



THE ORDER BOARD

Volume 48, Number 1

February 2020

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TIME TABLE

March 27-29, 2020
“Desert Rails” Event
 La Quinta, CA

April 18, 2020
LA Division
“Spring Rail 2020”
 Whittier, CA

May 9, 2020
Cajon Division
Boulder City Meet
 Boulder City, NV

June 12-14, 2020
“Cajon Invitational
Module Modelers
Meet (CIM3)”
 Irvine, CA

September 9-13, 2020
Pacific Southwest
Regional Convention
“Van Nuys Local”
 Van Nuys, CA

October 24, 2020
Cajon Division
Buena Park Fall Meet
 Buena Park, CA



Special

Desert Rails Event!

The First of the

Decade!



You Won't Want to Miss
This Once in a Year Opportunity

March 27, 28, 29, 2020

LA QUINTA WELLNESS CENTER

78-450 Avenida La Fonda

La Quinta, CA 92253

Cajon Division Spring Meet / Event

*Bingo

*Clinics

*Swap Meet

*Coachella Valley Club Layout Tour

*PSR Board Meeting

*Hobo Auction

*Contest Room

*AP Evaluations

*Lunch

*Membership Meeting

*Awards Banquet

*Living Desert Outdoor RR

See the Flyer in this issue for Details

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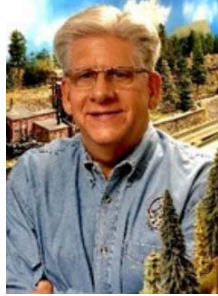
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From the Director

*Jeff Herrmann, Director
Cajon Division, NMRA*

Making connections...I have been doing a lot of thinking about my Model Railroading lately...dedicating more thinking time about it than I have done in the recent past. Since I retired at the end of 2019, I have had a lot more time to think about and plan projects for my model railroading than I was able to set aside during my fulltime “working” days. That is not to say I am not busy; those of you who are retired know that our days are still full...but it seems that I have much more discretionary time than I used to.

This brings me to making connections. As I reflect on my last 20 or so years as a member of NMRA and perhaps ten to fifteen years in the hobby before I became an NMRA Member, I have come to realize that making connections has been the single largest catalyst in growing my interest and improving my skill level in the hobby. It has also been great for my social life...I have made many friends (some of them very close friends) that I would never have met if it weren't for model railroading and the NMRA.

Attending NMRA division meets and clinics, model train shows, NMRA regional and national conventions, and NMRA SIG events (Special Interest Groups) has opened up a whole new world of modeling fun and skills that I never would have had as a “lone wolf” in the hobby. I have met a lot of folks in our hobby who know so much more about model railroading than I and were eager to share their skills with me, usually at a pace that was comfortable to me!

But what if making connections is not in your comfort zone or doesn't come naturally to you? Well, my dad used to say that “90% of success starts by just showing up!” I think he was right. If you haven't been to a meet or event recently...just showing up would be a good place to start!

Even better than that, you could volunteer for a simple task at one of our meets! We have lots of short-term (takes just an hour or so) simple but important jobs to do to make our meets successful. Offer to help set up tables and chairs, man the event registration table, make coffee or bring donuts (we will reimburse you!), help serve lunch, help set items out for the Hobo Auction, become a contest judge or AP Evaluator (we will teach you how!), or even just show off a model you have been working on. I have found that volunteering for something simple that doesn't take much time is a great way to make connections. It also helps to make the event more enjoyable and meaningful for you and the other participants!

Cajon Division has a lot of events coming up this spring that could get you started on making those new “connections.” See the details elsewhere in this edition of “The Order Board” or check our website for details on how to participate in Desert Rails in March, Boulder City Nevada meet in May, or CIM3 in June.



**From The
Brass Hat's
Desk**

Joel Morse, Superintendent

As far as I'm concerned being a member of the Cajon Division is about participation in the events, where I can meet other modelers and learn more about this great hobby of ours. It's as much a social experience as anything else; I get a tremendous amount of pleasure out of the social aspects of model railroading and connecting with people who share this passion. I enjoy sharing my model railroading time with others, whether it's operating, weathering cars, wiring, troubleshooting, train-watching or just talking about trains. And all my best model railroading memories (both in the past and currently) revolve around the people I'm sharing my passion for this hobby with.

Sure, I can spend hours by myself working on a structure kit, troubleshooting a balky locomotive or doing scenery by myself; but I much prefer model railroading with my friends. (Troubleshooting anything is less aggravating when you have a buddy to complain to, right?) I'm pretty sure my fondness for the social aspect of the hobby are the result of the fact that I started model railroading with my Dad when I was about 13. I'm convinced that deep in my subconscious, spending time model railroading with others is all the more enjoyable because it gives me the warm fuzzy feeling of the days I spent with my Dad in the basement of our house, all those years ago. We built memories together, along with the structure models and two layouts we built (I still have a few of those models on the layout, and they aren't half bad). And I'm still building memories, now with other modelers.

I've also recognized that my enjoyment of the social side of the hobby has resulted in substantial rewards to me as a model railroader over the years. It would be an understatement to say that this is a "multi-faceted hobby", and because of that, each modeler tends to focus most of their hobby time on one, two

or three favorite facets, and we work through the other required aspects of the hobby, as needed. (Of course, you MMR's focused on at least seven!) Because I am a "social" model railroader (as opposed to a "lone wolf"), and an active member of the Cajon Division, I have benefited tremendously from the opportunities my membership has provided to learn from fellow modelers, who are more experienced in some areas of the hobby than I am. Virtually every model railroader I have ever met was happy, indeed anxious, to talk about their passion for the hobby, offer assistance or help me understand whatever facet of the hobby I might have been asking about. I'm hoping this is true for you, too. My involvement in the Cajon Division has expanded my opportunities to meet modelers who are thrilled to teach me what they know. And it will expand yours too, if you let it.

You can't beat your prospects for growth, education, and friendship that your membership in the Cajon Division, and the NMRA, offers you. But you can waste it. And it will be wasted, if you do not participate in the events, meet other modelers and share your knowledge, experience and expertise. So don't waste your membership – attend the events, meet other members, volunteer to help out at one of our events, write an article for the Order Board, or give a clinic.

I hope to meet you and talk with you about model railroading at one of our upcoming events in 2020:

* Join your fellow members for two and half days of Model Railroading at Desert Rails (March 27, 28 and 29th) in La Quinta. It will be high season in this desert resort community, so bring your spouse or significant other.

* Plan on visiting Boulder City, NV on May 9th, for the Nevada Meet.

* Mark your calendar to attend the September 2020 "Van Nuys Special" PSR Regional Convention, hosted by the Los Angeles Division.



The Editor's Column

*Morrie Fleishman, Editor
Cajon Division, NMRA*

Here we are in a new year with lots of exciting events planned for the year. The first is the Desert Rails event coming up in March. Looking ahead there are train shows, Local and national conventions, rail related museum activities, etc.

Our task for the Order Board is to bring these events to your attention and to provide some Tips and information that will, hopefully, enhance your enjoyment of the hobby of model railroading.

In the past several issues many of the Board members have shared pictures and descriptions of many events. Additional articles have been included with tips to help you in your hobby. When you attend an event, please take pictures and give us a writeup on what you saw and did. If you have learned any method of building models, laying track, etc., how about dropping us a line with a few pictures so that we can add this to the newsletter?

If you have a subject but are unsure about how to write an article, email or call me and I will help you put it together. It is fun to tell others what you have learned and, for those working on getting their MMR, these articles will count toward the AP Author certificate. The Order Board is for all of us to communicate so please let us know what you are doing so we can tell others. Thanks!



Membership On Track

Per Harwe, Membership Chair

Please welcome our three new Cajon Division Members:

Vincent Johnson, Cherry Valley, CA
David Kreipl, Las Vegas, NV
Neil Shaw, Henderson, NV

Our Current Membership Status:
323 Members, down 8 members from Dec. 2019



The Social Media Report

*Dain Leese, Social Media Chair
Cajon Division, NMRA*

Hello Social network;

Again, we have both Facebook and groups.io sites so you can have access to information should you wish to and you have a choice if Facebook is not something you wish to do.

We post the current Cajon newsletter on the Facebook group site, along with the Groups.io site in the files area. Bob Chaparro posts current information on model railroad events coming up for the week on groups.io and we also place his posts on Facebook on the group and page sites. We are now near or over 70 members on both media sites.

If you wish, share your current projects or what you are up to. Pictures are a great way to share your layout or projects with others to enjoy.

If looking for ideas or information on different model railroading subjects, look at the media site <https://www.pinterest.com/>. You can find ideas from modeling to electronic ideas or projects.

If you have not made a visit to youtube, check it out for videos on model railroading, <https://www.youtube.com/>.

Cajon Social Media sites

Groups.io group:
<https://groups.io/g/CajonDivisionPSRGroup>

Facebook page, <https://www.facebook.com/CajonPsr/>

Facebook group, <https://www.facebook.com/groups/CajonDivisionPSRGroup/>

New Members: On behalf of all of the Officers and Members of the Cajon Division, Welcome to the Cajon Division of the National Model Railroad Association. Whether you have just recently joined the NMRA or are an "old hat" transferring into our Division, we look forward to meeting you personally at one of our Regional conventions or Division meetings soon.

The Cajon Backshop



By: Gary Butts, AP Chair
Cajon Division, NMRA

As I mentioned in my last Cajon Division "Backshop" column, the Cajon Division Achievement Program evaluator team is available and willing. During the Great Train Show in Costa Mesa this month we were turned out to do an initial evaluation of Gerry Bill's great Free-Mo modular layout for application toward his AP Scenery Achievement Award. Putting together a team from the 100% NMRA clubs participating with modular layouts at the show was easy and so off we went to the other end of the hall where Gerry's modules were on display for the show. Gerry's modules are great and our initial evaluation came very close to earning him the award. Gerry does not currently have any module with a backdrop and that is one of the specific categories that is to be evaluated. With no backdrop at all, he was not able to get any point credit for that category which left him just shy of the award. Gerry has plans to add a backdrop to a couple of his modules which will easily put him over the top for the award. Especially if he does as good a job on the backdrop as he has with the scenery on his modules.

This points out the importance of looking through the specific AP requirements for any award that you may be considering and making sure that you have at least some attempt to satisfy each of the major evaluation elements. If the evaluators don't see any attempt to satisfy one of the evaluation criteria, they are left with the unhappy choice of entering a "0" for that category. This can be the failure to supply any type of prototype backup documentation for the "Conformity" section of a model or structure entry or not adding a single detail to a kit model. I can identify with Gerry's situation in that my layout initially did not have any backdrop so I built one and Sandy painted on the matching mountains, trees and clouds. I did get some backdrop points and subsequently the Scenery Achievement Award for the layout.

We have had some Cajon Division Achievement Program activity in the past few months. In addition to Gerry's pending Scenery award, our own Order Board editor, Morrie Fleishman has submitted his application for "Model Railroad Author" and after the eminent publication of his latest article in the upcoming PSR Dispatch, will earn that Achievement Award. Congratulations Morrie!

Another one of our Cajon members on the brink is our Superintendent, Joel Morse. I know that Joel has sufficient credits to qualify for several Achievement awards. His layout should easily qualify for the Scenery, Electrical Engineering and Civil Engineering Achievement awards and I know he has a ton of hours racked up toward the Dispatch Achievement award. Joel- Fair warning- I am coming after you for the paper work.

Along that line, I know that a common reason given for not submitting a model or other qualifications for AP Program evaluation is that the paperwork is just too much. Well, I'm sorry, but that is just not a good excuse! A simple model AP paperwork can take less than 10 minutes to fill out. If you have a really great scratch built or craftsman kit that you have spent 20 hours building, doing a proper job on the paperwork might take an additional half hour. I'm sure you put more time than that in researching your prototype. It helps if you have the presence of mind to take a few photos of your work as you go along and be sure to keep a photo of your model's prototype inspiration. We all carry phone cameras these days.

All of the PSR AP team are always available and willing to help with paperwork so don't hesitate to ask if you need help and also, plan to attend one of the AP workshops that we hold at almost all of our Division meets.

I will be looking for your model or AP application in the near future.

On Operations!



Part II: Getting Started

If you are reading this column, I'm going to assume you have some interest in learning more about operations, and possibly thinking about operating your layout for the first time. This column is about some of the key decisions you should make when you get started in operations. But I'm not going to cover all the steps here: more of them will be discussed in upcoming installments. I just ask you not to be intimidated by the amount of effort needed to get going in operations; everything you do will pay dividends to you for years.

Whether you are planning a layout, in the middle of building a layout, already running trains (or operating) your existing layout, there are a number of questions you should ask yourself about your railroad which are key to creating a more operations oriented layout and increasing the enjoyment and engagement of your operations crew (even if it is just you). If you are already operating an existing layout, you may or may not have addressed some of the questions and perhaps taken some of the actions I'll discuss here. If you are planning or building a layout based on a prototype, then some of these questions will already have been answered for you by the prototype. But hopefully I'll mention something new for you to consider! If you are planning, building or running a "free-lanced" railroad, the answers to these questions will help you create an authentic and enjoyable operational scheme for your layout.

A well thought out, coherent, and internally consistent operational schemes is inherently easier and more enjoyable for the crew to operate, and generally results in longer lasting satisfaction for the layout owner. Just one note about layout owner satisfaction: what constitutes satisfaction for you is what counts the most, regardless of what I may suggest here. However, also remember that just as your model railroading interests have evolved over time, your layout satisfaction may evolve over time, as your

knowledge, interest and skills change. And in response, your layout should evolve to address its "newly recognized" shortcomings, as my layout has for me, and as it has for the owners of most of the operations oriented layouts I have visited.

The first two questions to address are related: "where is my railroad in the real world" and "what time frame am I modeling"? There is no right answer, model a "where" and a "when" that interests you. But it is important to answer these two questions; because placing your railroad in a particular place and within a particular time frame will determine quite a few of the operational aspects of your railroad. These decisions will impact other key questions about your railroad, discussed below, which are related to, but not wholly dependent on, the "where" and "when" of the railroad. For example: where your railroad is located will almost certainly determine what kind of terrain your railroad traverses and what railroads you connect to. And the "when" will influence the kinds of locomotives, rolling stock and perhaps the choice of materials shipped (and how), and the customers your railroad serves.

My answer to these first two questions is that I model a portion of the now abandoned main line of the prototype New York, Ontario and Western Railway (NYO&W or O&W) between Walton and Sidney, New York, and the abandoned Delhi Branch out of Walton, in the summer of 1954. The O&W was a Class One railroad that ran from Weehawken, New Jersey to Oswego, New York on Lake Ontario, as well as to Scranton, PA. This portion of the O&W traverses the tree-covered rolling mountains of the Catskill Mountain range in New York state, with connections to the Delaware, Lackawanna and Western, Delaware & Hudson, Erie and others. I model 1954 because the O&W scrapped its' steam fleet in 1948, which allows me to run diesels only, and because this year is close enough to the end of World War II for me to imagine that my much more prosperous O&W (abandoned in 1957) is benefitting from the rebuilding of Europe.

The second question is "why does my railroad

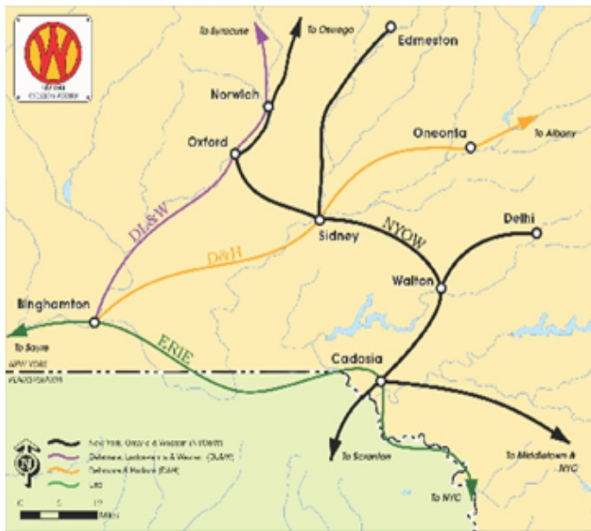


Figure 1 Modeled Portion of the NYO&W

exist”? Essentially, “what” does it do, “who” does it serve and “why” would someone have invested money to construct a real railroad in this location? The answers to these questions are related to “where and when” the railroad is located but not absolutely dependent on either. For some railroads, the “where” provides obvious answers to the “why, what and who”. For example, a railroad in the mountains of Colorado have well known answers to the “why, what, and who”; with different answers than for a railroad in the mountains of Arizona (copper) or the mountains of Oregon (lumber) or West Virginia (coal). But railroads in other locations don’t necessarily have well-known purposes, so it’s up to you to determine the “why, what and who” of your railroad; although the answers should have some connection to the “where” and perhaps the “when”, to create an authentic operational railroad. Is it a

branch-line connecting to a Class One railroad, hauling one particular commodity like lumber from the mountains to the mill? Or is it a segment (real or imagined) of a Class One railroad, serving different kinds of customers along the line? Or perhaps it’s a “bridge-line” whose purpose is connecting two Class One railroads or a small regional railroad serving customers the Class One’s no longer service? These are just a few of the almost unlimited possible answers to the questions of “why, what and who”, and remember, the only right answers are the answers that allow you to model what you are interested in. If you choose a prototype to model, these questions are probably easy to answer (although for generations, people have been wondering why the NYO&W was ever built, but that’s a different story). Depending on the “when”, the O&W mostly hauled dairy products, coal, blue-stone granite, and chemical products from wood, out of the mountains to New York City. At one point in time, the O&W was one of the largest milk haulers and coal haulers on the east coast, and Sidney had the largest manufacture of magnetos (for airplane engines) during World War II. On my layout, the O&W still hauls these commodities, but also hauls vegetables for canning, baked goods, lumber and appliances and other products – I’ve imagined a more diversified and prosperous O&W (my prerogative).

Hopefully, you are seeing the pattern here; the answers you choose narrows down the possibilities and helps define a clear, coherent, internally consistent vision for your railroad and its’ operational concept and purpose. Going through this exercise means that visiting crew members will

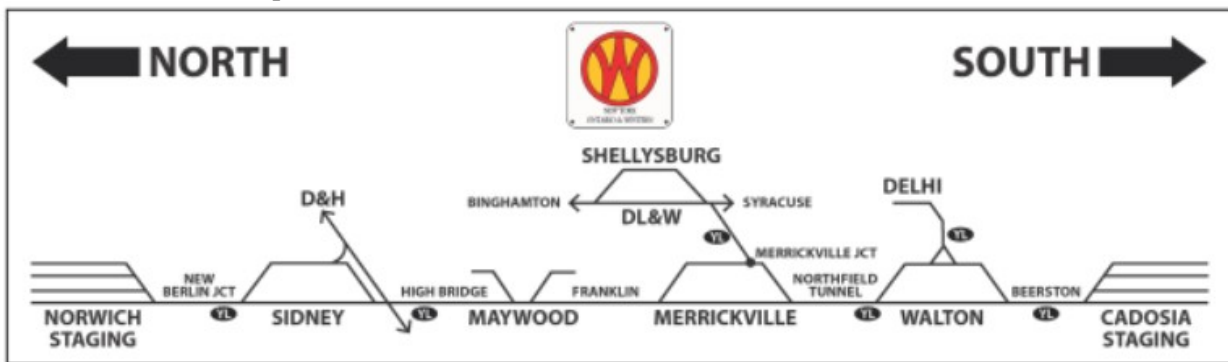


Figure 2 Schematic of the New York, Ontario and Western Railway

have a better understanding of what your vision is for your railroad, and what you are trying to accomplish.

At this point you know the “where, when, why, what and who” for your railroad, so the next logical question is “How” does this railroad do its job? In this context, we are not talking about traffic management system you might use such as “Car Cards and Waybills” or Switch-lists, or how the railroad controls the movement of trains over the line (signals, warrants, timetable/train orders). In this context, the “how” refers to the types of trains that run over the railroad and the kind of work each train does as it moves over the line.

There are a wide range of types of trains to choose from, and from a model railroading perspective, not all trains provide the same operational interest (read operator fun). So called “through trains” run from one end of the layout to the other (staging to staging, if you have it), with few if any stops along the way. Depending on the “why, where, when, what and who”, these could be crack passenger trains, unit coal drags (loads and empties), auto racks, high priority reefers, TOFC or stack trains. These through trains are great for new operators to run, because it gives them a chance to see the whole layout, without the intimidation factor of a complex assignment. These types of trains are the majority

on a “bridge line” connecting two Class One railroads, but would also be found on a layout modeling a segment of a larger railroad. A “bridge line” or portion of a Class One would run lots of through freight trains, but might also run other types of trains. A regional railroad or a branch-line would likely mostly run trains best defined as a “local” or a “turn”, rather than “through trains”. Note that “locals” and “turns” could also include passenger trains or mixed trains (passenger cars and freight cars). A local train generally runs from one location (yard or staging), across all or most of the road, to another location (town, yard or staging), switching customers along the way, but travels in only one direction across the railroad. The local might return the next “day”, going in the opposite direction and work the same (or other spurs), or two locals might set out from opposite ends of the layout, and meet somewhere, working their way across the railroad. A “turn” on the other hand, is a type of “local” that typically runs from a yard, to some point on the railroad, which might be the end of a branch-line or any particular town or large customer, switching the customer spurs along the way, and at the destination turns around and returns to the starting location – all in a single “trick” (workday). The “turn” would typically work one set of customer spurs on the outbound trip and the other customer spurs on the return trip, based on the spur’s direction.



Figure 3 The Delhi Coal Turn heads back to Walton after completing work at the Delhi Coal Mine.

Two other useful types of trains to model are a “transfer” and an “interchange” train. A “transfer” brings traffic directly from one yard to another, whether on the same railroad or a connecting railroad for classification and delivery to customers. An “interchange” train brings traffic from one railroad to a connecting railroad, but not necessarily directly from one yard to another. So an interchange transfer is a specific type of transfer train, which bring cars from a yard on one railroad, to a yard on a connecting railroad. These types of train are often used to move traffic between the modeled portion of the railroad and the staging locations. On the O&W, we use two interchange transfer trains to bring interchange traffic onto the layout from Shellysburg Yard on the Delaware, Lackawanna and Western to the Walton yard on the O&W and returns to Shellysburg

with traffic or the DL&W. Additionally, an interchange transfer brings traffic from the Delaware and Hudson staging to Sidney yard. We also use a transfer to bring traffic onto the railroad at Walton from staging in Cadosia.

Addressing the questions and considerations discussed here are some of the critical steps for transforming your layout from one where you “run trains” to one where you “operate” a railroad. These steps will create a coherent, internally consistent operating concept, that your train crews will understand and which will increase the operating fun of your layout. Until next time, keep the trains running! – In the meantime, you are welcome to ask me questions about operations by writing me at Superintendent@CajonDivision.org.



Figure Working the Norwich to Walton Local Train NW-1

No internet Access?

This issue of the Cajon Division Order Board newsletter is the first edition that will not be mailed to those not having internet access. Rising costs of printing and posting have made it prohibitively expensive to mail the few copies to those without access.

We will be sending a post card notification of the availability of the on-line issue to those individuals, however if you know of a member lacking access please offer to help them secure a copy. Thank You, Editor

Convention Help Needed!

Planning for the Cajon sponsored 2021 PSR Convention has commenced and we are looking for a few good volunteers! Positions are open for committee chairmen, committee members and help at the convention itself. If you have a little extra time available and would like to contribute to your hobby and fellow NMRA members, we need you help. Of course, NMRA Achievement points will be issued to those that contribute. Contact Carl Heimberger to find out how you can help. CJHeimberger@Gmail.com



CAJON DIVISION

Desert Rails-Spring Meet

March 27–29, 2020

High Season In the beautiful Coachella Valley
Bring your spouse and make a weekend of it!

Friday night

Bingo

Saturday

Swap Meet & Contest Room

3 Great Clinics - Including one Hands-On Clinic

Hobo Auction - PSR Board of Directors Meeting

Tour of Coachella Valley Model Railroaders layout

Saturday Night – Banquet/Awards Dinner

Sunday

Visit the Living Desert Zoo Layout



DESERT RAILS - THE DETAILS

Hotel:

Homewood Suites By Hilton - Call: 760-391-4600

45-200 Washington Street, La Quinta, CA 92253

Special Group Rate: Use Group Code DSR

Limited number of rooms - Starting at \$149.00/night - STUDIO SUITE

Rates guaranteed until February 26, 2020 CALL TODAY!

Rates good Thursday-Sun nights

EVENT SCHEDULE

**LA QUINTA WELLNESS CENTER
7S-450 Avenida La Fonda - La Quinta, CA 92253**

Friday, March 27

6 pm - 8 pm Bingo at Homewood Suites

Saturday, March 28

8 am - 9:30am Registration

8 am - 9:30 am Swap Meet

8 am - 9:30 am Contest Room Open

9:30 am - 11:15 Visit Coachella Valley Model Railroaders Club

10 am to 11:30 am PSR Board Meeting

11:30 am to 12:30 pm Lunch (Sandwich, Chips, Drink)

12:45 pm to 2:00 pm Clinic One - Hands on Clinic - Roofing Materials

2:15 pm to 3:00 pm Clinic Two - Painting techniques and materials

3:15 pm to 4:00 pm Clinic Three - Raspberry PI

4:15 pm to 5:45 pm Hobo Auction

6:15 pm to 8 pm Banquet/Award Presentation/General Meeting

Sunday, March 29

Tour of the model railroad at the "Living Desert Zoo"



DESERT RAILS

Clinic Descriptions:

Clinic One: Carl Heimberger – This is a brand new Hands-On clinic! Improve the quality and individuality of your structure modeling by identifying the prototypically correct roofing material for the structure, and working with a variety of modeling materials to recreate that roofing.

Clinic Two: Pete Steinmetz - This brand new clinic by an expert modeler will introduce you to new paint products and effective techniques to improve your modeling. (More details to follow)

Clinic Three: Jim Smith – The use of the Raspberry Pi in conjunction with numerous model railroad applications is getting more and more attention in the various model railroading-related online forums and the model railroading press. At this clinic, an expert in the Raspberry Pi will explain what it is, how you can use it on your layout, and answer your questions on this technology.

Clinics and clinic schedule subject to change.

**Things to do in the Coachella Valley
(While your husband is model railroading)**

Places to shop

**El Paseo-Palm Desert
The River Mall- Palm Desert
Westfield Mall-Palm Desert
Cabazon Outlets-Cabazon**

Things to do

**Palm Springs Aerial Tramway
Palm Springs Air Museum
Moorton Botanical Garden
Downtown Palm Springs Walk of Fame
Ruddy General Store
Palm Springs Art Museum
Elvis & Priscilla Honeymoon Hideaway
Tahquitz Canyon Waterfall**



The Quarry, La Quinta, CA



CAJON DIVISION PSR NMRA CIM3 SUMMER EVENT



Fathers Day Weekend
June 15 -16, 2019

at the **Outdoor Education Center in Irvine Park**

Clinics & Laser Kit Build Program



FARE
2 DAY EVENT
Includes
Parking
Barbeque
Train Ride
\$25.00

**Sunday Morning
SWAP MEET**
FREE TABLES
for MEMBERS



2 CONTESTS!
Bring in a Model and Get Hobo Auction Tickets

HOBO AUCTION

\$50 Arnie's Trains Gift Certificate
RAFFLE!
Register Early
and get one
FREE Raffle Ticket
We Have 2 Certificates- So You Have 2 Chances to Win!

Modular Railroad Clubs
5 Clubs Running Trains!



Participating Club members, NMRA members, Boy Scout Merit Badge candidates and Guests only.
This Event is not open to the public.
1 Irvine Park Rd,
Orange, CA 92869





VAN NUYS LOCAL 2020

PSR-NMRA CONVENTION

SEPTEMBER 9th - 13th 2020

Presented by Los Angeles Division-PSR-NMRA

Van Nuys, California is centrally located in the San Fernando Valley. It has gone from a Spanish rancho to many acres of orange groves to a major metropolitan area of greater Los Angeles. There is a long railroad history here. The Southern Pacific and Pacific Electric inter-urban lines once crossed the valley. Now, Union Pacific freight, Amtrak, and Metrolink commuter trains ply the rails.

On behalf of the entire convention committee, I cordially invite you to discover with us all that this area has to offer. We are working diligently to bring you an excellent convention experience. We have made arrangements with a great hotel, at a great rate. There will be a new convention format in 2020 that will allow you to do and see more than ever before. Don't let our logo mislead you-this convention isn't just about trolley cars! This article highlights only a few of the offerings we have planned for you. I hope you enjoy looking through it, and I look forward to seeing you in Van Nuys in 2020!

Pat Raymer, *Chairman-Van Nuys Local 2020 PSR convention*

Registration

It takes time to assemble a great convention. We are constantly adding information and activities to the convention website. For current registration information, go to: [www.psrconvention.org/Van Nuys Local 2020](http://www.psrconvention.org/VanNuysLocal2020).

Our Convention Hotel

We have made arrangements for an outstanding room rate of \$119.00 (plus tax)/night and \$4.00/day parking with in and out privileges. The convention rate extends before and after our convention dates so you can arrive early or stay longer for the same great price! You can make reservations via a link on our website or contact the hotel directly.

AIRTEL PLAZA HOTEL
7277 Valjean Ave., Van Nuys, CA 91406
(818) 997-7676 (800) 2 - AIRTEL

reservations@airtelplaza.com (ASK FOR PSR - NMRA CONVENTION GROUP RATE)

SATURDAY, May 9TH

PROGRAM 9:00 AM -3:00 PM

SWAP MEET SET UP AT 8:00 AM

NEVADA STATE RAILROAD MUSEUM

601 YUCCA ST. BOULDER CITY, NV 89005

\$10 MEET ADMISSION

TRAIN RIDE \$10 EXTRA FARE



Come join us for a Cajon Division Meet along with Friends of The Nevada Southern in historic Boulder City, Nevada; the city that built the Hoover Dam.

Ride the rails and experience history dating back to the 1930's when the Boulder Branch Line was constructed by the Union Pacific Railroad to service the Boulder Dam project.

We will have a full program including SWAP Meet, Clinic, Tour of the Museum (Including the Model Layout in a 1914 UP Chair Car) and a ride on the train!

SWAP meet table free for NMRA members with Paid Admission.

For More info contact: Ed Hall 702-546-6176



Arnie's Model Trains

www.ArniesModelTrains.com

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Monday - Saturday
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Directions:

Coming From South OC/San Diego:

- Get on 405 North
- Exit Westminster Ave. East
- Turn Right on Westminster Ave. (from exit)
- Turn Right on Edwards Street (first major light)
- Drive over big hill (405), at bottom of hill, make right turn on Industry Way

Coming From North OC/LA:

- Get on 405 South
- Exit Westminster Ave East
- Turn Right on Edwards Street (first major light)
- Drive over big hill (405), at bottom of hill, make right turn on Industry Way

