks for their contest we will transcribe the membership application blanks you send to us onto the NMRA applications. That way you get credit twice for your new members signed up- once at Cajon Division and once at NMRA.

We haven't reduced our goal for a Cajon Division membership of 500 by 1985. We are increasing our membership roster, but not as fast as we would like. We need the help of you, our current members.

The rules for our membership drive contest are simple. You get five points for each new member and one point for a renewal. A new member is defined as one who has not been a member of the NMRA during the last two years. A member may not renew his own membership and be awarded a point. Points will be tabulated by the Cajon Division membership committee chairman. Decisions on the awarding of points will be made by the Cajon Division staff and their decisions are 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 applications are to be sent to the Membership Committee Chairman, with checks made payable to the NMRA/PSR. Applications sent elsewhere will not be awarded points. Prizes will be awarded at the Cajon Division Banquet in February 1985.

Your Views

Your Views will be a column by you- your letters with suggestions, comments or concerns will be given wide exposure here (well only if you want them published). If you have things you want to say to the Cajon Division staff, and you'd like the membership to know about your ideas, then send a letter to:

YOUR VIEWS
% EDITOR- THE ORDER BOARD
2743 MERLIN AVENUE
FULLERTON, CA 92635

What's going on out there in model railroading land? Is anyone getting their ORDER BOARD? Is anyone getting their ORDER BOARD? How do you feel about your divisions activities? Are the officers and staff doing the job you want them to do? Let us know.

Each contest category will require a minimum of three entrants (persons) to be considered for a valid contest. Ribbons and certificates will be awarded. Entry forms will be available at the meet. Those wishing to complete them in advance may request them by sending a LSSAE to the Contest Committee Chairman at the address on the back of the Order Board. The Contest Directory is also available from the same source with a 37 cent LSSAE.

San Berdoo Tour-June 2 by JOHN HACHEY

On Saturday, June 2, 1984, the Cajon Division will be holding its next event. We have been fortunate enough to receive permission from the SANTA FE RAILROAD to tour their San Bernadino diesel shops. If any of you have made this tour before, you can vouch for the wealth of modelling and prototype information you can gather on this tour. The SANTA FE shops are used by the railroad for major repairs, rebuilds and kit-bashes (SD45 B-units to name one of many). You won't want to miss this one.

The tours will begin at 9:00 AM. The tours will be conducted by personnel from SANTA FE'S Public Relations Department. All tours will begin and end at the San Bernadino Shops. There will be no bus ride in conjunction with this tour (good news for many of you I'm sure- Editor).

Prices for tour tickets are \$3.00 for NMRA-PSR members and \$4.00 for non-members. Tickets must be purchased in advance. Mail in deadline is May 5, 1984. Send your check for the number and type of tickets you need to John Hachey, Activities Chairman, 2885 S. Phoenix, Ontario, CA 91761. Send a self-addressed stamped envelope with your ticket request for mailing of the tickets to you.

All ticket requests received after the deadline will be taken as space permits (SANTA FE' decision). Tickets will be mailed out to you on May 10, 1984. We hope to see you all in San Bernadino on June 2nd.

If you have any questions on the tour details, you may call me for further information at (714) 947-4389.

A Note From An Old Operator by BOB KNOLL

ONE- one thousand, TWO- one thousand.

The prototypically correct, brass, custom-painted and weathered and sound equipped Mike rolls from the round house lead to the yard, backs onto it's train and heads out of town.

Fifteen feet down the track we come to our first stop, where we pick up some stock cars. The train stops, the switches are thrown, the cars are picked up and hooked onto the front of the train and we're on our way.

At the next station we pull up the main to meet a freight going in the other direction. The opposing train takes the siding. Going out of town, we snake around a curve and then head down the longest, steepest grade on the layout. Instinctively we ease off a little on the rheostat.

The next town, which has a depot, is where we'll meet the company's premiere streamliner. We're a little early so we pull down the pass to wait. Luckily, none of the plastic cars at the mid-siding road crossing are in a hurry. Some twenty fast-time minutes later, the Golden State, Chief, Daylight or whatever (two units and eight cars), pulls in, stops a moment and is quickly on its' way. We cut off the engine, run down to the junction, and then back down a long lead track to switch one of the industries in town.

After the switching is completed, we take off for our last stop at the destination yard and put our train away.

Suddenly it's over. Depending on how large our layout is, it may have taken anywhere from five to fifteen real minutes. No matter which, we always wish it could take longer. Someday, we promise ourselves, we'll put in some more track. Even if its hidden, we'll be able to put on some more smiles (time).

There is an easier way, however, which may be more fun than crawling into one of the out of the way spaces to rerail or restart a train on hidden track. It's called prototype speed. Since being exposed to sound equipped steam engines with the Rusty Rails, I've noticed that we tend to operate our trains more slowly, at least with the mainline cabs. A rule of thumb frequently cited in the modeling press for steam locomotive speeds is "one mile per hour for each inch of driver diameter". In other words, a SP Daylight with eighty inch drivers is good for eighty miles per hour. Yes and no. If we mean how fast can it go before it beats itself to death, then eighty or better is a good estimate. However, as recently as 1945, the maximum speed for this type of engine on Southern Pacific's passenger main through Phoenix was fifty miles per hour for much of the way. Incidentally, light steam engines are, or rather were, generally restricted to not more than thirty miles per hour because of the high ratio of weight to brake power available.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

| NOMINAL CLASS | RUNNING FORWARD | | RUNNING BACKWARD WITH TRAIN OR LIGHT |
|-------------------------------|-----------------|-------|--|
| | WITH TRAIN | LIGHT | |
| A..... | 70 | 50 | 30 |
| AC..... | 60 | 40 | 25 |
| C..... | 40 | 35 | 30 |
| DF-1 to 7 (6138 to 6377)..... | 55 | 50 | 30 |
| DP..... | 79 | 70 | 30 |
| DF-100 to 112..... | 50 | 40 | 40 |
| DF-200 to 204..... | 40 | 40 | 40 |
| DF-300, 301..... | 40 | 40 | 40 |
| DS-1 to 8, 100 to 111..... | 40 | 40 | 40 |
| DS-200, 201..... | 30 | 30 | 30 |
| F..... | 50 | 40 | 30 |
| GS..... | 75 | 50 | 30 |
| M..... | 50 | 35 | 25 |
| Mk-2, 4..... | 40 | 30 | 30 |
| Mk-5, 6, 7, 8, 9..... | 50 | 40 | 30 |
| Mk-10, 11..... | 35 | 30 | 30 |
| MM..... | 35 | 30 | 25 |
| Mt..... | 75 | 50 | 30 |
| P-1, 3, 4, 5, 6..... | 65 | 50 | 30 |
| P-7, 8, 10, 12..... | 75 | 50 | 30 |
| S, SE..... | 20 | 20 | 20 |
| SP..... | 50 | 35 | 30 |
| T-1, 23, 28, 31..... | 50 | 35 | 30 |
| T-32, 37, 40..... | 60 | 40 | 30 |
| TW..... | 40 | 30 | 30 |
| Any engine not listed..... | 35 | 35 | 25 |

Fig. 1: Engine speed restrictions (from SP Special Instructions dtd 11-27-52).

122(I). When a train is clear of main track, to be met or passed by another train, employee attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employee attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

Fig. 2: From ATSF Rule Book dtd 1-5-75.

When retaining valves are used, unless otherwise provided, the speed for any one mile in the first 5 miles must not exceed 20 MPH, after which speed must not exceed 25 MPH. This does not constitute authority to exceed specific speed restrictions. The first stop to permit wheel heat radiation and train inspection must not be less than 4 nor more than 10 miles from the point where braking commenced. Trains must remain at such stop at least 10 minutes.

Fig. 3: Rule 34, SP Rule Book dtd 7-1-60.

Anyway, back to ONE- one thousand, TWO- one thousand. A relatively painless way to make the trip seem longer is to mimic some of the things your imaginary train crew would have to do if you were operating in one to one scale.

MODEL RAILROADING RULE NO. 1: Unless you are modelling a modern high-speed, CTC-equipped mainline railroad, always make a full stop before throwing a switch. Allow time for the brakeman to get to or from the switch. ONE-one thousand, TWO-one thousand, etc.

Here comes your engine from the engine house. Remember, unless your yard is big enough to have a herder (switchtender) your brakeman will have to line each switch. You've backed onto your train, but don't just take off. You've got to perform the Initial Terminal Brake Test, ONE-one thousand, TWO- one thousand, etc. Figure on one count for each car in the train, and don't forget to knock off any hand brakes the yard crew may have set. Leave slowly. Remember, the rear man has to get on after relining any switches.

AIR BRAKE RULES

RULE 17. Retain 11 be used on grades of 1.4% to 1.5% on freight trains of less than 11 per operative brake when necessary in the judgment of conductor and engineer.

On freight trains averaging 110 M's and over on grades of 1.4% to 1.5% and on all freight trains on grades of 1.5% and over, retainers will be used as follows:

| | | |
|------------------------|------|--------------------------------------|
| Mescal to Benson..... | 1.4% | grade, One Retainer for each 150 M's |
| Steins to Mondel..... | 1.4% | " " " " 150 M's |
| Steins to Bawtry..... | 1.4% | " " " " 150 M's |
| Sibyl to Benson..... | 1.4% | " " " " 150 M's |
| Pinal to Globe..... | 2% | " " " " 120 M's |
| Globe to Burch..... | 2% | " " " " 120 M's |
| Live Oak to Miami..... | 3% | " " " " 100 M's |
| Miami to Burch..... | 1.4% | " " " " 150 M's |
| Pinal to Cutter..... | 2.2% | " " " " 120 M's |

When retainers are used, stops will be made for inspection and to permit heat of wheels to equalize, as follows:

Eastward: Chamiso
Westward: Fenner
Vanar

Fig. 4: SP Special Instructions dtd 7-8-45.

c. OTHER TRAIN MOVEMENTS

RULE D-251

Between: Simpson Yard (M.P. 258.6-G) and Beaver Street (M.P. 260.6-G).

Trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 to D-153.

DIVISION WIDE

Where it is known that a road crossing will be blocked over five (5) minutes, the Conductor and/or Engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public.

When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the conductor on the train will immediately notify the Chief Dispatcher, by the quickest available means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

Fig. 5: Southern Rwy Coastal Division Timetable dtd 1-21-81.

Now that your imaginary crew has its' work lined up, remember to load the cattle. Because there are stringent time limits on how long livestock (except hogs) can be left on a car, they are not normally preloaded and left for pick up by a through train. Maybe fifteen counts per car would be appropriate. When you get the three cars back to your train don't forget that a brakeman has to cut in the air. Allow him time to get back on the engine or caboose. About one count per car: ONE- one thousand, TWO- one thousand, etc.

At your first meet, where your train holds the main, it is perfectly permissible to line the far switch for the opposing train. Thereafter, no member of the crew may be less than 150 feet from the switch until the other train has passed because there have been many cases where a switch correctly thrown was, in a moment of panic, re-thrown causing the approaching train to hit the one already arrived.

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You've got the hang of it now, and at our first stop to pick up the cattle, you've allowed the brakeman to get off and throw the switch. But there's even more. Suppose there's a depot at this station. Sound silly? A station is only "a place designated in the timetable by name". If there really is a depot, you can bet your life the crew will go there first for instructions and to chew the fat. Be sure to allow ten or fifteen counts, and don't forget to stop the caboose near the depot so the conductor doesn't have to far to walk. Do this even if it means a second stop to get the train near where the work is actually to be done later.

So, you've backed off on the throttle in deference to the grade ahead. Chances are you're in big trouble. On grades of the severity of most model railroad grades, you should have stopped to set up retainers. These devices, found on every car, maintain braking effort while the engineer is recharging the train line. Allow on or two counts per car. Additionally, on long grades it is necessary to stop in order to allow for cooling of wheels. The first stop is to be made not less than four nor more than ten miles from the point where braking commenced (SP Air Brake Rule No. 34). If your grade is more than a few smiles long you should follow this practice also. The same rule requires a ten minute (ten count) stop.

The meet with the passenger train brings up a couple of points of etiquette. If you can anticipate a delay before arrival of the passenger train, you may wish to hang back before blocking the road crossing. But if the rules require you to be clear of the main track and insulated joints, then you'll have to bite the bullet and cut your train at the crossing. Remember to allow time for the brakeman to make the joint when you are ready to go.

The other point involves the passenger train. Since the two units and eight cars will almost certainly exceed the platform length of our model railroad depot platform, it would be a nice touch to sometimes make a second stop to allow loading of both coach and sleeping car passengers (if any) without either having to walk on the cinders.

One last delaying tactic in this town. Since your engine is backing down a less used track into the center of town, you may wish to require a full stop before it crosses Main Street preceded by a flagman.

Don't get hung up by the counting. Soon you won't even be thinking about it. Just try to keep in mind that the prototype doesn't have Kadee couplers and has to hook up air lines and throw most switches by hand. You will find that you have added considerably to the time and enjoyment of getting your train over the road without driving even one additional spike.

Club News

This column is reserved for your "club's" news. We want to know what you are doing- how you are pursuing the fun of model railroading. The deadline for articles or interviews for the next issue is June 10, 1984.

Call or write to the Editor of The Order Board if you would like your club or it's activities publicized. If you'd prefer not to write the article yourself, the Editor or Assistant Editor will interview you and write the article for you.

Last month we heard from John Foltz of Frank's N-gineers. In his article, he announced the clubs Open House which was held on Saturday, February 11, 1984. The Editor, the Chief Clerk/Paymaster and the Member Aid Chairman attended a very well run and well attended Show. John, we'd like to hear how the Open House went and about all the necessary work done to put on the days activities. How about another article on a fine club?

During our visit to the above event I ran into Joe Walker. He was with a large contingent of model rails from a club out in the Riverside/Redlands area. They had been to a plant tour of Walthers and had stopped in Anaheim to round out the days festivities. Joe gave me quite a story regarding all of the good work that their club is doing at the Veterans Administration Hospital in their area. It sounded real interesting. Maybe we can get Joe to write an article about that club. They should be real proud of what they are doing.

See how easy it is to think of things to write about. Your clubs are doing all kinds of neat things. The members of the Cajon Division would like to hear about them. Write soon.

Summer Meet Fall Meet Auction

Final details are not available at press time but dates are scheduled for our Summer and Fall Meets.

The Summer meet will be held somewhere in the Brea-Fullerton-Placentia area on July 8, 1984. A place has not been selected as yet, but plans are well underway for all kinds of activities- swap meet, clinics, movies, and of course, the ever present CONTEST (tank cars and steam locomotives). Keep your eyes posted for location announcements in the next issue of this publication and in the hobby shops.

The Fall Meet will be held at Valenzuela's Railroad Ranch in Ontario on October 7, 1984. As usual the meet will be one of our best, as the Valenzuela's are always great hosts. More details are not available at this time.

The Auction will be held on December 8, 1984, at Glendale Federal Savings in Fullerton. This popular event needs no explanation.

Further details will be announced in the hobby publications as they become available.

Club News

THIS SPACE AVAILABLE

Raillette Junction

Your Views

Help Wanted

Achievement Program

THIS SPACE AVAILABLE

Directors Report

THIS SPACE AVAILABLE

Urgent: Cover Pic's Needed

Member Aid by MEL MARQUARDT

I knew it, I knew there was a reason that I was being underwhelmed with phone calls for Member Aid. It wasn't as I feared. It wasn't that there was no one who needed help, or wanted to give help as needed by other Division members. It wasn't because there was a lot of apathy out there. I found out the reason- the Editor of the ORDER BOARD made a mistake.

He isn't as perfect as we all thought. My phone number on the back cover has been listed incorrectly for at least the last two issues. In case you really want the right number, and so if he makes a mistake again on the paste-up of the Division Staff list here it is: (714) 526-2755.

Now that we've by passed the Editor, and I've personally given you my number, I only have one request. Please don't call me collect. I have kids out there who call me collect when they need money. Collect calls make me nervous.

Seriously, if you have knowledge, experience, know-how and ability in any area of model railroading then we want you. If you need assistance in any area of model railroading we want you. With very few exceptions, all of us have needed assistance at one time or another in our modelling pursuits. Without exception, we all have some special skills that we can share with someone else.

The Member Aid Committee exists to bring people needing help together with those who have the skills we want to learn. Contact me and let me know which skills you are willing to share with your fellow modellers. Contact me if you need some help in some area of modelling. I'll try to put you in touch with someone who has the skill.

Put your name, address and phone number on a postcard and send it to me. List the skills you have or your area of interest. I'll do the rest. Thanks in advance for your help.

CAJON DIVISION: Patch For Sale

Cajon Division patches are available for immediate delivery. To get yours, send a check or money order made payable to the "CAJON DIVISION" to our Chief Clerk, Ralph Dubois, 3380 E. Date, Brea, CA 92621.

Send \$2.50 for the first patch and add \$2.00 for each additional patch you desire. For three to five patches, you will require two twenty cent stamps on your SSAE instead of just one. You must send a self-addressed stamped envelope with your order as there just is not enough profit for the division at this low price. Allow two weeks for delivery.

New Members

The Cajon Division welcomes the following new members:

RICK COLBERT, Anaheim RAY WALKER, Cypress
MIKE HAZZARD, Ontario ROBERT WHITNEY, La Mirada
LYNN MERRILL, Upland

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 14 APR 1984, Foothill
Model Railroaders Swap
Meet; 7756-1/2 Foothill
Blvd (rear), Tujunga CA;
8am-1pm; \$1.50, \$2.00
families; Jim Borden (818)
353-9671.

FRI 27 & SUN 29 APR 1984,
Model & Crafts Show (MACS);
Long Beach Convention
Center, 300 E. Ocean Blvd,
Long Beach CA; 10am-8pm,
10am-6pm, 10am-6pm; (714)
891-9559.

SAT 14 APR 1984,
Southwestern Division TTOS
Meet; Hilly Lazarus (818)
763-3652

SAT 28 & SUN 29 APR 1984,
Orange Empire Railway
Museum Rail Festival; Tom
Jacobson (714) 657-2605.

SAT 5 MAY 1984, LA Division
PSR/NMRA Spring Meet; West
Covina Brotherhood of Model
Railroaders, 132 E 1st ST,
Pomona CA; 9am-3:30pm;
Jacquie Custer (818)
892-8888.

SAT 5 MAY 1984 (SAT MAY 12
rain date), West Covina
Brotherhood of Model
Railroaders Swap Meet and
Open House; 132 E 1st ST,
Pomona CA; 8am-1pm; Free;
Joe Wood (818) 338-7778.

SAT 5 MAY 1984, San Diego
Division PSR/NMRA Spring
Meet; Convair Recreation
Center, San Diego CA; Duane
Buck 7441 Baltic ST, San
Diego CA 92111.

SUN 15 & MON 14 MAY 1984,
SP's 4447 on display in Los
Angeles (LAUPT?).

TUE 15 & WED 16 MAY 1984,
Orange Empire Railway
Museum & Pacific Railroad
Society Excursion, Los
Angeles to Phoenix w/ SP's
4447; \$130 (one way);
reserved car for PSR
Conventioneers; PSR/ODRM,
P.O. Box 2858, Riverside,
CA 92516-2858, (714)
684-7458

THU 17 TO SUN 20 MAY 1984,
Pacific Southwest Region
NMRA Convention; Sunburst
Hotel, 4925 N Scottsdale
Rd. Scottsdale AZ 85251
(800) 854-2608; \$38.00,
\$43.00 after 1 MAY 1984;
Bob Sherlock, P. O. Box
10592, Phoenix AZ 85064,
(602) 242-7918.

SAT 19 MAY 1984, Orange Empire Railway Museum Steam Model Meet; Town Hall, OERM, 2201 S "A" ST, Perris CA; 11am-3pm; (714) 657-2605.

SAT 26 TO MON 28 MAY 1984, Los Angeles Live Steamers Spring Meet; 5200 Zoo Drive, Griffith Park, Los Angeles CA; Gordon Sherwood (213) 849-4003.

SAT 9 JUN 1984, Foothill Model Railroaders Swap Meet; 7756-1/2 Foothill Blvd (rear), Tujunga CA; 8am-1pm; \$1.50, \$2.00 families; Jim Borden (818) 353-9671.

TUE 12 JUN 1984, SP's 4449 Los Angeles to San Luis Obispo CA.

SAT 16 & SUN 17 JUN 1984, Pacific Railroad Society Excursion, Phoenix to Los Angeles w/ SP's 4449 & Amtrak east; \$275 to \$362 (round trip); PRS, P. O. Box 70, East Irvine CA 92650-0070, (714) 837-9061 mornings.

SAT 23 JUN 1984, Los Angeles Live Steamers Night Run; 5200 Zoo Drive, Griffith Park, Los Angeles CA; Gordon Sherwood (213) 849-4003.

SUN 8 JUL 1984, Cajon Division PSR/NMRA Summer Meet; John Hachey (714) 947-4389.

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.

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 (Bus. Card Size) | Half | | |

Camera ready black-on-white art work is required. The art work can be any size, and can be reduced (my preference) 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.



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

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☐ Renewal/NMRA No. _____ Expires _____
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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



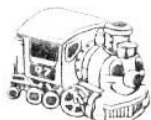
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(TAYLOR SHOPPING CENTER)

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 of any size- we'll reduce it as necessary. Please keep the proportions to 3-1/2 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.



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(213) 672-0656

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Firewoman
Liz Hachey

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(714) 947-4389

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BOUSA

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