

THE ORDER BOARD

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Time Table

Cajon Spring Event	TBD
PCR Convention	Spring 2021
Orange Blossom Special	Sept 9-11, 2021



From The Director

Richard Hock
Cajon Division Director



Ho Ho Ho! It's Cajon Claus!

... Well almost, but making my list and checking it twice.

It's that time of year that I am opening up the boxes of my Christmas train, decking the halls (floor) with HO, HO, HO scale track, playing some Christmas music, pouring eggnog and the running of trains in this small apartment.

Yes! Even in that itself, there are still many things that put a smile on my face and a count of my blessings. Regardless how this pandemic has messed up this year and made so many of my social events a distant memory, still there are close friends and ways of approaching those missed things that make it worth while. We move forward, each day, in uncharted waters that make the new normal. No more kicking and screaming about what we don't have, but rather have.

Approaching the holiday season may be a stretch in itself with stricter social policies coming upon us. But, let us be of good cheer! Let's make our holiday lists anyway!



My Holiday List

- Make more rolling stock for my Christmas train.
- Wish everybody a Merry Christmas and Happy Holidays!

Lists! There are many opinions about lists. Of course, the list that I dislike the most is the "Honey Do" list. That list always seems to be the stuff that I want to do least. But lists in themselves seem to allow us to check our priorities. Lists provide a clear outline of completed and uncompleted tasks. This allows us to feel organized, stay focused and be productive. (Whatever that looks like.)

I like lists with bullet points instead of numbers. With a numbered list, I feel like I have to do each task in a certain order. A bullet list gives me the option to hop-scotch within my list to accomplish those tasks that may fit a particular time frame or mood that I am in at the moment. However, it is important for us over-achievers not to make a list that is too long or extremely daunting. I want to complete the possible tasks instead of not completing the impossible pipedream. Dreams, goals and events, are the larger accomplishments that are established in smaller tasks of a list.

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“ From the Brass Hat“

by Joel Morse Superintendent



With Thanksgiving just past, we are truly within the “holiday season” now. One of my family’s Thanksgiving dinner traditions is to identify the people, circumstances and things that each of us is thankful for; I suspect you do this at your house too.

In thinking about the things that I am thankful for this year, (beyond my wonderful wife, our family and our good health) I remember to be thankful for the model railroading friends I have made over the years and thankful for this terrific hobby, and thankful for how both have combined to make this year much more tolerable for me.

This “family of friends” grows every year in unexpected ways but each new addition to my “model railroading family” brings me new experiences, greater knowledge about model railroading, real railroads and life in general, as well as wonderful memories of shared experiences and challenges overcome. And you can never tell who will “fit” into your model railroad family, or where you will meet them.

It was about nine years ago when I responded to a random “Meet-up of Orange County Model Railroaders” posting in my gmail account (I wasn’t really sure what that was). This was a period of time when my interest in the hobby was flagging; I had a layout, but didn’t know what to do with it. I would leave it for months at a time, and then work on projects sporadically. Constantly considering tearing it down and abandoning the hobby. Only four people responded (including me), yet one of them became instrumental in reigniting my lifelong passion for this great hobby. He introduced me to a group of operationally oriented modelers, many of whom were willing to share their knowledge and enthusiasm with me. Over the next 2 years, he and a few others were willing to help me bring my railroad to fully operational status, which I might never have achieved without their help and friendships. Today they remain my good friends in all things railroading; they are on my regular operating crew, they are part of my “layout improvement think tank”, and we railfan together regularly (if you call drinking coffee and sitting at the train station “railfanning”).

More recently (actually in January, 2019), I was in Arnie’s browsing around and heard a fellow asking some pretty basic questions at the front counter. Being a gregarious sort of fellow, I wandered over and listened in for a while, before offering some of my own thoughts on the subject being discussed. Which I believe was the value of keeping the older HO equipment he owned versus buying more current models. That initial conversation resulted in an invitation for him to see my layout along with lots and lots of talk about model railroad operations. And that random conversation began a friendship that continues to deepen, as he became a regular member of my operating crew, part of our railfanning crew, and I’ve become part of his “layout development think tank” (he’s still working on his layout design, but I think we’re close to start of construction).

And I’d be remiss if I didn’t mention how thankful I am for the commitment to you and your model railroading experience shown by the hard work done by the Cajon Division Board of Directors. Thank you!

In this terrible time, let’s recognize and be thankful for what each of us does have, and give generously to those less fortunate than yourself.

Wishing you and yours, a healthy, happy and prosperous Holiday Season!

Happy Chanukah, Merry Christmas and Happy New Year!

The next question to ask is how do you approach your list? Does that list become "I have to?" If you are one of those people, then you probably don't make lists or procrastinate as long as possible. Does that list become "I get to do?" If you are one of those people, then you probably lean toward the "happy-go-lucky" type or work-aholic. (Not that I am a psychologist, but just saying with a blanket statement.)

My holiday list comprises of wishing all of you a Merry Christmas and Happy Holidays, eating, drinking and being merry working on my new layout and consist of trains for switching. My at-work list includes making on-line content and Zoom classrooms meaningful and interesting for student success. My Cajon Division list is all about organizing and launching a Buddy SIG and supporting the Board of Directors and membership, where ever I can.

Even the Cajon Division has lists. There are lists of goals, list of events, lists of tasks, lists of ideas, lists of people, lists of organizational requirements and the list of lists continues. Like all non-profit organizations, it relies on a list of volunteers. Conventions and meets are in need of lists of volunteers and participants. Social activities, no matter what they look like at the moment, are in need a list of facilitators and participants.

For the holidays and moving forward, what is on your list? Would you enlist? Just some food for thought. I'm making my list and checking it twice.

Merry Christmas and Happy Holidays!

The Editor's Column

by Morrie Fleishman



Editor: Cajon Division

Welcome to the December issue of the Order Board the quarterly newsletter for the Cajon Division. As always we are looking for items to include. This is your chance to talk about what you are doing and to show off a little in this time of non-socialization. Not everyone can publish an article for Model Railroader. However, this publication is available for everyone and if needed I can help you organize your thoughts. So, please send me an email and pictures showing what you are working on and letting us know what on-line events you are aware of so that we could spread the word to others.

Thanks. Morrie Fleishman mefleishman@cox.net

The Backshop



by: Gary Butts, MMR, AP Chairman



Well times may be tough for adventuring out but that hasn't kept most of us from enjoying our hobby and advancing our modeling skills. In particular, this last month found our Achievement Program evaluation crew out visiting two great layouts for evaluation toward NMRA Achievement awards and both of them easily made the grade!

Morrie Fleishman is on the track for his MMR and the visit to his garage based layout (with masks and distancing, of course) to verify the requirements for his Model Engineer-Electrical Engineering Achievement award were easily met and recorded. Congratulations, Morrie! While we were there Morrie asked if we could take a look at his layout for pointers toward his Scenery award and we were happy to do just that. He is very close and with a little more work will earn that award soon. He was not done with us and asked if we could also evaluate his layout for his Model Engineer-Civil Engineering award minus the required hand laid track requirement. He has not completed the track-work requirements yet but felt the rest of the layout and paperwork was up to par. We were happy to do the partial evaluation and signed off on the partial requirements. His plan is to complete the required track work on a separate board and bring them to a meet at some point to be evaluated and to finalize the requirements for his Civil Engineering AP certificate. Remember, the Civil engineering track-work can be submitted on a separate board if desired and that it is no longer graded against a matrix. The hand laid track requirements are that it be hand laid (Fast Track type of tooling is OK) and that it be demonstrated to allow a powered locomotive to proceed through each branch, crossing, etc. satisfactorily. Look for Morrie to put these two additional Achievement Awards on his wall soon!

A relatively new member to our Division, Harold Helland, has transferred in to our division from Florida and brings with him several AP certificates. Also on the track for his MMR, Harold asked to have his layout evaluated for his Model Engineer-Civil Engineering Achievement award. His layout features a plethora of scratch built structures and it is somewhat amazing to see what Harold has accomplished in the three years or so that he has been in his new house. Harold's layout easily qualified for his Civil Engineering AP certificate. His paperwork was complete and the layout superb. Similar to what Morrie has in mind, Harold demonstrated a hand laid turnout, crossing and gauntlet track by running a locomotive through each of these track features mounted on a separate demonstration board. Harold expressed an interest in volunteering to help with our Cajon Division functions, so look for him at our 2021 Convention lending a hand. Harold is the president of a mid San Diego – Orange county model railroad club and we are happy to have his interest in the NMRA Achievement Program.

One more notable member driving hard toward is MMR is our own Carl Heimberger. Carl is one structure away from earning his Master Builder- Structures Achievement award certificate. If you came to our Buena Park meet last month you had a chance to see the several beautiful structures that Carl brought for evaluation and contest. All of Carl's structures earned merit awards and all placed in the Contest as well. Great modeling during the Covid lock down!



Membership on Track—Q4 2020

by Per Harve

Membership Chairman

As we all can imagine, the virus has caused havoc on the membership recruiting in our Division as in many other areas. We have, however, one new member in November:

Richard Golde, Yucaipa, CA

Please join me in welcoming Richard to our division.

I am also pleased to see that the renewal rate is very high amongst our present member so the outlook for the future looks really bright.

The San Diego Division started to send out an email reminder to those members whose membership will be up for renewal in the coming month. I have started the same, so if you get a friendly reminder in an email, it's just that, friendly. I know from my own experience how hard it is to remember that letter from NMRA when the time comes to renew. Hopefully that reminder mail will work. So far it seems to have done so.

Social Media Report

By Moira Wilkie Whitaker

Staying Connected Apart

The isolation we thought was going to be only weeks has stretched into months and now the year mark seems closer than ever. As hobbies go this is one that does tend to happen for the most part in the isolation of our hobby rooms, yet now the in person sharing opportunities have shown us their value by their absence and we miss them. Meeting up with other likeminded train fans face to face, having meetups, sharing models, going on layout tours, group operating sessions, even regular visits to the brick and mortar hobby shops has become a rare if not nonexistent.

Where for many this isolation has separated us even more, others have found new connections they never thought possible. Modelers from around the world have found ways through technology and social media to get together, meeting people they never would have met otherwise. Virtual meetups, live 'build with me sessions', workbench meetups, virtual tutorials, classes and clinics, and yes, even remote operating sessions!

The NMRA itself has gone virtual with NMRAX and if you have not been following their YouTube Channel or Facebook Page I highly recommend it for the wealth of programming being offered. Our neighbors the Sand Diego Division have done the same on Zoom, with streaming live content in lieu of live meetups offering virtual live classes and layout tours.

While technology can be intimidating for those who did not grow up with it the rewards it can offer are great if you are willing to take the plunge.

YouTube: For those tentative about taking the technology dip YouTube would be my first recommendation. There you can view most of its content without even needing to set up an account. There is a wealth of knowledge available at your fingertips. With an account you can follow channels and get notified when they have new content or scheduled live streams.

One of the best parts of YouTube is that you can get introduced to new aspects of the hobby by browsing its recommendations. There are several crossover hobbies that share similar processes and skills that we can learn and get inspiration from, diorama builders, military modelers, gaming miniatures, woodworkers, fabricators, and much much more. Don't forget to also search for railfanning, prototype first person ride alongs, and rail history videos!

Facebook: Facebook has a bit of a love-it or hate-it reputation, and I too have parts of it I love, and parts I absolutely hate. If you can filter through the negatives Facebook has some of the best features for staying connected namely, Fan Pages, Facebook Groups and its Group Video Chat Rooms. You will need to set up an account in order to access Facebook's content and features. Many of your favorite brands, stores, organizations, clubs, and popular hobbyists will have Fan Pages that you can follow for news and updates. There are also a ton of Facebook Groups focused on all sorts of aspects of the hobby where you can get inspired and share what you are working on and even get help and recommendations when you need it.

While here I feel I should mention the negatives so you are prepared for them and can stay safe.

Ads: The advertisements on Facebook and its Marketplace are filled with non-reputable companies, unless the ad is coming from a trusted page you follow its best to ignore the ads all together.

Trolls: Some Facebook users in groups are, to put it politely, not so nice know-it-alls. These trolls will rear their heads from time to time and can scare off many from wanting to share or ask questions. You will soon learn what groups to avoid, the best ones do not tolerate that behavior.

Scams: As with those crazy spam emails you get from time to time you can also get strange unsolicited offers through Facebook. Don't engage, just block and ignore them all.

Crazy Relatives: You know that crazy relative you always try to ignore at Thanksgiving? Guess what, they have a Facebook account, they want to be your friend, and are 1000x worse on Facebook. You can hide all the posts from them with a click.

Silence is bliss.

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Zoom: Want a video chat room without the rest? Zoom is a great alternative. Before Covid Zoom was obscure platform, it has since become the go-to for social distanced face to face meetings for business, seminars, and social events. Zoom is a free program you can access via the web or download to your computer or smart phone. You can set up an account for free and start video chatting. For free Zoom will allow you to host a video chat with your fellow molders with a few limitations. For a subscription Zoom's more advanced features open up, features that folks more on a club level may be interest in.

This is just a sampling there are other options to look into as well, Skype, Google Hangouts, and the lesser known (unless you are an online gamer) Discord that also offer ways of staying in touch.

Podcasts: All of the above still seems too much for you? You may want to look into the world of Podcasts. What was one of the first independent digital content forms available even in today's world of screens Podcasts have only continued to grow in popularity and diversity. If you are new to them Podcasts are akin to an independently produced radio show with episodes you can download featuring hosts sharing their thoughts on the subjects they love and yes, there are Model Railroading Podcasts! Podcasts are great company when you are working, commuting, exercising or doing any task that your ears are free to listen. Most computer music programs and smart phones have a Podcast search and download function. Track laying marathon ahead? A Podcast may be just the thing to keep you feeling connected.

While we may have to stay physically separate for the months to come though technology we can still stay connected, still share, and still learn, and most important still support one another even though we must stay apart. If you are feeling alone, please reach out! Reach out to your modeling friends, your club, this Division. Let us all help each other get through this.

Cajon Social Media sites

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

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

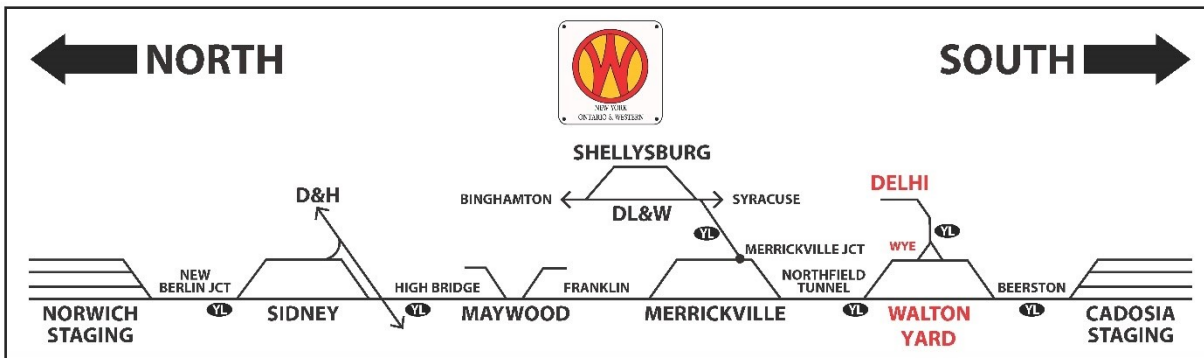
Facebook group, <https://www.facebook.com/groups/CajonDivisionPSRGroup/>

If you have questions about using Social Media, email me at Social@CajonDivision.org.

The types of trains you run on your layout have an important impact on the experience of the operators of your railroad, and there are a wide variety of the train types to choose from: Locals, Turns, Transfers, Unit Trains, Through Trains, Sweeper Trains, Fast Freights, and passenger service (among others). Each type of train is focused on providing a different type of service to your railroads’ customers and require a different work effort; therefore, each provide a different operating experience. For layouts focused on operations, a variety of train types provides the operators with opportunities to run the types of trains they prefer.

In this article, we’re going to focus on the type of train called a “turn”; specifically, the Delhi Turn on my N-Scale New York, Ontario and Western Railway layout. A “turn” is simply a type of train that runs to a certain point on the railroad (terminal station), does the required work, and returns to the originating station, typically in one “trick” (meaning within a “statutory railroad work day”). Work may be done at customer spurs on the way out to the terminal station and on the way back to the originating station, and doing so would make this a “local turn”. A pure “turn” would bypass interim stations/customers and only work at the terminating station, leaving the interim stations for a “local”. Whether work is performed at the interim stations is up to the railroad operations department, but is based on whether the work requires use of facing or trailing point turnouts. A “local turn” will typically work trailing points only, in each direction, if no other factors (such as perishable or fragile cargo) would require handling the work otherwise.

The Delhi Turn, which has the Train Symbols of WD-1 (Walton to Delhi, with the number “1” signifying the direction as railroad north) on the outbound leg and DW-2 on the inbound leg, runs from the Walton Yard, up the Delhi Branch to Delhi, as shown in red on the schematic below. On the prototype, there are a number of smaller towns on the branchline, but only Delhi exists on my layout. The Delhi Turn serves five of the six customers in town: 1) Delhi Co-op Dairy; 2) WR Marble, grocery warehouse; 3) Dean and Bramley Feed, feed, grain, farm implements, fuel oil & coal dealer; 4) the Delhi Freight Depot; and 5) the Delhi Team Track. A sixth customer in town, the Delhi Coal Company is served by its’ own coal extra. The Delhi Turn is one of the favorite jobs on the NYOW, because it is switching heavy, and can take an operator between 30 and 45 minutes to complete the run.



On my layout, we use an NYO&W inspired Form 19 to act as a combination Clearance Form A, and Train Order, and train instruction sheet. The Dispatcher issues verbal “Track Warrants”. There is lot of information on the Form 19 (probably too much detail, which I am whittling away at), providing the crew instructions about what they need to do at each station along the way. Since a turn is an “out and back” run by the crew, the turn could be handled by a single Form 19 and, since the work is on a branchline, the instructions could be very simple: “Run to Delhi, work all customers, except the Delhi Coal Company, and return to Walton Yard”. And that’s probably what operators are thinking. But there are also a lot of what I call “stage direction” on the Form 19, such as reminders of when to talk to the Walton Yardmaster, when to call the Dispatcher, and other special instructions. Additionally, the Form 19 includes information for the Walton Yardmaster and the Dispatcher, about the train composition, what type of locomotives to use and the maximum train tonnage, since there are weight restrictions on the branch.

The blank boxes on the form are intended to be filled in by the Walton Yardmaster as the train is being made up in the yard. Notice that in addition to the Train Symbol of WD-1, there is also a spot for the “Train Number”, to be filled in by the yardmaster. The Train Symbol is used by railroad management to control the types of traffic on the railroad, the

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“Train Number” will be used by the Dispatcher and the Crew to communicate about this particular train during it’s time on the railroad. The Train Number consists of the railroad name, lead locomotive number and the direction. Today, we are going to be following Train WD-1 to Delhi, which will consist of a lash-up of two NW-2’s. Note that WD-1 is permitted a maximum of 7 cars, plus the cabooses, due to the grade and traction limitations of the NW-2’s. While we run the two engines here, I recently learned that this early phase NW-2 locomotive (circa 1948) did not have the capability of running as a lash-up. On my railroad, we need two to make the grade, so a lash-up it is.

Now, let’s take a trip with the crew on the Delhi Turn and work Delhi with them:

FORM 19	New York, Ontario and Western Railway		FORM 19
Joel Moses, Trustee			
TRAIN NUMBER:	<input type="text"/>	<input type="text"/>	
TRAIN SYMBOL:	WD-1	DIRECTION:	
TO: DELHI	NORTH	From: WALTON	
NAME: DELHI BRANCH TURN		Originates: WALTON YARD	
ENGINE #:	<input type="text"/>	CLASS:	2
ADDRESS:	<input type="text"/>	TYPE:	NW-2 ONLY
CABOOSE #:	<input type="text"/>	MAX TONNAGE:	7 CARS
DIRECTIONS:			
THIS TRAIN WORKS THE DELHI BRANCH			
PROCEED TO DELHI UPON CLEARANCE FROM WALTON YARDMASTER			
CONTACT DISPATCHER PRIOR TO DEPARTING WALTON YARD			
NOTE TONNAGE RESTRICTIONS			
UPHILL CARS 7 MAXIMUM			
AT DELHI: REQUEST TRACK AND TIME TO WORK DELHI			
SET OUT CARS FOR ALL DELHI CUSTOMERS			
PICK UP CARS FOR ALL STATIONS			
NO PICKS UP AT DELHI COAL COMPANY			
EMPTY HOPPERS FROM DEAN AND BRAMLEY TRESTLE MAY BE SET OUT AT DELHI COAL COMPANY			
CARS SHOULD BE BLOCKED PRIOR TO DEPARTING DELHI			
THIS TRAIN RETURNS TO WALTON AS DW-2			
USE DW-2 FORM 19 TO RETURN TO WALTON			
In Yards and Slidings with Multiple Tracks, Track ONE is adjacent to the Aisle.			
HIGHTRAIL TRAINS HAVE SUPERIORITY OVER WESTBOUND TRAINS OF THE SAME CLASS			
CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER			
Made	Time	M.	Operator
			2/13/2018

The Walton Yardmaster and Assistant Yardmaster (Chris Armstrong and Arnold Arons) have classified the incoming traffic and used Classification Track 1 for the 6 cars going to Delhi on today’s WD-1, but these cars don’t become a train until the locomotives and cabooses are assigned by the Yardmaster.



Consistent with Form 19 requirements, the Yardmaster has selected O&W NW-2 120 and 121. On the O&W, we refer to the set by the higher loco number (it’s also used for the DCC address).

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Once the power is on the head end and caboose on the tail, O&W Extra 121 North is ready to depart Walton for Delhi.



O&W Extra 121 North's consist includes six cars and a caboose: a NYC 40' livestock car with a few dairy cows destined for the Team Track, an empty 40' NY Despatch reefer for W.R. Marble, an empty 40' Dairyman's League milk car for the Delhi Dairy Co-op, a loaded oil tank car and a loaded 40' B&O boxcar with farm equipment for Dean and Bramley and a 40' NYOW boxcar with LCL items for the Freight Depot. Based on the consist, the crew will want to work the stockcar first, once O&W Extra 121 North reaches Delhi.



With the Dispatchers' permission to enter the Delhi Branch and the Yardmasters' permission to enter the Wye, the crew of O&W Extra 121 North sets out on their assignment. Using the "South" leg of the Wye, O&W Extra 121 North heads up the Delhi Branch, passing the Walton Station, and Munn's Piano, before crossing Delaware Street, and starting up the 2% grade.

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The grade continues over the low wooden trestle crossing (what will be) a marshy backwater of West Brook Creek.



After crossing the low trestle, O&W Extra 121 North heads into a tunnel, which will open up just outside the Town of Delhi.



O&W Extra 121 North pokes through the trees as It exits the tunnel and arrives in Delhi.



Upon exiting the tunnel in Delhi, the track curves around the Delhi Coal Company, passes the station and O&W Extra 121 North enters the Delhi yard. The crew stops at the station to talk to the agent and organize the waybills, checking for pick-ups and set-outs.



There's plenty of work to do now that Extra 121 is in town. There appears to be outgoing cars on every customer spur, and it looks like the crew will be in town well past lunchtime. (The white tags are customer names)



The first move will be to pull the cars currently on Team Track spur, to make room for the livestock car. The crew will need to make a few moves to pull the three cars off the spur, and put them in a convenient, but out of the way location, since two of the three are heading to Walton on the return trip. In this case, the crew puts them on the Yard Lead.



The next moves are to pull the stockcar off the train, run around the car and push it onto the Team Track spur.



Once the crew has completed this “priority” move, their attention turns to the next set of moves they need to complete to their work in Delhi.



Since the reefer at the Delhi Co-op Dairy is loaded with a perishable cargo of milk, picking up that car will be the last work the crew will perform before getting ready to head back down to Walton.



After dropping off the stock car, the crew runs the engines back to the train.

Here you can see the three cars pulled from the Team Track to make room for the stock car, sitting on the Yard Lead.

The one car going back into the Team Track spur will be handled as part of the overall switching effort



All the customer spurs in Delhi have facing point turnouts, so the crew runs around the train to work all the customer spurs.

A smart conductor would not be in the caboose at this point, he’d be drinking coffee in the Delhi Freight Depot.



Once the crew has run around the train, they begin the work of pulling all the pickups, setting them onto the yard lead and making up the return train.

It's normal to work the pickups first, and then do the setouts.

Weight restrictions and the stiff uphill grade limit tonnage of train WD-1 to a maximum of 7 cars, but the return trip is downhill and has a maximum tonnage capacity of 10 cars.



Now that the work is completed in Delhi, the crew is ready to head back to Walton. Before doing so however, they must contact the Dispatcher to obtain a new Form 19 for the return trip.

This Form 19 will be issued for Train Symbol DW-2 (Delhi to Walton, southbound).

The train name is now "O&W Extra 121 South".

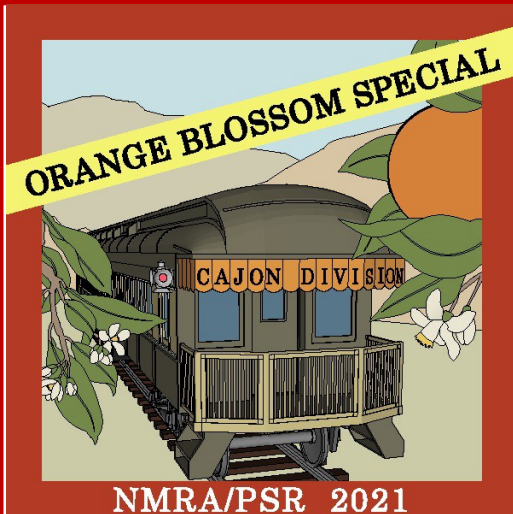


Prior to leaving Delhi, the crew of O&W Extra 121 South must contact the Dispatcher prior to departing Delhi, for permission to occupy the branch.

The Walton Yard Limits start just outside the tunnel portal, just before the downhill grade begins. Therefore, upon exiting the tunnel the crew will contact the Yardmaster for permission to enter the yard, and, when off the branchline, the crew will alert the Dispatcher that they are "off his railroad" and head for beans.

The crew of O&W Extra 121 North (and South) hope you enjoyed your trip with us.

Once again, if you are interested in operations, please feel free to contact me with your comments and questions at superintendent@cajondivision.org.



National Model Railroad Association

Pacific Southwest Region

2021

MODEL RAILROAD CONVENTION

September 9—11

Hilton Irvine/Orange County Airport Hotel
Irvine, California



“Orange Blossom Special”

Railroad Modeling Clinics

Private Layout Tours

Ops Sessions

Prototype Tours

Hobo Breakfast

Non-Rail Activities & Tours

Model Railroad/Railroadiana Swap Meet

Railroad Model Contest Room

Model Railroad Auction

Welcome Reception

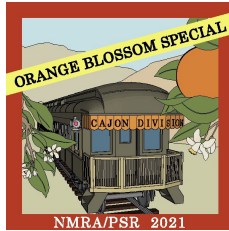
Awards Banquet

Hotel Reservations: You can now reserve your room on-line by going to the convention website and clicking on the ‘Hotel’ link. The convention rate rooms at the Hilton are guaranteed to fill up, and you don’t want to miss out on the discount, or worse, be trying to find a last-minute hotel deal. Hilton Reservations: 949-833-9999 – Group Name: 2021 PSR Convention / Group Code: PSRC

Convention Tours: Convention staff is working on securing both rail and non-rail tours. Look for updates at www.psrconvention.org

Convention Goodies: Don’t forget to check out the Company Store, where you will find shirts, pins, as well as our special run model railroad cars.

Registration: The cost for registration is \$125 and includes the banquet. You can register on line at our website psrconvention.org. If for some reason you have to cancel, we will refund your registration minus the \$10 transaction fee up until August 8, 2021.



ORANGE BLOSSOM SPECIAL ANNOUNCEMENTS

You still have not registered for the 2021 Orange Blossom Special?

If you have not visited the 2021 PSR Convention website, you may want to do that now. A lot of new items have been added and you can now register on line and purchase extra fare items, and tours. We understand you may be reluctant about signing up because of the virus but tours and extra fare clinics are filling up now, and you do not want to miss out. You can register on line just go to the convention website psrconvention.org and follow the simple steps to register. If you are also considering staying at the hotel our room block is filling up so if you want to get a room at the discount convention rate you should secure your room now.

Check out the web site a lot of new items have been added including the prototype tour to Gemco Yard. In addition to the normal clinics, layout tours, Op's sessions we also have a lot of fun social events planned, including a welcome reception Ice Cream Social, the Hobo Auction with many new items up for grabs, the Hobo Breakfast, Swap Meet and Awards/Recognition Banquet.

The convention committee is working hard to put on a great convention right in your back yard, please don't disappoint them by not showing up. After all it is going on almost a year without being able to attend any train shows, club meetings, or just visiting with you model railroading friends.

Carl Heimberger
OBS Convention Chair

Attention Orange County Home Layout Owners

The 2021 PSR/NMRA Regional Convention "Orange Blossom Special" committee is looking for layout owners who live in Orange County and are willing to show their layouts on our layout tours in September 2021. Any size or type layout indoors or garden, and any scale layout is fine, be it Z, N, HO/HOn3, O, On30, or G. Here is a chance for you to show off your modeling skills to likeminded modelers. It can be a layout in a spare bedroom, layout room, garage, or your back yard. In fact, they do not even need to be 100% finished but do need to be running. The days we will have layout tours are September 8th, 9th, 10th, and 11th 2021, from noon to 5 PM. You can pick the day or days you would like to be open. One of the highlights our convention is the opportunity for members to visit home layouts and we would love to have your layout on our tour. If you are interested in showing your layout at the 2021 PSR/NMRA Regional Convention "Orange Blossom Special" please contact our layout tour managers for more details. Paul Stoner or Scott Kahle at 2021layouts@psrconvention.org. because of the virus issues right now it would be helpful if you send them a few photos and a short description of your layout, telling the size, era, type of operating system, parking, and access. Visiting layouts is always one of the high lights of any model train convention so we would love to have your participation.

Carl Heimberger
2021 PSR Convention Chair

Support Your Local Hobby Store

In these times when Hobby Stores have not been able to function normally, we need to continue to support them when we can. There are 3 Brick and mortar train stores in our area that support our hobby;

Arnie's & Milepost Come in and shop around!

Arnie's & Milepost 38 HOURS: Sunday 12 am-5 pm

Arnie's HOURS: Monday - Saturday 10am-6pm

Milepost 38 HOURS: Monday - Saturday 10am-5pm

Social distancing of 6' will be enforced & we ask that you wear a face-cover for the safety of other customers and employees per OC Guidelines.

Arnie's Trains www.arniesmodeltrains.com 714-893-1015

Milepost 38 Toy Trains | www.milepost38.com 714-892-9471

6462 Industry Way, Westminster, CA 92683

NOTE: There is highway work going on around Arnie's so check with them about the best route.

RailMaster Hobbies, 9812 Belmont St., Bellflower, Ca. 90706 562-867-5627

Tuesday - Friday 10:00am to 6:00pm

Saturday - 10:00am to 5:00pm

Sunday - 12:00pm to 4:00 pm

Following us on;

www.railmasterhobbies.com

www.facebook.com/railmasterhobbies

Twitter - @RMHobbies

Restrictions to come into the store:

We follow official health guidelines

We do thank all of you for your support. Stay safe.

Jeff and Leticia Smith and Crew

The Train Crossing, 1113 Baker Street, Costa Mesa, Ca 92626 714-549-1596

Store Hours

Tuesday - Friday 11:00am to 7:00pm

Saturday - 9:00am to 5:00pm

Sunday - 11:00am to 3:00 pm

Closed Mondays

www.TheTrainCrossing.com

Authorized Lionel Repair Dealer

Restrictions to come into the store:

We follow official health guidelines John Amir