

# THE ORDER BOARD

VOLUME 50 NO. 2

APRIL, 2022

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## Time Table

Cajon Div. Spring Meet  
Buena Park  
April 30

Cajon Nevada Meet  
Boulder City, Nevada  
May 21

Back On Track in 2022  
PSR Convention  
San Diego, Ca.  
Sept 7-11, 2022



## From The Director

Harold Helland  
Cajon Division Director



Have you joined the Cajon Connection yet? If not you really should consider adding these informative sessions to your "to do" list. The Cajon Connection is held via Zoom every month and is divided into three sessions: Electronics, Operations and Scenery. Everyone who attends the meetings have found them worthwhile and have learned something new at each meeting.

The electronic section focused on sharing knowledge of model railroad electronics. March participants discussed power district boosters electronic related tips and solutions.

The operations section provided the opportunity to share information about operations with a focus on the steps needed to set up operations on any model railroad. This past session focused on switch lists, car cards, waybills and the use of fast clocks.

I joined the Scenery section at the last Cajon Connection which was held on Thursday, March 31, which focused on planning scenery when you plan the model railroad layout. When you start planning your model railroad, you should decide if you want to have forests, a lake, mountains, towns, industrial section and/or an engine yard. If you are working towards your NMRA Master Model Railroader Achievement Certificate, you also should include at least six of the features required to complete the Model Railroad Engineer - Civil certificate. Planning your model railroad is an important step to providing an enjoyable and creative model railroad for years to come.

Overall, the Cajon Connection meetings have been a success. The next Cajon Connection will be held at the Cajon Spring Meet to be held on Saturday, April 30, in Buena Park, California. The event will be free to NMRA members and it will include a free pizza lunch. The Spring Meet will also include clinics, swap meet, Hobo Auction, contest room and modelers show and tell. Clinics being presented at the Spring Meet include: Scenery Made Easy, Creating a Rolling Stock Fleet for Operations, and Staining Wood. A general membership meeting and awards ceremony will also be part of the event. There will be a raffle for an Arnie's gift certificate for members who have pre-registered for the Spring Meet. Check your emails and pre-register for the Cajon Spring Meet.

In addition to all the Cajon Division activities, planning for the PSR Convention to be held in San Diego this year from September 7 to 11 is under way. Prototype tours will include the Pasha Automobile Loading Facility, the BNSF Railroad Yard and the San Diego Trolley Yard. The Awards Banquet Speaker is "Shotgun" Tom Kelly who is a radio announcer and fellow model railroader. You can sign up for the convention at: [psrconvention.org/BackOnTrack2022](http://psrconvention.org/BackOnTrack2022).

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## “ From the Brass Hat“

by Joel Morse Superintendent



Exciting times here at the **Cajon Division** and **Southwest Region** and I hope you make it your business to be more involved with the Division and the Region this year!

The Cajon Division has successfully initiated our newest Membership engagement effort – The Cajon Connection! We’ve had three great Zoom meetings where members have shared their knowledge about Scenery techniques, Electronics and Operations. The **Cajon Connection** is held on the last Thursday of the month from 7pm to 8:30 pm (and I’ll tell you, we could have gone much longer)! We will be holding a live, round-table version of The Cajon Connection at the upcoming Cajon Spring Event on April 30<sup>th</sup>.

That’s the second bit of exciting news for 2022! The **Buena Park Cajon Spring Event on Saturday, April 30<sup>th</sup>**: see the Flyer in this edition of the Order Board, and keep an eye out for updates in your email! For the first time ever, there is **no-charge to attend the event for NMRA members**, and the **Cajon Division is buying everyone lunch!** If you **pre-register before April 28<sup>rd</sup>**, using the link on the flyer or on the Cajon Website, you will be entered into a raffle for a **\$25.00 Gift Certificate from Arnie’s Trains** in Westminster. We will have **three clinics**, a swap meet (no set-up charge), Contest Room (Achievement Program Judging and Contest), Show and Tell session, General Membership and Awards Ceremony and a Hobo Auction with great items to bid on, including Gift Certificates from Showcase Miniatures, Scale Trains and Arnie’s Trains.

The third piece of exciting news is that for the first time in a couple of years, there will be a **Cajon Nevada Event**, on Saturday, May 21<sup>st</sup>! Details are forthcoming for this event, but **Save the Date** in your calendar and keep an eye out for flyers from the Division in your in-box!

I hope you have also marked your calendar to attend **San Diego Division Regional Convention “Back on Track”** this coming September! They are hard at work putting together what I am sure will be a terrific time! I’m looking forward to a weekend playing with trains in San Diego!

Like I said, an exciting year at the Cajon Division and Pacific Southwest Region! I look forward to seeing you at the events (live and on-line)! Feel free to reach out to me if you have questions or concerns!

**Saturday**  
**April 30, 2022**

**Cajon**



**Division- NMRA**  
**Spring - 2022**

**7:30 AM**

**Activities will be outside and inside!**

**Masks Optional**

**Schedule**

**Registration Opens: 7:30 am**

**Swap Meet Setup: 7:30 am**

**Swap Meet: 8:00 to 11:00 am**

**Contest Room Open: 8:00 to 9:30 am**

**Clinics: 9:30 to 11:30 am**

**Lunch Break 11:30 -12:30 pm (Pizza Lunch Provided)**

**Modelers - Show & Tell: 12:30 – 1:15 pm**

**Hobo Auction Bidding: 1:00 to 3:00 pm**

**Cajon Connection – 1:30 to 3:00 pm**

**General Membership Meeting & Awards Ceremony: 3:00 – 4:00 pm**

**Hobo Auction: 4:00 to 5:00 pm**

**TARIFF**

**Event Registration**

- **NMRA Member: No Charge**
- **Non-Members: \$ 5.00**
- **Spouse/ Under18 *with Parent or Guardian Only*: No Charge**

**Pre-Registration Raffle—\$25.00 Arnie's Gift Certificate**

**Click the link below to Pre-register**

<https://bit.ly/cajon-spring-meet-2022>

- ♦ **Must pre-register by April 28 to be eligible**

**Pizza and Soft drink lunch provided**

**Swap Meet Space—No Charge**

- **Bring your own tables, chair, pop-up**

**MODELERS: Bring a model for contest, AP judging, or show and tell & get one sheet of Hobo Auction Tickets**

**Messiah Lutheran Church**  
**Courtyard**

**6625 Dale St, Buena Park**

**Near the 5 and 91**

**Free parking**

## Model Contest Evaluators Needed for Buena Park Cajon Division Spring Meet

Here is your chance to improve your knowledge of building and rolling stock construction skills by being a contest evaluator at the Buena Park Spring Event. You will be instructed in the use of the NMRA Evaluation guides for the various categories. Learn what it takes to earn a merit award and accrue points for your own Volunteer Achievement Award. Contact Mike Allee, Cajon Contest Chairman at [Rmallee@me.com](mailto:Rmallee@me.com) or 626-533-9913.

## CAJON CONNECTION REPORT



We had another great “*Cajon Connection*” Zoom Meeting on Thursday night, March 31<sup>st</sup>, from 7:00 to 8:30 pm. This was our third “Connection” and each time a few more model-railroaders attend the event to ask questions and soak up information. We had three lively discussion rooms (Scenery, Electronics and Operation) and the time flew by, after 90 minutes, no-one was really ready to leave.

The next *Cajon Connection* will be a live round table discussion during the Buena Park event on Saturday, April 30: then going forward, the *Cajon Connection* will be held on the **last Thursday of the month** at 7 pm (May 27).

**Pre-registration is required**, so we can send you the Zoom Meeting Link prior to the meeting. An email notice to all Pacific Southwest Region members goes out a week or two before the meeting with a link in the email for registration. To register, it’s simple to just click the link and fill in your information.

Each *Cajon Connection* meeting begins with an Introduction and Explanation of the format and instructions for participating, then each member will have the opportunity to join one of three “Breakout Rooms” moderated by an experienced modeler to discuss Model Railroad Electronics, Model Railroad Operations and Model Railroad Scenery.

Note that the Moderator will not be presenting a clinic; they are the firemen on this job, and their goal is to “stoke the flame” of discussion and keep it moving!

Please mark your calendar to attend the next meeting of the *Cajon Connection*.

## News from Nevada

**By Ed Hall MMR Assistant Superintendent for Nevada**

Greetings from Nevada. Our next Cajon meet in Nevada is scheduled for May 21st at the Nevada State Railroad / Boulder City, Nevada. We will have a swap meet, clinics and the museum will be running trains as usual. Swap set-up starts at 8:00AM Meet starts at 9:00AM.

Address:

601 Yucca Street

Boulder City, Nevada

For more details see the Cajon web site or call Ed Hall at (702)564-6176

## **A WAY TO BECOME A BETTER MODELER.**

Many of us are a little apprehensive about showing our modeling efforts to the public let alone to other members of our division, region, or national. The process for getting an evaluation makes it a really safe to submit a model.

The contest chair gives the model a number along with the information you've provide about its construction (form 902). The "judges" (should be evaluators) use a NMRA description describing what to look for in the model and use a matrix to give the model a value. Models are evaluated in five categories; Construction (Workmanship), Detail (Quality & Amount), Conformity (Prototype Practice), Finish & Lettering (General Appearance) & Scratchbuilt (Amount of Parts Built by the Modeler). A description of each of these categories can be found on the NMRA website under Achievement Program Judging Guidelines along with the matrix for each category, evaluators use to arrive at a numeric value.

Why not evaluate your model using the guidelines and matrix as you write down what you did in the category? By writing what you did you now have what you need to place in each of the categories on the 902 form, NMRA National Contest Judging Form, that you submit with your entry form 901 and model. Evaluators reference form 902 as they evaluate your model in a particular category, for explanation and understanding.

I once attended a clinic at a NMRA national convention where the presenter via series of slides showed the steps he went through to model the outside back wall of a kit he used as a flat on a wall. At the end of the presentation he made a final statement. He received a merit award for the model. Do you know how many points are possible for a given model? There are 124 points possible. Do you know how many points a model has to receive for you to receive a merit award? Just a mere 87½ points. In my grade book that would be a C+/B-. But there is even a better reward than a numeric value it is the evaluators' comments they must make. Use those comments to become a better modeler.

A modeler not to sure of their abilities can submit a model just for show/display. That might be a way to get over the anxiety of entering a model. But why? No one is going to know it's your model unless you tell them and you get more in return than the satisfaction of displaying your model. Some modelers worry about filling out form 902 and some think they can do it when they submit their model. Neither really works. If you take the time to evaluate your model and write down how you completed the category you've complete 902. Warning, DO NOT write sentences put the information down as points or check list descriptions.

Remember the goal is to have fun and improve your skills at making better models.

## The Union Pacific Caboose by Harold Helland

When Union Pacific started moving freight there was a need for cabooses. Rolling stock did not have automatic air brake systems so the brakes had to be applied and released by hand. As steam engines became larger and could pull more freight there became a need for brakemen to be positioned at the end of the train to help with the application and release of the brakes. The brakemen riding in the caboose would work their way forward setting or releasing the brakes. In those early years, brakemen spent time on top of the freight cars riding, applying, and releasing brakes. The caboose provided a place at the end of the train for them to ride safely with the train. The brakeman was also joined in the caboose with the conductor. In addition to the brake responsibility these men were responsible for providing safety protection from the rear of the train. All Union Pacific cabooses were required to display markers that indicated the rear of the train. These markers were flags by day and lanterns by night that displayed red or green lights depending on the situation. When automatic air brakes were added to trains, the brakemen took on the responsibility of testing the air brakes before departure and monitoring the air line pressure while in route.

Cabooses also became the trainmen's home away from home. Cabooses provided a place to sleep and prepare meals during a layover or at an away terminal. Conductors started the practice of having a specific caboose assigned to them. A caboose was assigned to each conductor who held a regular turn on a specific subdivision. The caboose was held in the terminal for him while he was off duty at his home. Each terminal also held additional cabooses to cover extra trains, bad orders, and other issues. Many of the conductors placed their own object on the caboose so they could easily locate their caboose on the caboose track. The objects ranged from caboose models to various animal replicas. These objects were common in certain terminals until caboose pools were established and the assignment of cabooses ended in 1948.

The transition from assigned cabooses to pool service cabooses started during the 1930's and continued into the 1940's. Union Pacific road trains would use cabooses from the pool randomly based upon availability. A conductor would likely ride in a different caboose on most trips. The biggest advantage of establishing a pool as opposed to assigning cabooses to conductors is in utilization. Pool cabooses did not have as much "dead time" sitting in terminals. The caboose pool reduced the need for cabooses by 20 to 30% when compared to conductor assigned cabooses. Agreements authorizing a change from conductor assigned cabooses to a caboose pool had to be negotiated between local management and union officials. The most significant issue for the trainmen was lodging and meal arrangements when laying over at the away terminal. Pool cabooses meant that trainmen could not eat or sleep in their cabooses on the caboose track. Union Pacific agreed to provide food and lodging for trainmen at their away terminal.

One of the more common complaints when caboose pools were adopted related to cleanliness of cabooses. Conductors who had an assigned caboose, considered it their caboose and most treated them with respect, which included keeping them clean. With pool cabooses, a little mud, trash, a dirty restroom, stove, or sink would become someone else's problem. The lack of ownership resulted in pool cabooses being less well kept than an assigned caboose. Another key issue for pool service was the ride quality of cabooses. The cabooses with passenger style wood beam trucks provided the most comfortable ride. Unfortunately for Union Pacific, the newest cabooses and the ones most suitable for road service were equipped with steel trucks that had poor ride characteristics. The cabooses with the smoother riding wood beam trucks were the older wood underframe types that were otherwise not desirable for road service. Union Pacific addressed the issue by establishing a program to swap trucks between the various caboose types. By the early 1950's pool cabooses were comprised almost entirely of wood beam truck steel cabooses. Drawbar cushioning also brought out various opinions from trainmen about the different types of cabooses. Union Pacific worked with union representatives to improve cabooses with safety glass for windows, oil stoves, radios, retention toilets, and an upgraded electrical system that included an axle driven alternator and electrical lights. All these items were intended to reduce injuries occurring in a caboose. Union Pacific reported that over 80% of train employee injuries were occurring in a caboose. In 1969, Union Pacific began modifying existing cabooses to include these additional features for pool service. Cabooses with the new equipment were identified with the letter "P" on the cupola indicating they were authorized to operate in pool service system wide. The conversion program was relatively long spanning a total of nine years from 1969 to 1977.

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The first Caboose-less train operated in 1984. Through the 1980's FREDs, Flashing Rear End Device, were acquired and caboose laws were repealed in many states. Through the late 1980's and early 1990's cabooses became increasingly rare on the rear of Union Pacific trains. After being withdrawn from regular train service, many cabooses became part of maintenance of way trains and transfer trains. Many others were donated and have been preserved in parks, at businesses, and on private property. The caboose is an iconic symbol of American railroading, and they remain an important part of the Union Pacific history.

This article is comprised of excerpts from "Operating with Cabooses", an article printed in the Streamliner, The Official Publication of the Union Pacific Historical Society.



## Cajon Backshop

Gary Butts, MMR Achievement Program Chairman



### "Achievement Program Twofer!"

If you have absolutely no interest in participating in the exchange of ideas with your fellow model railroaders and no interest in furthering your advancement in the NMRA Achievement Program, then you need read no further in the column (I am the Cajon AP guy after all). However, if you do like to share ideas with other modelers then something for you to seriously consider is an absolutely free Twofer! (Yes, it is a word- I looked it up)

One of the best ways to permanently share some of your knowledge is through the written word. Where is the Twofer? If you have developed a clever modeling technique or found a new use for a tool or just made progress on your layout or latest scratch-built structure, car or Loco and just want to let you friends see your accomplishments, consider writing about them. Did you know that an article of any length will not only create interest for your fellow modelers but also automatically count as credit toward the NMRA Author Achievement Award? A Twofer.

Up to half of the AP certificate requirements can be earned with articles presented in our local Cajon Division newsletter the "Order Board". The process of getting your article published in the Order Board could not be simpler. The hardest part is the first word of the article -just type the first sentence and the rest will come naturally. When your article is close, simply email or send it along with any photos you may have to go along with it (photos are not a requirement) to our Order Board Editor, Morrie Fleishman at [Editor@CajonDivision.org](mailto:Editor@CajonDivision.org). Morrie has expressed a desire to work with anyone to get their article published, so there is no need to be worried about rejection or embarrassment. He is our editor and he will help you get it done if you are hesitant or unsure.

So, dust off the keyboard, write about what you discovered, developed or accomplished and have your words permanently recorded in our on-line Order Board Archives and Cajon Division Library.

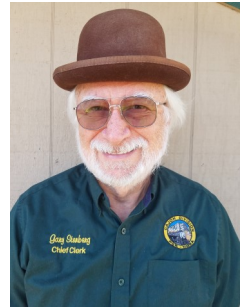
Guess what? I just received AP credit for this half page article and you can to!

## Notes from the Chief Clerk—Gary Stenberg

Greetings all!

One of the tasks of the Chief Clerk is to maintain records. With that in mind, I thought it might be a good idea to update some lists that we have, concentrating on the Achievement Program. This update is a work in progress.

Starting at the top, I found that we currently have about 300 members and of that 300, we have had six Master Model Railroaders. Four of our Master Model Railroaders are currently active, one moved out of the Division, and one passed away.



Thirty-six former and current members have at least one Achievement Program certificate generated here in the Cajon Division. The record for the Division currently stands at nine A/P certificates and that is a tie between two members. Our most commonly awarded A/P certificate is "Association Volunteer," and the least commonly awarded is for "Prototype Model."

Thirty-two former and current members have earned at least one "Merit Award" for building a model. The models could be locomotives, cars, modules, and structures. The record stands at 17 merit awards for one model railroader.

Forty-nine former and current members have built a model railroad that qualified for the "Golden Spike" award.

OK, I admit that I like to play with numbers, but on a more serious note, the Achievement Program acknowledges work, and work done well. I admit that I only have one A/P certificate myself, but I've found that getting involved with the Achievement Program can and will open up new opportunities for you. We want to build model railroads, and with a little bit of planning, the Achievement Program will suggest topics to learn to make your building projects much better.

Here's my example. I wanted to start on "Master Builder – Structures" so I volunteered to be a "Celebration of Models" evaluator. What better way to learn than to look at really great models and see what could be done to make them even better? Not only did I learn, but I got points for the "Association Volunteer" achievement certificate. Using what I learned, I built my first ever "contest" model. Guess what. It got "Best in Show" at a Regional Meet. If fumble fingers me can do it, so can you.

Remember that I like lists? I routinely look at the NMRA magazine and turn to the section that lists Achievement Program accomplishments, by Region. We are in the Pacific Southwest Region and I really like to see our Region (and by extension our Division) represented. The men and women Back East seem to dominate these lists. Perhaps it's because they're either snowed in or baking in high humidity. We can still do it! Please help me out with my desire to search lists for our Division member's names. Get building!!

The April 30<sup>th</sup> meet in Buena Park is just around the corner. Lots of fun stuff is planned and you can start working on your Achievement Program certificate (Association Volunteer) by volunteering to be a "Celebration of Models" evaluator. Learn and earn (points). It doesn't get much better than that!

You'll remember that I like lists. Does your model railroad have a name? Some model railroaders model the prototype pretty strictly, so their railroad's name is pretty much a given. However, some folks add a sub-division name, which may or may not really exist. Other model railroaders invent a name for their model empires. Who doesn't know about the Gorre and Daphetid? Here's where the list comes in handy. Write down a list (or copy one) of railroad names in the area you want to replicate such as, Denver and Rio Grande, Carson and Colorado, or Denver and Salt Lake. Saying them out loud, they kind of have a ring to them. Maybe yours could have a similar sound.

Here's my story. About 60 years ago, I was in my parent's car driving up into the Sierras on vacation. We drove through the community of Coarsegold. Well that sounded pretty good. A couple miles up the road I saw that someone had painted a southwestern style lizard on a rock outcropping alongside the highway. So now I have the Coarsegold and Lizard Ledge Railway. And, it has a ring to it! Sometimes inspiration just hits you in the head.

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OK. Lots of railroads have the names of cities or towns they either start from or wish to go to. Atchison, Topeka, and Santa Fe are real places. If you have a model railroad, you might want to list some of the cities or towns you have on it. Of course you might want to get creative. Say your layout wants the Great Northern and the Southern to meet. What better name could you come up with than Buttswiggle Junction, Missouri? Come on. Show me! Sorry about that. I couldn't resist.

Getting a little more serious with naming, does your model railroad have any industries? I do like the funny names like "Dewey, Cheatum, and Howe, Attorneys at Law," or "Smith Mortuary – Let our staff stuff your stiff!" or even "Cathedral City Volunteer Fire Department – you light 'em, we fight 'em." However, how about naming some of your industries, or shops, or whatever after friends of yours or important people in your life? A friend of mine did both. I now have a model that he built for me that's a small livestock pen and ramp with a sign proudly displayed that reads "Stenberg's Bull Shippers," and yes it does have a bull in it.

Sometimes it's fun just to see what you can come up with. Give it a try. That's about it for now. So, as Pete would say "High Green!" PAX Gary Stenberg

## Cajon Membership Report

by Per Harwe, Membership Chairman

Now that we have put the first quarter of 2022 behind us and are beginning to see a more "normal" path ahead of us, I am glad to announce that our membership is increasing after a slow start this year.

The beginning of the year has not been all positive, but the trend is now going the right way, i.e. up. I contact all members who have fallen off the roster and many times it turns out it is just an oversight and the member is back the following month. I am also reminding members with expiration date at the end of this, and the following, month that it is time to renew and this has had a positive effect of the retention of members. So if you get an email about these matters please don't take it as harassment but as a friendly reminder that it is time for you to renew your membership.

With that said, please join me in welcoming the following new members for the first quarter of 2022:

McDonald, Bobby, Anaheim, CA, Sherwood, Jim, Las Vegas, NV, Sbravatti, Manfred, Las Vegas, NV,  
Priest, Christopher, Beaumont, CA, Wiens, George, Temecula, CA,

We also have two new members who signed up at the Victorville Train show. Their applications are handled on the Division level and are thus full members even if their applications have not been handled by NMRA HQ yet:

Hernandez, Paul, Apple Valley, CA  
Ruiz, Samuel, Upland, CA

## The Editor's Column

by Morrie Fleishman Editor: Cajon Division



Welcome to the April issue of the Order Board, the newsletter for the Cajon Division which is issued every other month.

We would like to see what you have been working on. Here is your chance to talk about what you are doing and to show us your accomplishments. While not everyone can write an article for Model Railroader, this publication is available for everyone to report on what they have been doing. If you need help in putting an article together please contact me and we will get it done together.

Thanks. Morrie Fleishman [editor@cajondivision.org](mailto:editor@cajondivision.org)

### **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.

### **Arnie's & Milepost Come in and shop around!**

**Arnie's HOURS: Monday - Saturday 10am-6pm**  
**Milepost 38 HOURS: Monday - Saturday 10am-5pm**

Arnie's Trains [www.arniesmodeltrains.com](http://www.arniesmodeltrains.com) 714-893-1015  
 Milepost 38 Toy Trains | [www.milepost38.com](http://www.milepost38.com) 714-892-9471

6462 Industry Way, Westminster, CA 92683

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

Tuesday - Saturday 10:00am to 6:00pm  
 Sunday - 12:00pm to 4:00 pm

Following us on;  
[www.railmasterhobbies.com](http://www.railmasterhobbies.com)  
[www.facebook.com/railmasterhobbies](https://www.facebook.com/railmasterhobbies)

Twitter - @RMHobbies

### **The Original Whistle Stop, 2490 E Colorado Blvd, Pasadena, Ca. 91107 626-796-7791**



Monday - Saturday 10:00am to 5:00pm  
 Sunday - 11:00pm to 4:00 pm

Email: [info@thewhistlestop.com](mailto:info@thewhistlestop.com)  
[www.the.whistlestop.com](http://www.the.whistlestop.com)

Fax: (626) 796-7566