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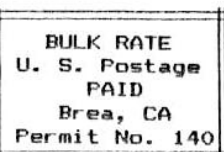
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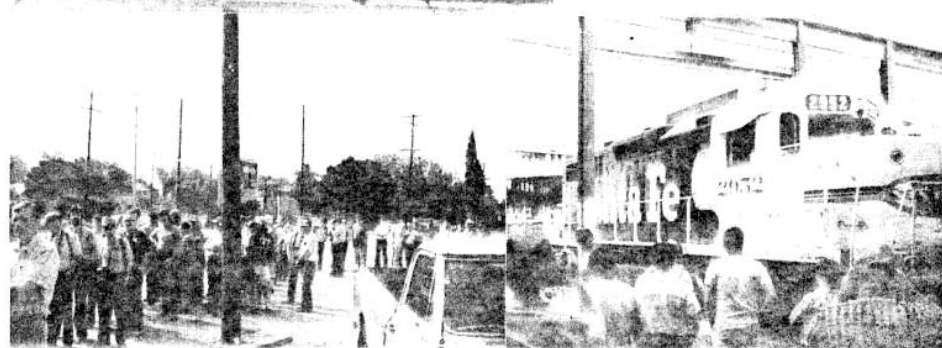
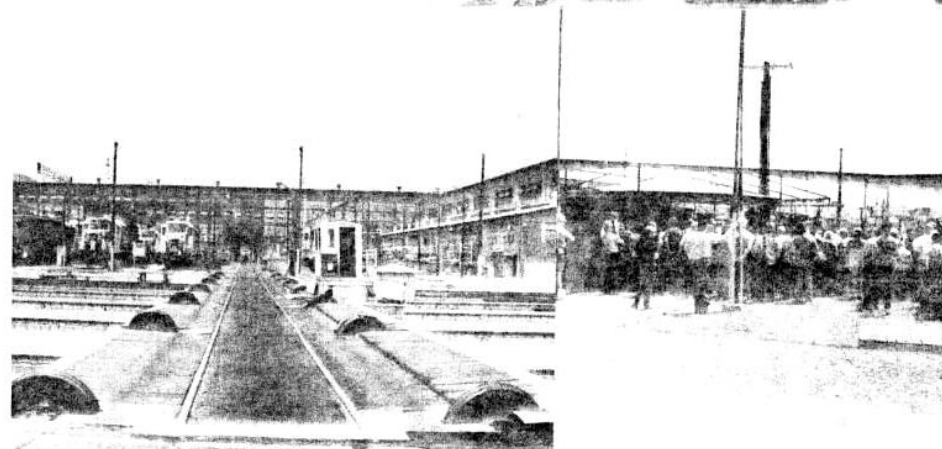
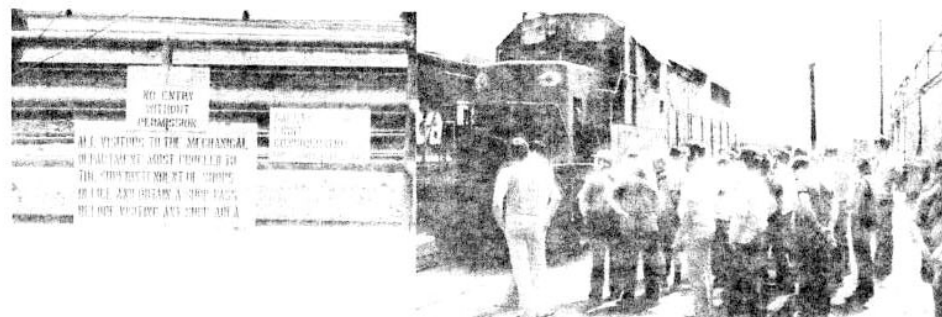


THE ORDER BOARD

OFFICIAL PUBLICATION OF THE CAJON DIVISION, PSR/NMRA

VOLUME TWELVE NUMBER THREE

JULY 1984



Summer Meet - July 8
Fall Meet & Swap: Oct 7
AUCTION DEC 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	

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Spray Paints 4 ounces	2.31
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R1-16 Dio Sol 16 ounces	3.96
R1-32 Dio Sol 32 ounces	5.80
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
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#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

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 HOn3 Trucks-Brown	3.60
5111 HOn3 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	5.95
M106 The Tack Shed	5.95
RIX POWERPLUS	
1 RIX Rax-Under Tat Brk	Mtg 1.84
2 HO Rail-It Retailer	1.59

TAURUS PRODUCTS

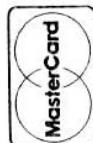
100 Track Slider	2.00
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A-WEST

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

Another issue of the ORDER BOARD is now in your hands. I hope you like the improvements we've made over the six issues published so far. The Editorship has allowed me to meet and hear from people I wouldn't normally know. This issue is an example of that. Case in point, hearing from three clubs in this months CLUB NEWS column. Somehow, that makes the long frenzied hours as the deadline draws near seem almost worth it.

We have a new ORDER BOARD staff member to introduce to you this month (actually two new staff members because last month I didn't introduce Pete Solyom). Here we go with that now.

Pete Solyom and Rick Colbert have volunteered to assist in the publishing of this newsletter in any way they can. Right now, what that means is that they are available at most any time to help with any thing that may come up. That could mean midnight proof reading, cutting and paste-up and mailing. Their help is greatly appreciated.

Pete is a very active modeller and Union Pacific (nee Western Pacific) railfan. Ask any question about the location of or the type of power used on switching jobs on the old WP and Pete can give you or find the answer. Pete is also a prolific builder and painter of models of diesel WP power and his models and photos have appeared in many of our Cajon Division contests. We appreciate his help.

Rick Colbert has recently returned to Southern California model railroading from a forced exiled in Texas. We expect to see a lot of participation from Rick in the Cajon Divisions' activities. You'll recognize Rick at our meets if you talk to him. He's the one with the "YA'LL" at the beginning and end of every sentence. Thanks Rick.

ORDER BOARD STAFF

EDITOR.....Tom Becker

ASSISTANT EDITORS.....Pete Solyom
Rick Colbert

DEADLINE FOR NEXT ISSUE:

September 1, 1984

COVER PHOTO: This months cover photo is a collage of photos made at the ATSF SAN BERDOO SHOP TOUR on June 2, 1984. The shots included show the large standing room only crowd (there were no chairs on the tour) as well as shots of the shops and other tour highlights. PHOTOS By Tom Becker.

My last "commentary" for this issue is a request for more help from you. We need short articles for the ORDER BOARD. If you've always wanted to write an article about some idea you've had about a model railroading topic, but felt you couldn't come up with an article "long enough" or "good enough" for the commercial press, then here's your chance. The idea is more important than the length. Give it a try. Send your articles or your article ideas to The Editor.

Tower Talk *by VIC PRIOR*

Numero Uno is over! There can only be one number one. This number one was a great convention. With over 400 in attendance, twelve to fifteen clinics and twenty two layouts on the tour, time was at a premium to be sure! The Sunburst Hotel was brand spanking new and outstanding to say the least. The weather was great, if you like the heat at 100 degrees, but there was a pool and spa to cool off in. What could be better?

Our own John Hachey snatched a trophy for first place in the diesel contest, and so many second and third place ribbons in other categories, that I can't remember them all (see the next PSR Dispatch for details). John also received the "Man Of The Year" Award for the Cajon Division. Most of us have enjoyed the benefit of John's hard work in one way or another. He has been a very busy model railroader as well as serving as Activities Chairman for the Cajon Division.

By the time you read this, the Santa Fe, San Bernadino Shop Tour will be history. Many people were turned away due to a tour limit of 170 set by the company. The Santa Fe men giving the tour donated their time for us without pay and we are indebted to them and grateful for their hospitality. The number of tour guides available created the numerical restrictions imposed. Santa Fe is to be congratulated for a work force that cares enough for, and is proud enough of the company to be willing to spend a Saturday showing off their workplace. The Santa Fe is to be thanked for their interest in model railroaders and railfans. The tour included the diesel erecting shops, paint shop, "Ten Pack" car repair facility, traction motor rebuilding and engine shops. We also had a surprise look at Santa Fe's new concept in intermodal transportation systems.

In a short discussion with our Regional President, Bob Rowe, I discovered that the Cajon Division is the only Division in our Region that has not lost membership in the past two years. The other Divisions are down considerably. The Cajon Division, as you probably know, has been in a membership drive. We have gained better than ten percent.

In itself that doesn't sound like much, but the 'ops have to be replaced by new members before the gain can be there. We talk membership everywhere we can. It's working.

Dont forget that on Sunday, July 8, from 10AM to 3PM you will want to be at our Summer Meet. Air conditioning is the key phrase this time. As you who attended last year will recall, it was hot-hot-hot. Well this year, the swap meet hall and all the clinic rooms are air conditioned!!!

The cost of the Backs Community Building at Kraemer Park is now close to three hundred dollars. These escalating costs, along with the lack of air conditioning, led me to feel that we had to locate and develop a better meeting place. I am now working with the Brea School District ironing out the details for the use of Mariposa School in Brea. The cost is in line with with our wallet and the facilities have ideal rooms for clinics, contests and movies. The Swap Meet will be held in the cafeteria. See details elsewhere in this issue.

Come on out and have a hot dog and soda with us, its good ole summertime! See you there.

Directors Report: PSR News *by RAY SADLER*

The first PSR CONVENTION is now history. For those of you who could not attend, you missed a great time. The host committee did an outstanding job. The Region is two years old now and we are still having a few problems. It seems the Region President is having trouble finding people to help with the running of the new Region. I know that there are a lot of talented people out there with the know how to help this region become the best there is. I hope some of you will give of your time and talent toward that end.

Next years convention will be held in Pasadena in September or October along with a large MRIA Show (Model Railroad Industry Association).

At the Board of Directors meeting in Phoenix, there was no bid submitted for the 1986 Convention. I have hopes that a group in the Cajon Division will want to put it on. There was some discussion on the membership cards. It seems there are some people who have not received their cards yet. If any of you have not received your cards, write or phone and let me know.

The mid year Board of Directors meeting will take place in Barstow on October 27, 1984. If you have anything you want to put before the Board, please let me know and I will get it put on the agenda before the meeting. There seems to be a lot of people not happy with the PSR/PCR split. There is a petition in the works to reverse the split. I hope you will let me know your feelings on this and any other things that affect our Division. As your elected representative between the Division and the Region, I need input in order to best serve you.

Contest Comments by BOB CHAPPARO

The Summer Meet on July 8, will soon be here, but you still have time to prepare your models for "The Contest". There will be two categories this time: Tank Cars and Steam Locomotives.

Your 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. Of course, scratch built models will also be welcome. A minimum of five entrants will be required to constitute a valid contest in each category. Ribbons and certificates will be awarded.

Future contests will include such categories as bridges, work train equipment, Civil War era equipment, reefers, water tanks, layout photo scenes, Eastern railroad photos and passenger train photos.

Contest categories for the Fall Meet on Sunday, October 7 will be bridges and culverts, and engine service facilities. Start work now.

The premiere contest for the 1985 Banquet has been established as a diorama. Minimum dimensions are twelve by twenty four inches, and maximum dimensions as twenty four by thirty six. This is going to take some work on your part so get busy.....right after you prepare an entry for the Summer Meet.

Achievement Program by RAY SADLER

HEY!!! Is anyone out there?? Another convention has passed, and no achievement awards for anyone from the Cajon Division. I can't do anything until you contact me. I know there are a lot of very talented modelers out there and I would like to help you get some recognition. Maybe you don't want to be a Master Model Railroader (MMR), but at least one or two achievement awards hanging on your wall would be nice. Just a phone call is all it takes to start the ball rolling. So how about it!!! give me (Ray Sadler) a call. My phone number is on the back page.

Summer Meet - July 8 by JOHN HACHEY

This years Summer Meet will be at a new location for the Cajon Division; at Mariposa Elementary School, 1111 Mariposa Drive, Brea CA. Those of you with map books won't have any trouble finding it off of Central Avenue near Brea Boulevard in Brea. As always for our summer meets, the swap meet and clinics will be held indoors. New this year is an air-conditioned facility. Swap tables will be available (bring your own if you have them and we run short) at 9:00 AM, with the doors opening for buyers at 10:00 AM.

The meet will include movies from the Santa Fe Railroad and tape-slide clinics from the NMRRA. We also have some live clinics which we are working on. These will be on structures, painting backdrops, a Southern Pacific prototype slide presentation, and more. We are also hoping that Magoffin Electronics will attend and show their new sound systems (the diesel sound is super!!!-Editor).

Our Contest Chairman, Bob Chapparo, has announced two contests. The first is tank cars, and the second steam locomotives (steam what?-Editor). Lets all bring some of our cars and locomotives so Bob has something to do at the meet (Judging Bob!).

This year we are introducing the Railette Room. We are asking any Railette interested to bring their crafts to sell or swap with other Railettes. No charge for you Railettes!

The staff is working hard to keep its' commitment of better modeling and meets for its' members and railfans. The only way this can happen is if you attend. The tariff will be \$2.00 for members, \$3.00 for non-members and \$4.00 for swap table selling. See you there on July 8th.

For Further Information: John Hachey, (714) 947-4387

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 September 1, 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.

Too bad you weren't in in the San Bernadino Central City Mall on March 10th or 11th for the Inland Empire Module Railroad Show. John Foltz of FRANK'S 'N'GINEERS, and two of his modular friends, joined up with our INLAND EMPIRE MODULAR RAILROADERS, and we had quite a great time learning how to cooperate with one another's modular layouts.

Sixteen feet wide by thirty feet long is a moderate N scale modular layout to operate on. Our inter-related group is now in the process of inviting more fellows to join our N scale Group (Inland Empire Modular Railroaders). Since there aren't any dues to pay, only incentive to build an NTRAK type of N scale module, and we too don't have any one person that's President, etc., but invite each member to act as a Coordinator, makes it even more interesting.

HO'ers of our group are somewhat stymied, in that they have a standing contract with the Central City Mall Manager that they cannot give a modular public show within a ten mile radius (or at another mall close by). Those of us who are forming the N scale group won't be hampered by this, and we'll be able to promote public shows wherever they may be wanted.

Both of our modular groups have entertained with weekend shows out at the Jerry L. Pettis Memorial Veterans Administration Hospital, and we urge others within the PSR framework to try to offer a similar show! You would be surprised at the warm welcome your group would receive from the Veteran patients. I am sure that the Long Beach V.A. Hospital would be most happy to have model railroaders perform for their enjoyment.

For that matter, our group will be checking out the convalescent hospitals in our area to see if the patients in them would be interested in this type of hobby relaxation.

At V.A. Medical Facilities, it is usually best if the spokesperson of your group contacts the V.A. Volunteer Service Chief, lays out what your group would like to do at present, and obtains temporary parking permits, comes in at 6:30 or 7:00 PM on Friday Night to set up, and commence operating at 9:00 AM on both Saturday and Sunday. We inform our hosts that we will disassemble on Sunday afternoon around 5:00 PM.

Thus far our group has been invited to give TWO shows this year, and on May 5th and 6th, our HO'ers will set up and give a show. Robert and Jane Seaman, members of the Cajon Division, and staunch members of our group, presented a three day show at our local VA hospital during early Christmas Week, with their O-gauge Hi-rail Lionel Trains Show, and it was a smashing success. They've been invited to a return engagement again this year.

At present the Inland Empire Modular Railroad Group has twenty four members, three of whom are ladies! One is a professional artist, and two are elementary school teachers. We meet once a month at members homes, we pay no dues, seventeen are NMRA members (the rest have allowed their memberships to expire for various reasons). We do not have any restrictions regarding race, creed or color. If someone is interested in joining our group, we usually send a postcard out telling where the next meeting is going to be held, and since it is a social meeting, pass on to that person what we require of them to become members.

Should anyone reading the Order Board like to join our group, they may send me a SSAE, and I shall inform them of our next meeting and how to get there! Send to: Joe Walker, 236 Doyle Avenue, Redlands, CA 92374.

FRANK'S 'N'GINEERS

by John Foltz

Frank's 'N'Gineers held their first 10th Anniversary Open House on February 11, 1984 at the club facility in Anaheim, and it was a rousing success. Over two hundred people filed through the display between 10AM and 4PM, and visitors logged in on our "on board sheet" from as far away as Otis, Oregon. There were also many people from the San Fernando Valley, the Inland Empire, San Diego and, of course, many "locals".

The 'N'gineers would like to thank all the PSR and NMRA members who attended, as well as the members of the Belmont Shore Lines, Inland Empire Modular Railroad, the Roundhouse Gang, and San Diego Society of N-Scale, all of whom attended in groups. We thank the San Diego SDNS especially for their assistance in running the layout for a couple of hours in the afternoon to give our boys a well deserved rest. We're also looking forward to entertaining you at our next event. We hope it won't take another ten years to put on. We had so much fun that we've decided to do it again in the near future. Watch this space for details.

The organizational abilities praised in the last ORDERBOARD actually were a matter of starting early to make sure that we had all eventualities covered and had time to handle any unexpected events. Thank you for the kind comments. It's nice to know that someone outside of the club thought we were well organized. We managed to look better than we were.

In the meantime, if there are any N-scalers among you readers, feel free to visit us at one of our regular meetings/operating sessions on Wednesdays at 7:30 PM, 114 N. Topeka, Anaheim. If you haven't been there before, call me at (714) 870-9766 for directions. We still have a few memberships available, even though we gained three new members at the open house.

SOUTH ORANGE COUNTY ROUND ROBIN *by TODD SCOTT*

Some months ago, three of us in the Irvine area (Don Berezin, Pete Holzman and I) decided to start a small round robin group in South Orange County.

We started with the NMRA Directory and pulled out all the names of those listed in Irvine. Letters were mailed out to these prospective members and we received favorable responses from six people. By additional word of mouth and phone calls, our group now ranges in size from ten to twelve.

As of this writing, we have three layouts, and a fourth under construction. The three layouts are fully operable and two are scenicked.

We have three totally different methods of operation or car forwarding in use. As of yet, we have not started using fast clock. Most of the trains are those of West Coast roads or are private roads.

At our meetings, if the host has no railroad, we show slides, tapes, present clinics, etc. The group has no officers and no dues. Visitors are always welcome.

We meet every other Tuesday night. If you are interested in visiting or participating, please call Todd Scott at (714) 559-6038.

San Berdoo Tour *by JOHN HACHEY*

The Cajon Division held another of its' ever popular prototype tours on Saturday, June 2, 1984. The tour was conducted by volunteer Santa Fe employees. They led us in groups of approximately forty people through all areas of the shops. This included the locomotive shops, with stops in the body shop, electrical and wiring department (even the prototype has wiring problems on their layouts), the paint shop and traction motor shop, and also the car department.

The tour groups were shown how the locomotives are brought into San Bernardino, after many years of road service, how they are stripped down to the body of all repairable parts, and the parts sent to the individual repair departments for required repair or complete rebuild. In a rebuild program going on now, the locomotives are being completely rewired. During the tour stop in the electrical shop we were shown stacks of wiring harnesses ready for installation in the locomotives. We were told that it takes one work week to rewire a control cabinet.

While the preliminary electrical work is being done, the body shop is rebuilding the body, repairing any road damage, and applying a primer coat in preparation for final painting.

The locomotive comes out of the paint shop looking like a brand new unit. The rebuilt trucks are put on, and all the accessories installed (bells, lights, whistles, number boards, beacons, etc.). Also, as we were shown through the shop, we saw many more items such as regrinding of wheels and diesel engine rebuild.

After the locomotive shops, we were taken to the car department. The "Fuel Foiler Ten Pack" trains were on exhibit (you've seen the movie "Whittlin" at our meets) as well as Santa Fe's newest concept in intermodal transportation of stacking a specially designed container up to two high on a specially designed car. The container is shaped like the letter "A". An interesting statistic given to us is that the "Ten Pack" cars are run for 750,000 miles between service stops in the San Bernardino shops.

Other high points of the car department tour were seeing one of the last remaining derricks on the Santa Fe and how hopper car roofs are made on a welding carousel where five men can weld on a production line basis in a minimum space.

The tour lasted for two and a half hours, so you can see that many more things were shown to us than have been described in this short article. A total of 182 attended the tour. Next time, don't miss out on the opportunity to get the real flavor of railroading for your layout. It all helps.

A No(From An Old Operator

by BOB KNOLL

FALLEN FLAGS AND OTHER GHOSTS

The other day, a man in our traffic department referred to the "old Penn Central". Here's a guy who not only doesn't remember the Pennsylvania or the New York Central, but can't begin to imagine the names of even the major railroads which in turn made up the "Standard Railroad of the World (Pennsylvania)" or the "Water Level Route (New York Central)". To railfans of two generations ago, names such as Lake Shore & Michigan Southern, Big Four, and West Shore were household words. Even for the recent past, TRAINS magazine in the last few years has devoted three issues to highlighting railroads which disappeared in the post-World War II period.

From 1900 to 1981, the number of line haul railroads declined from 1224 to 326. This number would be smaller still if it were not for the large number of shortline railroads (a model railroaders dream) which have sprung up recently as a result of partial abandonments of larger railroads. Of the 326 railroads, only 38 were Class I railroads earning \$50 million or more per year.

Actually, six railroad systems account for eighty five percent of all railroad earnings. These are:

RAILROAD	INCOME	PERCENT
SP/SF	\$5.0*	17% (if approved)
CSX	4.9	16%
BN	4.1	14%
Conrail	4.0	13%
UP/MP	4.0	13%
NS	3.6	12%

* 1981 DOLLARS (BILLIONS)

Recently I had business which took me from Savannah, Georgia to Altoona, Pennsylvania with an intermediate stop near Nashville, Tennessee. I decided to fly from Savannah to Chattanooga, Tennessee, and then drive the rest of the way across eastern Tennessee, Kentucky, and West Virginia into western Pennsylvania.

Today, Savannah is served by only two railroads, the Seaboard System Railroads and Southern. A quick trip around the older parts of town, however, quickly reveals brick and stone monuments to the Central of Georgia and the Savannah & Atlanta railroads still standing. My 1919 Official Guide has listings for the Atlantic Coast Line, Seaboard Air Line, Central of Georgia, Southern, Savannah & Atlanta (never did make it to Atlanta), Savannah & Statesboro, and the Midland

Railway. By 1945, the ACL, CofG, S&A, Seaboard, and Southern were still listed.

Like many cities in the South, Savannah had stub end stations which required through trains to head in and back out or vice versa. While Central of Georgia's anc' Hanks II continued to use its' beautiful brick terminal to the end, the SCL did build a very modern, large station on its' mainline in the period shortly preceding the formation of AMTRAK.

The Chattanooga Choo Choo is a complex of shops and restaurants built in the old Central of Georgia terminal in the city of the same name. Included is a Hilton Hotel which, in addition to normal hotel facilities, also has about twenty to thirty passenger cars parked in the station. These cars have been gutted and converted to include two bedroom and bath combinations in each car. There is also a model railroad in the station. It is a club layout owned by the Choo Choo and staffed by paid club members. A stop here is worthwhile as you can get railfanning assistance. Southern runs an extremely busy operation out of Chattanooga which is located at the crossroads of its' Cincinnati-Atlanta and East-West mainlines. In addition, the major system EMD shop is located in Chattanooga.

My next overnight stop (have to stop before the light is gone) was at Emory Gap, Tennessee, about an hour west of Knoxville on Southern's CNO&TP former "Rathole" Division. Southern has spent millions to make this into a thoroughly modern high density railroad. The area is also served by an L&N (Louisville & Nashville) branch and, until a few years ago, was the eastern terminus of the Tennessee Central which gave the Southern a Nashville connection. L&N and Southern bought the TC but broke the connection at Crossville. Both railroads now operate it as a branch.

Corbin, Kentucky (known to railfans of the fifties as the home of L&N's Berkshires on coal drags) now hosts scads of SD50's in two and three unit lashups on coal trains of a size the Berks never dreamed of. Hauling coal is a wonderful thing. The power plants in Georgia and Tennessee burn Indiana coal, while Detroit Edison gets its' coal hauled out of Kentucky.

On to Pike County, the hub of C&O's Kentucky coal operation, and a quintet of GP38 and 40 units pushing 100 loaded hoppers upgrade on the Coal Run Subdivision.

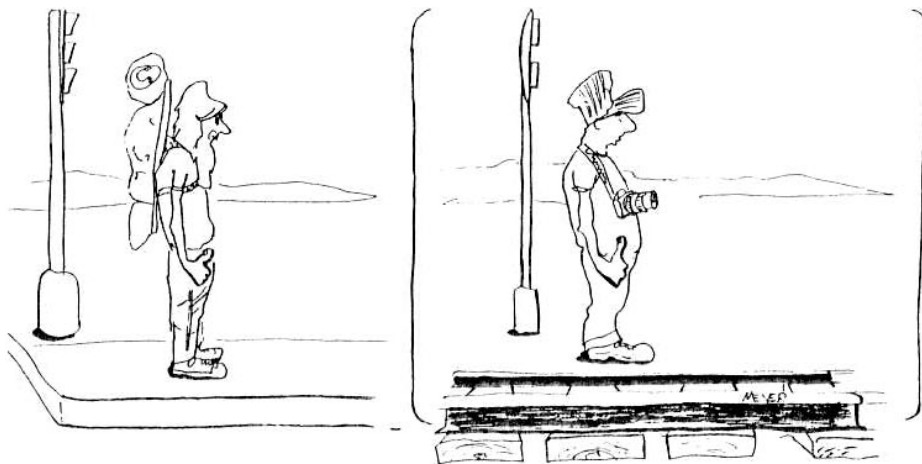
The next morning at Williamson, West Virginia, we meet the N&W's double tracked main line along the sweeping curves of the Tug River. A big GE U-boat, with its' large radiator wings running long nose forward, coming at you looks like the wrath of God. Clarksburg is strictly Chessie now. The

Monongahela Valley Traction ("A train your way every hour of the day") is not even a memory anymore.

Overnight in Grafton, West Virginia, once the home of mighty B&O articulated is, like most of these places now, a ghost of its' former self. While there, a GP38-2, GP40 combination take 140 empty hoppers out of town with the help of another GP40 shoving on its' cabooselless rear end.

Finally, to Altoona, Pennsylvania, and its' famous Horseshoe Curve. Don't expect too much. Unless you're willing to hike out to one end or the other of the curve, picture taking opportunities are sparse. The vegetation is too tall and dense. Altoona itself is another story however. Many street and pedestrian overcrossings of the yard give excellent vantage points. Two trains each way stop at the AMSHACK. Altoona was once the home of the PRR's Juniata Shops, as well as the major freight and passenger car shops on the line. Most are closed now and this is reflected in the city's population which has gone from 105,000 at the end of the war to about 50,000 today.

Get your caboose pictures now!!! About twenty-five percent of the trains on Conrail, Seaboard, Southern and Chessie manage to do without. EOT devices (End Of Train) don't wave back. I predict three rail systems by the year 2000.



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.

**Help Wanted
Cover Pic's Needed**
THIS SPACE AVAILABLE

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.

Your Views

Your Views will be a column by you- your letters with suggestions, comments or concerns will be given wide exposure here (well maybe 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 not 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.

Editor,

I am curious as to why the "charge" to attend the Santa Fe San Bernadino Shop Tour. Couple, three I've attended were free.

Regards,
Joe Walker
Redlands, CA

The Cajon Division has charged for all Shop and Yard Tours. The money generated pays for the expenses incurred in setting up the tour, for the busses if used and most importantly builds up a bank roll so that we may continue to publish your newsletter and put on future meets and tours.

Urgent: Help Wanted by JOHN HACHEY

The Cajon Division is presently asking its' members to help their organization by giving a 35 to 45 minute clinic at a future meet.

Clinics can range from electronics to scenery, laying rail, painting, decaling and scratch building (or whatever you do best).

They can be given by way of a slide presentation and/or verbally. What you may know about something will help someone else learn something they may not already know.

So do what we're all here for in the NMRA; teach to others what you know. One good and fun way is to give a clinic at one of our meets. Call me (John Hachey) to discuss clinic activities. My phone number is on the back page.

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.

SUN 8 JUL 84; Cajon
Division PSR/NMRA Summer
Meet; Mariposa School, 1111
Mariposa Dr, Brea, CA;
10am-4pm (sellers only at
9am); \$2 members, \$3
non-members, \$4 sellers;
John Hachey (714) 947-4389

SUN 22 JUL 84; Los Angeles
Div PSR/NMRA Picnic; Los
Angeles Live Steamers
Tracks, 5200 Zoo Dr,
Griffith Park, L.A., CA;
10am-5pm; \$3/family \$2
members; Jacquie Custer
(818) 892-8888

SAT 28 JUL 84; DERM Evening
Trolley Festival; 2201 S
"A" St, Perris CA; 2pm
Movies and slides, 7pm
operation; Jim Walker (714)
657-2605

THU 2 TO SUN 5 AUG 84; TTOS
National Convention,
Woodlake Inn, Sacramento
CA; Hilly Lazarus (818)
762-3652

SUN 5 AUG 84; DERM
Railroadiana Show; Holiday
Inn, 7000 Beach Blvd, Buena
Park, CA; 9am-3pm; Ron
Ruffalo (714) 657-2605

TUE 7 TO SUN 12 AUG 84;
NMRA Annual Convention;
Bartle Convention Center,
Kansas City MO; \$72 to \$83;
11411 Hubbard Rd, Kansas
City MO 66107

MON 19 TO FRI 23 SEP 84;
4TH National Narrow Gauge
Convention; Denver CO; \$45,
\$60 after 1 AUG; 502 So
Cody St, Lakewood CO 80226

SAT 22 SEP 84; Pioneer Western Model Railroad Club Swap Meet; 7422 Orangethorpe, Buena Park CA; 9am-noon; Free; Paul Bush (714) 526-6718

SUN 23 SEP 84; LA Live Steamers Auction & Pancake Breakfast; Lew Soibelman (213) 650-0288

SAT 6 OCT 84; OERM Swap Meet; 2201 So "A" St, Perris CA; 9am-3pm; Jim Walker (714) 657-2605

SAT 6 OCT 84; Foothill Model Railroaders Swap Meet; 7756-1/2 Foothill Blvd (rear), Tujunga CA; 8am-1pm; \$1.50, \$2 families; Jim Borden (818) 353-9671

SUN 7 OCT 84; Cajon Division PSR/NMRA Fall Meet; Valenzuelas Railroad Ranch, 1250 W Philadelphia, Ontario CA; John Hachey (714) 947-4389

SAT 20 OCT 84; Los Angeles Division PSR/NMRA Winter Meet; hosted by Ventura County Modular Railroad Club; Fremont Jr. High, Ventura @ Gonzalez, Oxnard CA; Russ Potter (805) 483-0936

SAT 8 DEC 84; Cajon Division PSR/NMRA Auction; Glendale Federal Savings, 320 N Harbor Blvd, Fullerton CA; John Hachey (714) 947-4389

SAT 9 FEB 85; Cajon Division PSR/NMRA Banquet; 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 —

(Please print)

Applicant:

Name _____

Address _____

City _____ State _____ Zip _____

Application Type: ☐ New Member

☐ Renewal/NMRA No. _____ Expires _____
PSR No. _____

Primary Scale: _____ Sponsor _____

Membership Class:

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

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

Family Member(s)

1) Name _____

2) Name _____

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

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



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2828 MARCONI AVE. • SACRAMENTO, CALIF. 95821 • (916) 485-5288

(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.



(714) 524-0934
(213) 672-0556

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"N" Scale Station Master
RALPH DUBOIS

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



H.O. SCALE

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PRESIDENT
GEORGE DE FRANCESCO

15864 E. FELLOWSHIP
VALINDA, CA 91744



Engineer
John Hachey

Firewoman
Liz Hachey

THE OVERLAND ROUTE



2885 S. Phoenix
Ontario, CA 91761

Phone
(714) 947-4389

WALNUT PACIFIC

ART C.
SOUBA



ART W.
SOUBA

5745 WALNUT AVE.
CHINO CA. 91710

PHONE
714 628-8880

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