

THE ORDER BOARD

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From The Director

Harold Helland
Cajon Division Director



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Time Table

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

Cajon Fall Meet
Buena Park
October 22, 2022

I hope this issue of the Order Board finds you healthy and happy. I have recently had the experience of helping a couple families sort out the prized model railroad after a loved one passed away. I have a few suggestions that will help this process.

Most families want their father's model railroad to go somewhere that will be appreciated by the "new" owner. The easiest way for the family to resolve the model railroad issue is to leave a list of model railroad clubs or model railroad associations for them to contact to donate the model railroad equipment and structures. Many of the organizations are 501 c3 non-profit organizations, which makes the donation tax deductible. Several model railroad hobby stores also buy collections and then resell them in their store or on line.

There is one other item that I hope will be very helpful to my family when I am gone. I have a complete spreadsheet of all my engines and rolling stock. The list includes the type of engine, road name, road number, manufacturer, and original price. I also have a complete list of all my rolling stock that includes the type of freight or passenger car, road name, road number and original price. Yes, that list includes several Athearn blue box cars that were \$4.00 when I purchased them. Of course, they now have Kadee couplers and metal wheels which make them more valuable. Whether your family will donate the model railroad or try to sell the pieces and parts on eBay, the list will be valuable to determine the estimated amount of the donation, or the price offered on eBay.

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 the last Thursday 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.

I joined the Operations Session this month. The session covered several operating issues. The first part of the discussion revolved around passenger train operation and the use of timetables. Running a passenger train at an operating session is a good way for the new member to learn the model railroad. The discussion then moved to train management with verbal track warrants, written track warrants, train orders and timetables. The importance of the dispatcher and his duties were covered with the train management discussion. The last part of the session revolved around managing freight cars with car cards and weigh bills, or switch lists. One goal of the operating session is to efficiently move freight cars between industries and towns. Possibly, more important goal is for everyone to have fun moving freight around the model railroad.

Overall, the Cajon Connection meetings have been a success. The next Cajon Connection will be held Thursday, June 30, at 7:00.

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.

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“ From the Brass Hat“

by Joel Morse Superintendent



I'm happy to report we have had a couple of “wins” for the Cajon Division these past two months (and one disappointment), but hey, you have to take the good with the bad.

It's now clear that the Cajon Division's monthly Zoom roundtable discussion group, “The Cajon Connection”, is becoming a hit with the membership. Held on the last Thursday of each month, attendance has been steadily increasing as the word gets out that the 90-minutes is well spent talking with other modelers about the three topics that have been under discussion at the “Connection”: Scenery, Electronics and Operations. First introduced to the membership at the October 2021 Buena Park event as a live round-table outside in the shade, the first on-line meeting was held in January 2022 and we had our most recent meeting on May 26th, with close to 30 participants. We also held an exciting second live round-table at the April 30, 2022 Buena Park event. If you haven't yet participated, keep an eye out for the email invitation for the next one, scheduled for June 30 at 7 pm. If you have a topic you would like to see added as a discussion topic, and are willing to be the facilitator of the discussion (no presentation, just keep the folks on topic), please let me know.

The second “win” for the Division was the April 30 Buena Park event, which attracted more than 65 NMRA members, the majority from within the Division. We continued the tradition of a swap meet (free to vendors and attendees), model contest room, and three clinics. The three clinics were well attended and included “Scenery made easy” by Carl Heimberger, “Using Hunterline stains for weathering” a hands-on clinic by Trow Davis, and “Creating a Prototype based rolling stock fleet” by me. Of course, the Division hosted a free pizza lunch, the new “show and tell” segment where modelers talked about the model they brought to the event (why they made that model, how they did it, what they would do differently to improve it), and the Hobo Auction, with well over 100 items to bid on. Lots of winners there!

Unfortunately, we did have a big disappointment as well last month, as the Nevada event had to be cancelled at the last minute. When the Division team contacted the Co-Sponsor, the Nevada Southern Railway at the Nevada State Railroad Museum, to finalize details for the event, we were told the event was not on the calendar (despite numerous discussions about it) and the facility could not accommodate the event.

Finally, planning is underway for the Fall Meets: Please mark your calendars for the Fall Meet in Buena Park on October 22 and in Nevada on November 19.

Report from Cajon Division April Spring Meet

On April 30 the Cajon Division had the first 2022 Event. Sixty-five individuals came to Buena Park to enjoy the swap meet, hobo auction, clinics and camaraderie of fellow Model Railroaders.



Signing In



Swap Meet



Swap Meet



Clinic



Hobo Auction



Hobo Auction



Show and Tell Presentations

FROM THE CONTEST ROOM OF CAJON SPRING '22 MEET

Mike Allee, Contest Chair

Due to an alarm clock problem, I arrived late and I want to thank James Keena for getting the contest room up and running. There were eleven models in total for the show. Three of which were evaluated, and I am pleased to report, received a merit award. The eight other models received awards via Peoples Choice.

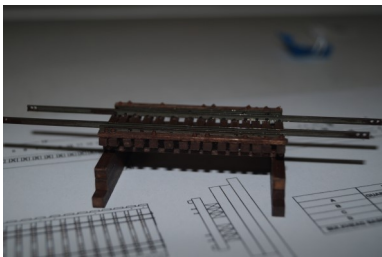
The following is the Evaluation Category - Class - Award - Model Title - Modeler



Freight Car— First Place
SP Narrow Gauge Stock Car - Steve Cole



Freight Car Second Place—G&S Reefer –Gary Butts



Structure First Place - Bridge - Gary Stenberg

People's Choice Category

Display (1" x 1" scene) Joel Morse

Freight Car

First Place- G&S Reefer - Gary Butts

Second Place - SP Narrow Gauge Stock Car - Steve Cole

Second Place - Gondola - James Keena

Locomotive

First Place - PE Loco - James Keena

People's Choice Category

Caboose

First Place - UP Caboose - James Keena

Train

First Place - SF Train - Arie Korporaal

Second Place - ON30 - Kevin Spady

STRUCTURE

First Place - Water Tower - Trow Davis

[See pictures on Page 5](#)

PEOPLES CHOICE CATEGORY

Display

First Place - Display (1'x1' scene) - Joel Morse



Locomotive First Place - PE Loco - James Keena



Freight Cars

First Place- G&S Reefer - Gary Butts

Second Place - SP Narrow Gauge Stock Car - Steve Cole

Second Place - Gondola - James Keena



Train First Place - SF Train - Arie Korporaal



First Place - Water Tower - Trow Davis

Second Place - Bridge - Gary Stenberg

Cajon Connection Discussions







Cajon Division Backshop
 By: Gary Butts, MMR
 Achievement Program Chair, Cajon Division



The Cajon Division was able to hold another in-person divisional meet last month and it was well attended. It is really nice to be able to get back together with the loosening of the Covid threat and restrictions. Along with the free admission and free pizza lunch, swap meet, Cajon Connection, and several great clinics, the meet had its normal model showroom including contest and AP evaluation. We had several great models present including structures, complete trains, cars and locos to appreciate.

Following lunch, a short membership meeting was held and awards were presented. Joel Morse has been advancing through the Achievement Award program and his accomplishments were evident at this meet with the presentation of two Achievement Awards. Joel has earned the NMRA “Model Railroad Author” and “Association Volunteer” Achievement awards. As you may know, both of these awards entail significant amounts of dedication to our hobby. The Author award requires a minimum of 42 points from a combination of clinics presented and articles published. Likewise, Joel earned over 60 points (consider: hours) of volunteer work for the hobby at the Division and Region levels. Although the awards are a recognition of his work to support our hobby, it is the work itself that we all appreciate and enjoy in the enhanced experiences he has brought to our division. Thank you, Joel.



Gary Butts, MMR, Joel Morse, Carl Heimberger



Gary Butts, MMR, Gary Stenberg, Steve Cole

Part of the Model Showroom experience is a pair of contests relative to the models present. One of these is the Popular Choice contest. This contest selects its winners by silent vote selection of the meet attendees. They simply pick the model they like most from each model category and the winning order is established by the vote count. This contest applies to any and all of the models set out for display. The second parallel contest is centered on models specifically set out for AP merit evaluation. The winning order for each evaluation model category is then established by overall merit evaluation point count. Certificates and ribbons are presented for 1st thru 3rd place winners in each model category. In recognition of the significant amount of effort that often goes into a winning merit evaluation quality model, the Cajon Division presents a handsome personalized wall plaque for any merit evaluation model that places 1st-3rd in the merit award evaluation contest that also earns the required 88 evaluation points for Merit Award. This meet produced three model of that stature. Gary Stenberg took 1st place, structures for his small scratch-built culver bridge, Steve Cole took 1st Place freight cars for his stock car and your truly managed a 2nd place for my reefer. All three of these models were awarded AP Merit awards to earn their plaques.

Recently, Harold Helland, our Cajon Division Director, was presented with his NMRA Master Builder- Prototype Models Achievement Award. Harold has set his sights on attaining his Master Model Railroader certificate and this award is a significant step in that direction. The Prototype Models award is somewhat unique in its definition and in the fact that it is one of the rarest awarded certificates. The reason is that the award is centered around creating a complete model scene representing a photo or series of photos of a prototype railroad setting.

[Continued on page 9](#)

The setting (photo(s)) must include at least one each of prototype rolling stock, railroad structure, caboose or passenger car and motive power. Typically, finding a photo containing these elements can be challenging in itself then add to that the probability that several of the models for the scene will have to be scratch built or kit bashed to represent the prototype can make the project pretty daunting. The actual scene is evaluated against the prototype photo(s) with regard to Terrain, Structures, Background, Lighting and Realism. Harold elected to build a diorama solely for the purpose of this award. Congratulations on earning this award, Harold.

Notes from the Chief Clerk—Gary Stenberg

Greetings all!

Of the 68 people who came to the Buena Park meet, were you one of them? If not, you missed a really good time and a free Pizza lunch to boot!

Well, that station stop is behind us and now we can look forward to points ahead! The next meet in Buena Park is scheduled for Saturday, October 22ND, 2022. Start planning now to come on down. The Board of Directors for the Cajon Division hasn't decided on exactly what really cool clinics we're going to have, or any of the minor particulars, but I can guarantee that it'll be a fantastic time.

One thing that can make it an even better event is if you...yes **YOU**... participate in the "Celebration of Models." Some of the models are in a judged contest; some are just for showing what you have done. In any event, the more models that are on parade, the more ideas they can generate for other modelers. Models don't have to be gigantic. One entry was an HOn3 bridge that was literally 2 ¼" in length. So, instead of "What's in your wallet?," how about "What's on your workbench?" Polish it off and bring it to the Meet! If you haven't got a model construction project going, here now is a challenge. Pick a model you'd like to build and....build it. You have about 4 months to complete it. Get Building!! I want to see it...or them!!!

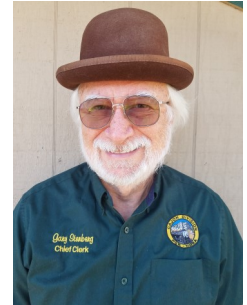
Switching tracks now. You don't have to be a "Big Name" in model railroading to have a big influence on others. My mentor, back in the day, was the late Richard Clute of Santa Ana, CA. Richard was a member of the Santa Ana Model Railroad club in the 1940's. He had one of the best constructed model railroads I have ever seen... and it was only 4' x 8'. He and his wife Virginia would invite me, a teenager, over and I'd get to drool over his dual gauge "Looselip & Snakesnail" railway. Always kind and always instructive, he is probably why I model in HOn3 to this day. Who can you be a "Big Name" to?

Here's today's trivia question: What is the class of the largest locomotive to be in service at Knott's Berry Farm? Extra credit if you can give its number.

That's it for this time. Have a great time model railroading. Do enter a model in the "Celebration of Models." Join in and have some fun! High Green! PAX

Gary Stenberg, Chief Clerk

Cajon Division, Pacific Southwest Region, National Model Railroad Association



The Editor's Column

by Morrie Fleishman Editor: Cajon Division

Welcome to the June 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



On Operations #5: Traffic Management Paperwork: Car Cards and Waybills by Joel Morse

In my article “On Operations #4, Getting the Layout ready for operations” (The Order Board, September, 2020) I focused on getting your layout’s physical plant ready for operations. This article focuses on another important aspect of getting ready for operations – the paperwork needed for the operating sessions on my N Scale New York, Ontario and Western Railway (NYOW). There are three general categories of paperwork, paperwork needed for: 1) for moving cars 2) for moving trains and, 3) for providing information to the crews. Some of the paperwork is permanent, in that once it’s created, it’s used for all subsequent operating sessions (albeit with evolutionary revisions), such as Car Card and Waybills, crew instructions, and train operations information, while other paperwork is updated/filled out for each session.

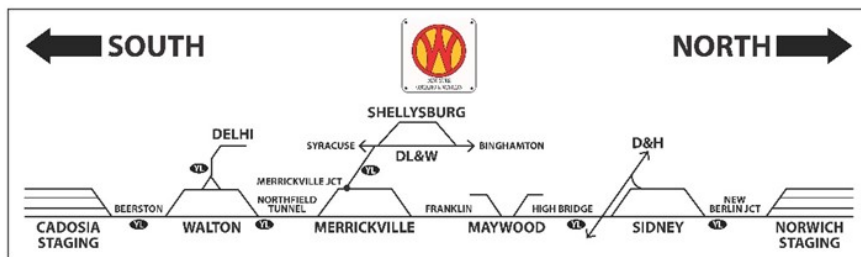
How much paperwork you generate for your layout is a function of how you have organized your layout and operating scheme, and how much information you need to impart to your operators. But frankly, the only part of this that you should consider a “must do” is provide a clear explanation to your crew about how you want the layout to operate. You don’t have to create this or other paperwork, because there are ways to get started in operations without it. The important thing is to start operating and then add to the experience or memorialize the process you choose, with additional layers of information and fun.



As I have mentioned in previous articles on operations, the phrase “operating a model railroad” means moving the rolling stock (and the goods/people in them) across the layout in a *purposeful manner*. There are two components to the phrase “purposeful manner”: one is the rationale for, and the method of, controlling the movement of individual *cars* on the layout (*Traffic Management Methodology*) and the second is the movement of *complete trains* across the layout (*Train Management Methodology*), and depending on the methods you choose, each component may require specific paperwork and information. The third part of the triumvirate of paperwork is providing instructions to the crews on how to accomplish those

tasks. For example, how did those three interrelated sets of paperwork interact to get that particular stock car onto the Delhi Team Track in the photo above? We can answer that question by walking through the Car Card and Waybill method of Traffic Management on the NYOW.

The stockcar started its journey to Delhi at one of the four staging locations on the layout (Norwich, Cadosia, Binghamton and Syracuse) (*Traffic Management*). If the car started in Cadosia, the car was put onto the “Yard Transfer” train bound for Walton along with cars for other destinations on and off the railroad (*Train Management*). Upon arrival in Walton, the Yardmaster classified the cars on the arriving transfer train (*Crew Instructions*) based on their next destinations: the stock cars’ Car



Card/Waybill indicates the Delhi Team Track as the cars’ next destination (*Traffic Management*) and because the Delhi Branch originates in Walton, the car was classified by the Walton Yard Crew for the next Delhi Branch Local (*Train Management*) and moved onto that train. When the train was ready to depart Walton Yard, the local crew ran the local up the branch in accordance with the train order as the “Delhi Turn” (*Crew Instructions*). We’ll look at each of those components in turn over the next few articles, but this article is focused on Traffic Management with Car Cards and Waybills.

The [Traffic Management method](#) of any layout is essentially the logic behind moving each car to specific customer spurs and sending it to its’ next destination. In other words, “Why did that car go to that location”? Determining this “why” can be avoided when you first start operating by simply exchanging one type of car for another of the same type, at each customer spur as a train traverses the layout, with no concern as to what is in each of the cars, or if that customer would need that kind of car for what they ship in or out. Simply set out a boxcar/tank car, etc. from the train onto the spur and pick up a boxcar/tank car, etc. for the train from the spur. There is no paperwork for this type of Traffic Management, so it’s a great way to get started operating your



railroad immediately. This approach will allow you enjoy operations while you puzzle out the details of the why, (if you don't have that figured out yet). And truthfully, if you are happy and enjoy the simplicity of this, great, you are operating your railroad.

Every other method of Traffic Management such as using "Colored Tabs on Cars", "Car Cards and Waybills" and "Switch Lists" (either computer generated or hand written), require increasingly more planning, consideration of the railroad customers, and the right paperwork to get the right car onto the right train going to the right town and onto the correct customer spur (as efficiently as possible). All of these methods of [Traffic Management](#) are variations on the same theme: getting a specific car to a specific customer spur for a specific reason. And they all require essentially the same planning effort to get started once you decide you want to make your operating scheme more sophisticated. What is different between these three Traffic Management methods is the amount and type of paperwork required to get started using the method.

As the layout owner, you will need to identify what each customer on the layout does for a living, then decide what they use as raw materials (loads in) and what they sell (loads out), and then determine the correct type of railroad car for that purpose. Finally, you will need to determine how many of each car type can fit on each customer spur.

Town	Industry Name/Receiver	Product	Loads In	Car Type	Loads Out	Car Type	Car Capacity
Sidney							
1	Bendix	Electro-Mechanical Parts	<i>Steel Plate</i>	Flat Car	<i>Machinery</i>	Flat Car	1
		Boilers	<i>Wire</i>	Gondola	<i>Machinery</i>	Gondola	1
			<i>Coal</i>	Hopper	Empty	Hopper	0.5
			<i>Oil</i>	Tankcar	Empty	Tankcar	0.5
			<i>Electrical parts</i>	Boxcar	<i>Finished Products</i>	Boxcar	3
							6
2	Keith-Clark Paper	Paper Products	<i>Wood Chips</i>	Gondola	Empty	Gondola	1
			<i>Chemicals</i>	Tankcar	Empty	Tankcar	1
			Empty	Boxcar	<i>Paper Products</i>	Boxcar	3
							5
3	Team Track	Various	<i>LCL</i>	Flatcar	Empty	Flatcar	0.5
			<i>LCL</i>	Gondola	Empty	Gondola	0.5
			<i>LCL</i>	Boxcar	<i>Blinds</i>	Boxcar	3
			<i>LCL</i>	Boxcar	Empty	Boxcar	1
							5
4	Johnson Coal	Coal Dealer	<i>Coal</i>	Hoppers	Empty	Hopper	5
5	Lyon Brother's Furniture	Furniture	<i>Wood</i>	Boxcar	Empty	Boxcar	2
			<i>Finishes</i>	Tank	Empty	Tankcar	2
			<i>Fabric</i>	Boxcar	<i>Furniture</i>	Boxcar	3
							7

This Excel table was prepared for the town of Sidney on my NYOW layout. It's pretty much self-explanatory, the table names each customer in town, identifies the product they make. From there, I imagined the raw materials (loads in) that would be needed to create those products so they can be shipped (loads out) and sold. Once I knew the kinds of loads in and out, it's generally simple to identify the kinds of cars that would be needed to serve each customer. Keep in mind that the era you are modeling in will almost certainly influence the kinds of customers and types of cars used to service them.

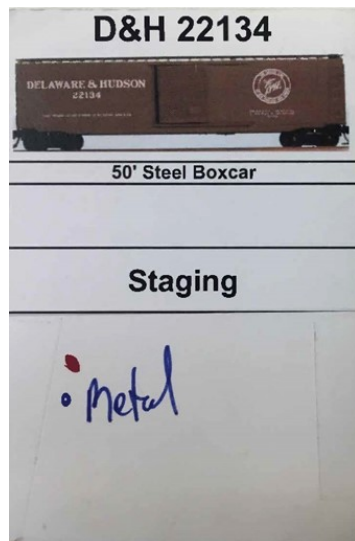


For the dairy in Delhi shown here, for example. Empty reefers represent the "loads in" because milk is brought to the dairy by local farmers in their trucks; "loads out" are reefers of milk or butter or some other milk product. You may need a different type of car for "loads out", than for any "loads in", so you would be delivering empty cars of that type. For a dairy, that might include packaging material, ice, or bottles.

The column labeled "Car Capacity" is the only mysterious one – how do you get a 0.5 railroad car? First, I measured the length of each customer spur in terms of car lengths (in N scale, a 40' boxcar is 3 inches long, so I can get a maximum of 4 x 40' on a 12-inch-long spur), then divide that maximum spur capacity by the number of different types of cars needed to serve the customer, both loads in and loads out. Then consider which type would be fairly common and which less common, that's where the 0.5 cars come in. For example, Bendix has a capacity for 6 cars, and needs a mixture of boxcars, flatcars, hoppers, and tank cars, but most of the product is shipped in boxcars, therefore I decided that half of the spur capacity should be reserved for boxcars, and the rest divid-

ed among the other car types.

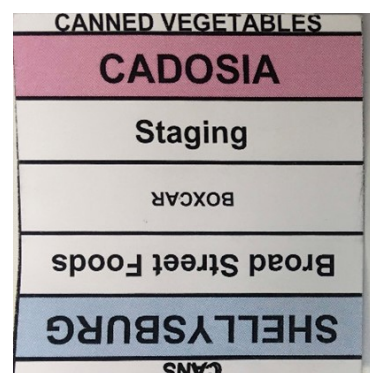
Once you have completed this exercise for all the customers on your layout, you are ready to create your Car Cards and Waybills or Switch Lists or Tab on Car, and to operate your layout like a model of the railroad “business”. By the way, while you are doing this, you are also identifying the mix of car types that should be on your railroad.



On the NYOW, we use custom designed Car Cards and Way Bills with pictures for Traffic Management, but there are commercial sets of Car Cards and Waybills available that work fine. This method involves the creation a “Car Card” for each car on your railroad. Car Cards can take a variety of forms but is typically some type of pocket designed to hold the “Waybill”. This Car Card (and the Waybills) is made using EXCEL and printed onto 100 lb. cardstock, then each card cut out and folded up to form pocket, with the sides closed with clear tape.

This is an example of a custom NYOW Car Card: it identifies a specific car by its’ type (boxcar, reefer, etc.), color, and the reporting marks (railroad name and car number), so like this one, a car card might say “50’ Steel Boxcar, red, D&H, 22134”. In N scale, because the numbers are small and can be difficult to read, some layout owners don’t concern themselves with the actual car number, any D&H boxcar will do. However, on my layout, I care about the numbers, so to assist the crew in locating specific cars, the Car Card includes a photo of the car along with the other information. “Staging” is the “home destination” for this car (although I now have 4 staging destinations), but it could be another specific destination that the car heads towards when

the Waybill is removed. The hand written words and dots indicate that this car was properly weighted (red) and has metal wheels. On the back of the card many operators list any maintenance done to the car.



A “Car Card” wouldn’t be complete without a “Waybill” to go into it. The Waybill is sized to slide into the Car Card pocket just below the word “Staging”: the pocket will cover the bottom half of the Waybill (only the top three rows of information will show) and the Waybill will end just below the words “50’ Steel Boxcar” on the Car Card. What shows is the next destination for the car, in this case, this car has canned vegetables heading to Cadusia.

Waybills can be simple with just the minimum information needed by the crew to get the car to the next location (as this one is), or more complex to enhance the realism of the railroad experience. Many operators (and commercial sets) use two-sided/four-cycle Waybills. However, on the NYOW, we use this simple single-sided, “two-cycle” Waybill, which is simply rotated to change the destination in between sessions. A “two-cycle” Waybill results in a predictable “out and back” route for the car (in this case, from Cadusia Staging to Broad Street Foods in Shellysburg), while a “four-cycle” Waybill creates a more complex pattern of movement across the railroad. The out and back nature of the two-cycle Waybill is not a problem on my layout because we only operate every other month, so no one remembers where a car came from or went from one session to the next. For more frequent operating, this might be an issue; but creating logical destinations for a two-cycle waybill is much easier to do than creating four logical destinations needed for a four-cycle waybill. One other Waybill concept to toss into the mix here; unless there is a compelling reason to do so, most cars should have a cycle that routes them from staging to a customer(two-cycle), then back to staging, then to another customer (“four-cycle”) rather than from customer to customer on the layout. It makes for more prototypical car movement. A compelling reason to have customer to customer cycle would be a copper mine on the layout to the local smelter on the layout.

As you can see, half of the information is printed upside down; when placed in the Car Card, only the top half of the Waybill is visible, and that is the current destination (or location) of the car. In this case, this boxcar contains a load of canned vegetables, headed to Cadusia, which is my four track Staging yard representing all destinations to the south and east (New York City, Pennsylvania and New England). Each town on the railroad is color coded on the Waybill, to make it easier for the Yard Crew to classify and block cars as they make up trains in the Walton Yard, and for road crews to block cars as they pick up cars at towns along the line. For this particular car, prior to the next session, I will go to the Cadusia Staging Yard and rotate all the Waybills on the trains on every track, so when the train departs Cadusia Staging, all the cars are now heading to their next destination, in this case, to Broad

Street Foods in Shellysburg, with a load of cans.



Each town contains a Car Card holder, with at least three pockets to accept the Car Cards (with Waybills), with the pockets labeled: “Set Out”, “Pick Up” and “Hold”. When the crew arrives at a town, they will arrive with the Car Cards for their train; the crew will look through the arriving train Car Cards to determine which cars will be “set out” in this town. Some of the cars on the train will be “set out” at customers in this town, some cars will stay on the train for towns further up the line. Additionally, the crew will look through the cards representing the cars already in town, and “pick-up” any cars with destinations other than this town for delivery elsewhere. The decision to “pick-up” a particular car may be influenced by the direction of the train and the destination of the car. Most trains will only pick up cars going to a destination further down the line (or to a yard for classification).

Car Cards will be rotated and moved by the layout owner either before a session (and sometimes during a session) to “re-stage” the Car Cards. Car Cards found in the “Set Out” pocket (which were set out by earlier trains), are moved to the “Hold” pocket (while the cars are theoretically being loaded or unloaded). Notice that before turning by the owner, Car Cards in the “Hold” box have correct town showing. Car Cards that were in the in the “Hold Pocket” will have their waybills turned so that the car is now heading to a new destination, and these are then placed in the “Pick up” pocket. Notice that in the Merrickville Card Box pictured here, there are Car Cards in the pockets labeled “Pick Up” and “Hold”, but none in the “Set Out” pocket. That tells me that this picture represents a moment in time just after the owner (me) re-staged the Car Cards in this Card Box.

When the next train comes to town, the crew will look though the Car Cards in the “Pick Up” pocket to find cars for destinations in the direction the train is heading and look through the Car Cards on the train, to determine which cars are to be “Set out” at customer spurs in this town. Now the fun begins. Once the crew knows which cars to “Pick Up” and which cars to “Set Out”, the crew



will consider the most efficient way to do this work; thinking this through, figuring out the best approach and seeing how efficient you can be, is part of the fun and challenge of operations. The crew will “Set out” cars from their train, and place the associated Car Cards in the “Set out” pocket, and “Pick up” the cars going in their direction and pull the associated Car Cards from the “Pick up” pocket and keep them with the Car Cards for the rest of the train. Cars with Car Cards in the “Hold” pocket can be moved around by the crew to do their work, but they must be put back in the same location. Once the work in the town is complete, the crew is ready to alert the Dispatcher

that the train is ready to depart for the next town. Being efficient in model railroad operations and switching is measured by using the fewest number of “moves” to accomplish the work. A “move” is a change of direction of the locomotive; fewer changes of direction, more efficiency. And on a railroad, time is money!

If you have questions about this article or getting going in operations, please contact me at: Superintendent@Cajondivision.org , I’m always happy to talk about operations.

Social Media Chair Position is Open

The Cajon Division is looking for a person to fill the Social Media Chair position for the Division. This position involves managing and posting to the Cajon Facebook page and group, managing our email communications with our members via MailChimp, managing our future YouTube presence, and running other web-based activities such as event registration and Zoom meetings. If interested please contact Joel Morse at:

Superintendent@Cajondivision.org.

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