

THE ORDER BOARD

VOLUME 50 NO. 5

OCTOBER, 2022



What's Happening In the Cajon Division

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***October 22— Cajon Division Fall Festival at Buena Park Clinics
Swap Meet
Contest Room
Hobo Auction
See Page 4 for more information***

***November 19 — Cajon Division Las Vegas, Nevada
See Page 14 for more information***

***February 11-12, 2023 Great American Train Show
Costa Mesa, Ca.***

***March 18-19, 2023 Great American Train Show
Victorville, Ca.***

***August 4—11, 2024
NMRA National Convention
Surfliner 2024
Long Beach, Ca.***

***Those interested in helping should
contact Convention Chairman
Pat Raymer at president@psrnmra.org***



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From The Caboose

Harold Helland
Cajon Division Director



I hope this issue of the Order Board finds you healthy, happy, and enjoying model railroading.

Approximately 200 PSR members attended the PSR Convention, "Back On Track 2022", in San Diego. A great time was had by everyone who attended this years' convention. The prototype tour of the Pasha Automobile Loading Facility along with the San Diego Trolley Yard was a complete success. There were enough items in the Hobo Auction for everyone to go home with something. One member placed his tickets in cups for two bay open hopper cars and went home with several of them. Another well received addition was the inclusion of several modular railroads. They provided an opportunity to see some scenery and enjoy working model railroads at a model railroad convention. Numerous clinics were presented including several hands-on clinics, which allowed attendees to take home something they made. If there were not enough railroad items for the members at the Hobo Auction, the Swap Meet provided another chance to purchase the "can't live without" model railroad item.

At the Awards Dinner and Banquet, several awards were given to well deserving members. Annette Palmer received the NMRA Presidents award. Joel Morse received the PSR Presidents' Member of the Year Award and Per Harwe received the Cajon Directors' Member of the Year Award. There were several Merit Awards received for models presented in the show/contest room. Carl Heimberger received a merit award for his structure. Steve Cole received merit awards for both his structure and cars. Overall, the 2022 PSR Convention "Back on Track 2022" was a great success. "Shotgun Tom" Kelly was the keynote speaker. He is an American radio and television personality who is an avid model railroad enthusiast. His presentation kept everyone's attention with model railroad movies, real railroad action and a little comedy.

I hope you are considering attending the 2023 PSR Convention, "The Grand Canyon Special". The convention will be held in Flagstaff, Arizona, June 7 through 11, 2023. It will culminate with an exclusive steam train ride to the Grand Canyon.

The Cajon Fall Meet will be held in Buena Park on October 22, 2022.

The Fall Meet will include a swap meet, several clinics, show/contest room, lunch, membership meeting with awards, and the Hobo Auction. We would like to see more models in the show/contest room. Models can be displayed for several reasons. You can provide a model that is one of your favorites for show and tell. You can enter a model for popular vote. Finally, you can enter a model for evaluation toward completion on an Achievement Certificate. Join in the fun and bring a model for the show room.

Have you heard that the Pacific Southwest Region is hosting the 2024 National Model Railroad Association Convention? SurfLiner 2024 will be held at the Long Beach Convention Center August 4 through August 11, 2024, with the base operation at the Westin Hotel. We will be needing numerous volunteers to make this successful. Please consider joining the SurfLiner Convention team and contributing to the success of the NMRA National Convention.



“ From the Brass Hat “

by Joel Morse Superintendent



This past August, I attended the National Convention in St. Louis. My main purpose in attending this National Convention was to learn about putting on a National Convention, since the PSR will be hosting the 2024 Surfliner National Convention, right here in Long Beach. Members of the 2024 Committee, Pat and Mona Raymer, Mike Allee, and I spent a good part of our time talking with St. Louis convention volunteers, finding out how things were done. We also spent a lot of our time at our 2024 Table promoting the convention; we even signed up 38 NMRA members from across the country! The St. Louis convention committee did a terrific job, and we were able to learn quite a bit about creating a successful National Convention.

In St. Louis, I also had time to visit with quite a few old friends from other parts of the country (and Australia) and meet some new friends, stand under the famous St. Louis Arch, (wow, it's tall) and spent an afternoon touring the National Transportation Museum. I was able to participate in three operating sessions, two of which were medium size "old school" DC operations-oriented HO layouts. Operating on these DC layouts gave me a new appreciation for the operational freedom inherent in DCC. Don't get me wrong, both DC layouts were well done and the concept for each was well thought out (in fact both were designed by the same modeler), but man, trying to keep the block toggle numbers, turnout toggles numbers and switching moves straight was quite the challenge (and a bit frustrating at times). I have no doubt that the regular crews have a great time, once they become familiar with the control panel, turnout locations and block boundaries. I'm happy I'm using DCC.

Earlier this month I attended the San Diego Divisions' "Back on Track" Regional Convention and enjoyed it immensely. My hat's off to the work done by the San Diego Division volunteers, they did a terrific job. Great clinics, great tours, interesting layouts to visit and operate on. I visited two layouts that left big impressions on me. One was Steve Seidenstickers' operation-oriented garden railroad. This layout went all the way around Steve's home, providing plenty of run time and switching, and had an eight or nine track staging yard in the garage. The other was impressive because it's an operating N scale layout that Ryan Di Fede built in a very small space: a tiny storage shed in his backyard (I think it's 4 by 8 or maybe 5 by 10 feet). I was initially signed up to operate on the layout, but the session was cancelled due to the rain, because the dispatcher sits outside! I did get to see this beautifully scenicked point to point double deck layout on the self-driving tour. The layout features a vertical transfer table which holds an entire train and transports it from one level to the other with a hand crank. It is a super cool and highly imaginative answer to the challenge of his situation. My hat's off to him.

Once again, 2024 Surfliner Committee Members Pat and Mona Raymer, Mike Allee, along with Kevin Spady and I spent time manning the 2024 registration desk, signing up members (I think another 20 or so) and discussing the groundwork that needs to be done for 2024. Yes, it's two years away, and that sounds like a lot of time, but it is not. Kevin and Morrie are working on the initial efforts needed to get the layout tour organized. Part of that effort is identifying layouts that could be on the layout tour, and layout owners who want to be on the tour or might want to host operations sessions. At this point in the Surfliner 2024 planning effort, we are looking for volunteers to help with much of the early legwork and looking for volunteers to take on several Committee Chair positions. If you want to be part of this effort and can contribute your time and energy to help make the 2024 National Convention the best National ever, please contact me directly at Superintendent@cajondivision.org



Cajon Division Fall Festival

Saturday, October 22, 2022

7:30 am to 4:30 pm

**Bingo
Swap Meet
Hobo Auction
Celebration of Models Room
General Membership Meeting**

Six Clinics

**Making Realistic Pine Trees
“T” Track Module Building**

**Using Fast Track Templates
Building a Museum Exhibit**

**Programming Arduinos (limited to first 6 signups)
DCC Boot Camp (bring a locomotive)**

Join us for a fun filled model railroading day!

\$5.00 for NMRA Members

\$10.00 for Non-Members

Includes lunch with drink

Bingo – Play for great prizes

Raffle For HO and N prizes

Bring a model for the Celebration Room and get 1 Hobo Auction Card

Swap meet vendors: \$5.00 per 6’ space, bring your own equipment

**Messiah Lutheran Church
6625 Dale St, Buena Park**



Cajon Members Recognized at San Diego PSR Convention

Back On Track in 2022

SPECIAL AWARDS FOR CAJON MEMBERS IN 2022



**ANNETTE PALMER
NMRA PRESIDENT'S AWARD
FOR SERVICE TO THE DIVISION**



**JOEL MORSE
PSR PRESIDENT'S AWARD
MEMBER OF THE YEAR**



**PER HARWE
CAJON DIVISION
MEMBER OF THE YEAR**

Cajon Members in the Contest Room at the San Diego Convention



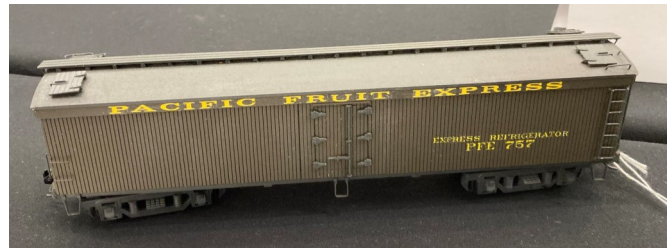
**Annette Palmer—Jurassic Park
1st Place—Levity Category**



**Carl Heimberger—V&T Car Shed
First Place Structures on Line & Merit Award
Best in Show**

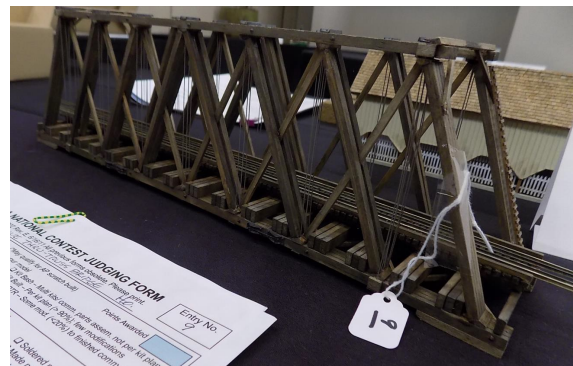


**1st Place People's Choice Freight Cars
SP NG Stock Car—Steve Cole**



**1st Place & Merit People's Choice Passenger Cars
PFE 50 foot Express Reefer—Steve Cole**

**1st Place & Merit People's Choice Structures On Line
Howe Thru-Truss Bridge—Steve Cole**



Cajon Members in the Contest Room at the San Diego Convention



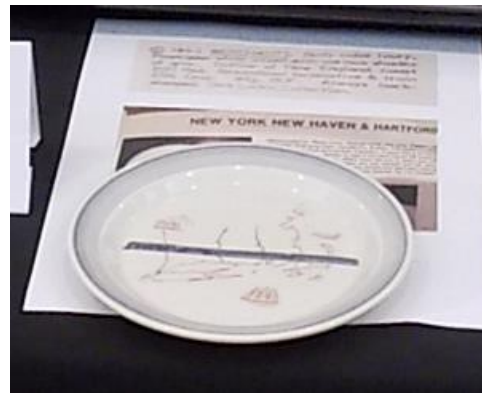
**1st Place Non-Revenue & Merit
2nd Place People's Choice
Leopold Rail Gun—Chris Greenwood**



**2nd Place Non-Revenue & Merit,
1st Place People's Choice Thor Schnabel Car—Chris Greenwood**



**1st Place Structures Off-line & 1st Place People's Choice & Merit
Greenwood Mills Co. —Chris Greenwood**



**3rd Place Railroadiana
Roberta Fleishman**



**1st Place Favorite Train
Annette Palmer**



**1st Place Arts & Crafts Needlework
Chessie the Railroad Kitten
Annette Palmer**

Non-Rails at Back on Track in 2022



While Back on Track 2022 was run by the San Diego Division, there were many Cajon members involved. There was a welcome event, 9 clinics and a luncheon that were held as well as an open room just for Non-Rails. The high point was the luncheon at Casa Machado. There was a good turnout and everyone seemed to have a good time as reported by Cajon member Annette Palmer who was the Non-Rail Chair.



Notes from the Chief Clerk—Gary Stenberg

Greetings All!

What a busy season! I hope that you got to go to the PSR convention in San Diego. I did and had a great time, rain notwithstanding. The tour of the Automobile loading facility was very interesting. The tour highlight for me was the San Diego Trolley maintenance facility, yard, and control towers. Maintaining the status of the yard and system ranged from low tech (washers on what looked like LEGO's) to high tech ultramodern computer control. Fascinating!!! A big "THANK YOU" to our hosts at these facilities. Moving on to the Model railroads on display, the drives to each one was definitely worth it!!! San Diego has some really good modelers and it was great to be able to see some of their work in its natural habitat. Speaking of really good modelers...the Celebration of Models" room had some very nicely done models. Unfortunately, there weren't very many models entered. Mea Culpa (Guilty as charged). Due to a major house remodel (40 years of deferred maintenance) I wasn't able to get my entry finished. That means that I'll need to enter three at the spring meet.



October 22nd is the Cajon Fall Festival in Buena Park closely followed by the Cajon Desert Express in the Las Vegas vicinity (Okay, I made that name up) on November 19th. Please look through the Order Board to find the particulars.

That's about it for now. I have some planning to do for eldest son's wedding on....your guessed it. October 22. Hopefully see you all at the spring meet.

PAX and High Green!

Gary Stenberg, Chief Clerk

Cajon Division, Pacific Southwest Region National Model Railroad Association.

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.



**The 2024 NMRA National Convention
“SurfLiner 2024”
will be in Long Beach from August 4 to 11, 2024**

Did you know that the Pacific Southwest Region will be hosting the National NMRA Convention in Long Beach in 2024? Do you have a layout that you would like to share during the convention layout tours?

WE NEED LAYOUTS FOR THE LAYOUT TOURS!!!!!!!

If you would like your layout to be on the tour or, if you are building a layout and think it will be tour ready by August of 2024, please contact Kevin Spady at Layout_Chair@surfliner.org (818-644-7170), or Morrie Fleishman at mefleishman@cox.net (949-351-7715) to get your layout added to our layout list. We will be reviewing all potential layouts over the next year to develop our layout tours and are looking for those awesome layouts that are hiding away in your basement or spare room! Detailed requirements for inclusion in the layout tours will be coming out in the next couple months. This is a first call for layouts and there will be plenty of time to finalize your participation over the next year.

This convention is attended by a huge audience from around the globe and this is a chance to show off your modelling skills and railroad creations! In addition to the recognition of your peers, your layout may qualify for an NMRA Golden Spike award and can earn credit for other NMRA MMR Achievement Awards.

If you, or anyone you know, may be interested, please have them contact Kevin or Morrie.



Cajon Membership Report

by Per Harwe, Membership Chairman



Our membership is moving slowly in the right direction. As in the previous quarter we see a small increase: 289 in June to 290 in September. Please join me in welcoming the following nine new members to the Cajon Division:

Bassham, Larry, Irvine, CA,
Hernandez, Raul, Apple Valley, CA,
Hillebrand, Mike, Barstow, CA
Kerr, Vincent, Riverside, CA,
Ortez, Art, Yorba Linda, CA,
Ruiz, Samuel, Upland, CA,

Russell, Todd, Rancho Cucamonga, CA,
Secord, James, Yucaipa, CA,
Vernieri, Larry, Hemet, CA,

Contest Report

By Mike Allee Cajon/PSR Contest Chairman

The Division hasn't had a contest of it's own since last spring but there was a national contest in St. Louis as well as a Regional in San Diego. The national you can read about in the national publications and *Back on Track in 2022* in the *Dispatch* which will be out soon. I'm writing this to bring to your attention to Paul Stoner, Cajon Div. member, who received two awards, Second Place for Photo Match of his Coca Cola bottling plant and the *Dean Freytag* award for *Industrial Structure*.

Many modellers go away with no award and to come away with two is quite an accomplishment. When you see Paul at the Division Fall Meet in Buena Park in a couple weeks pat him on the back and shake his hand.

I strongly urge you to bring a model to the Fall Meet. Seven people entered the division meet and all walked away with awards. One modeler walked away with six awards and three merit certificates.



On Operations #7 : Train Management - Dispatching by Joel Morse

This month's installment brings us to the Train Management Methodology for "dispatching" your railroad, which is, in the broadest sense, how each "train", with "clearance" to be on the "*mainline*", is provided the "authority" to occupy one or more definable portion of the *mainline* (a "block"). The purpose of any dispatching method is to: 1) prevent collisions between trains on the mainline, and 2) move the trains over the *mainline* efficiently in accordance with the Rulebook, the schedule, and each train's "superiority". Notice that *mainline* is italicized because the Dispatcher's authority typically only includes the *mainline*, and that authority typically ends at the yard limits. Therefore, if you are operating a switching layout which is within yard limits, you may not need any dispatching method at all.



Train Management Methodologies for "dispatching" range from the most basic where there is no formal dispatcher position; the railroad operates under "smoke rules", all the way to a fully signalized railroad with a Dispatcher running the Central Traffic Control Panel, where crews respond to signals along the right of way. Like other aspects of model railroad operations (and model railroading in general) the type of "dispatching" you choose for your railroad is a personal decision based on a number of factors, including the amount of preparation needed to get such a system up and running, whether you have crew

members interested in performing the tasks needed to utilize your selected system and whether your layout is more suitable to be operated under one method rather than another.

SMOKE RULES: The simplest way to get started operating your railroad is to initially use the "smoke rules dispatching" method. No dispatcher is needed, all decision-making is done by the crews and requires the crews to talk to one another, which can be a



lot of fun for the crew members. The railroad may be operated with a formal sequence of trains, the sequence creating the required "clearance" to be on the railroad, with "authority" to occupy a particular "block" based on whether it is occupied or not. This is a great way to operate if the goal is to have very informal operating sessions, because it requires no "dispatching" related paperwork (more on what that is later). I adopted this method when I first started operating my NYOW, because this type of operation helps identify changes to the layout you may want to consider early in the life of a layout. As a result of this early dispatching method and early operations, we made changes to the track work, the types of trains, and to the work of individual trains. Since there is almost no time spent in preparing for this type of operating session (compared to other methods) and it's focused on running trains, it's a great first step.



MOTHER MAY I/VERBAL WARRANTS: The next option is what's called "Mother May I", which takes the decision-making for "clearance" to be on the railroad and "authority" to occupy a "block" from the crews and gives it to the rail-

road's "Dispatcher". This is still an informal operation method because everything is done verbally, but it introduces the Dispatcher position to the railroad (one more crew slot to fill) and begins to get crews familiar with talking to the Dispatcher and reporting their locations. The "Mother May I" method is essentially a "Verbal Clearance" and "Verbal Track Warrant" method of dispatching. The Dispatcher has both the responsibility and authority to ensure that the railroad is running efficiently in accordance with the schedule and to prevent the collisions between trains. To do this, the Dispatcher must keep track of the location and direction of all the trains on the mainline and provide "clearance" and "authority" to each train as appropriate. Under the

"Mother May I" dispatching method, train crews verbally request clearance to enter the mainline, and verbally request permission and receive authorization from the Dispatcher to occupy specific portions (blocks or combinations of blocks) of the mainline. The Dispatcher may also issue additional orders to the crew. Crews are prohibited from moving beyond the last location for which they have permission, until the Dispatcher has provided permission to move to the next named locations on the railroad. For example, a verbal track warrant might have the dispatcher tell the crew: *"Extra NYOW 805 south, take the siding at Merrickville, and wait for Extra NYOW 902 South to pass. Then proceed to Walton."*

On a small layout with a couple of trains, knowing where the trains are on the layout is easy, especially if the Dispatcher is in the same room. but obviously, with a larger layout and more trains, this method will become unmanageable once there are more than a couple of trains, or the Dispatcher can't actually see where everyone is; such as on a large layout, or if the Dispatcher is not in the room. Again, this is also a great way to "test-run" a layout because it doesn't require a lot of paperwork or preparation, but



it does transfer the decision-making about train movements from the crews to the Dispatcher.

WRITTEN TRACK WARRANTS: On a prototype where there are no signals (dark territory), the Dispatcher communicates with train crews with a series of written orders providing authority for the crew to move along the mainline, via written "Track Warrant". Written "Track Warrants" are critical to ensuring that both the Dispatcher and the crew understand what trains are on the mainline, where they are, where they are going, and what other trains they are likely to meet. A

Track Warrant is dictated by the Dispatcher to a train crew (or station agent) on the phone, radio, or telegraph, depending on the era, read back by the crew, and confirmed as correct by the Dispatcher. The Track Warrant is the official instructions to the crew

TRACK WARRANT	
NO:	_____
TO:	_____
1.	<input type="checkbox"/> TRACK WARRANT NO. _____ IS VOID.
2.	<input type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.
3.	<input type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.
4.	<input type="checkbox"/> WORK BETWEEN _____ AND _____ ON _____ TRACK.
5.	<input type="checkbox"/> NOT IN EFFECT UNTIL _____
6.	<input type="checkbox"/> THIS AUTHORITY EXPIRES AT _____
7.	<input type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
8.	<input type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT.
9.	<input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF _____
10.	<input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT.
11.	<input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN.
12.	<input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY MEN OR EQUIPMENT.
13.	<input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
14.	<input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
15.	<input type="checkbox"/> FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.
16.	<input type="checkbox"/> TRACK BULLETINS IN EFFECT _____
17.	<input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: _____
OK _____ (TIME) DISPATCHER _____	
LIMITS REPORTED CLEAR AT _____	
(Mark the box for each item instructed.)	

and details exactly what portion of the mainline the train crew has permission occupy, along with other instructions, such as other trains to meet and which track to be on for the meet. The sample Track Warrant below contains the information for a train crew, all of which is crucial for them to operate safely on the railroad and vital to the Dispatcher, so he can keep track of where each train is on the railroad and orchestrate multiple train movements. On the prototype (and some model railroads) written Track Warrant pads come with carbon paper copies so an official record is maintained, should something disastrous occur. In most instances, the conversation goes something like this once communication between the Dispatcher and the Agent/Crew is established. The Dispatcher would say "Ready to copy?" and the Agent/Crew would reply, "Ready". The Dispatcher would then proceed to provide the information in the form of "fill in the blank" instructions. The first thing is to provide the Warrant Number and state what train it is for. If there is a prior Warrant in force for this train, the Dispatcher would say: "Check Box 1, Track Warrant X" is void. This voids the previous warrant, as this warrant now takes precedence. Then the Dispatcher goes down the list telling the crew/agent which boxes to check and what instructions go in

each of the blanks and adds any special instructions. Much of the information, such as number, must be fully spelled out, ie: "Nine, N, I, N, E" when stated by the Dispatcher and when being read back by the crew/agent. At the end of the readback, the Dispatcher OK's the readback as accurate, the time is written down and the Dispatchers' initials or name is indicated, as is the crew/agent's name. This transfer of information, if handled in the strictly prototype way, can take a few minutes. Therefore, written Track Warrants may not be a good solution for smaller model railroads, where distances are short and as a result, the crews and the Dispatcher would spend much of their time dictating and writing Track Warrants. On the other hand, if the goal is slow down the operations on your layout, requiring written Track Warrants might work for you.

TIME TABLE AND TRAIN ORDER (TT&TO) puts much of the decision making back into hands of the crews (in some ways similar to Smoke Rules) and this is a very popular approach to operations. In TT&TO, most of the decisions are based on the schedule, the operating rules of railroading, with train Superiority, established by the Class and Direction (most railroads have a Superior direction of travel). "Extras" are normally the lowest Class and must keep out of the way of all Superior trains and there are specific

rules about how they do that. In TT&TO, there is still a need for a Dispatcher to help the Extras traverse the layout, but their work effort is less intense than with Written Track Warrants, because the Dispatcher is not involved in every movement of every train. Track Warrants are written to cover specific types of situations as well as situations not covered by the normal operating rules. There are many operators who prefer this approach because it requires a certain level of knowledge by the train crew, and because they make many of their own decisions, based on the Rulebook. It sounds more intimidating than it is in practice because there are essentially five to ten critical rules to operating safely, the rest are often expansions of these basic rules or window dressing to add interest.

Once you introduce the Dispatcher position, it's a good idea to give him (or her) a way to keep track of trains on the mainline (other than in their head). A prototype Dispatcher might have a dynamic schematic of the railroad showing the locations of the trains (depending on the era), and/or a paper "Dispatcher's Sheet", called a "Dispatcher's Record of Trains" on the NYOW. Below is the Dispatcher's Record of Trains that I created using the prototype form as a starting point and then simplifying it using Excel. The sheet is intended to be used by Dispatcher without any kind of schematic but doing so effectively requires quite a bit of experience. In the center of the sheet, the stations are identified from East to West. The columns on the left are used to record the progress of Westbound Trains, reading down the stations, with the column on the right recording the progress of Eastbound Trains, reading up. Additional information includes the distance between stations, a sample of how to fill out the form (grey boxes) and additional information the Dispatcher should know, such as the superior direction of trains. If you are interested in receiving the



DISPATCHER'S RECORD OF TRAINS	
PRIORITY - EASTBOUND TRAINS HAVE PRIORITY OVER WESTBOUND TRAINS OF THE SAME CLASS	
DATE: _____	
WEST BOUND READ DOWN <small>TRAFFIC TRAIN NUMBER (2018 NUMBERS)</small>	EAST BOUND READ UP <small>TRAFFIC TRAIN NUMBER (2018 NUMBERS)</small>
10 9 8 7 6 5 4 3 2 1	10 9 8 7 6 5 4 3 2 1
11 10 9 8 7 6 5 4 3 2 1	11 10 9 8 7 6 5 4 3 2 1
12 11 10 9 8 7 6 5 4 3 2 1	12 11 10 9 8 7 6 5 4 3 2 1
13 12 11 10 9 8 7 6 5 4 3 2 1	13 12 11 10 9 8 7 6 5 4 3 2 1
14 13 12 11 10 9 8 7 6 5 4 3 2 1	14 13 12 11 10 9 8 7 6 5 4 3 2 1
15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1	22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
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approach, where I acted as the Dispatcher and Superintendent, and crew members asked me for permission to move across the railroad. This worked well, because I was able to move around the room checking where trains were and providing authority for the crews.



After a few years of successfully operating in this manner, I decided that I wanted to create a formal Dispatcher position for the railroad (another crew position). So I created the "Dispatcher's Record of Trains" and use that with a formal Verbal Track Warrant system. This system includes a written script for crews and the Dispatcher are supposed to use when communicating. This script follows a telephone call format from the Station Agent (Crew) to the Dispatcher. The goal is to get the crews to communicate the key information to Dispatcher in a clear and concise and specified order. The next step in the evolution of my operating scheme is to build the magnetic panel, install telephones and move the Dispatcher to another room, communicating with the crew via telephone with Verbal Warrants. If you have questions about this article or operations on your layout, don't hesitate to contact me at Superintendent@cajon.org.

The Editor's Column

by Morrie Fleishman Editor: Cajon Division



Welcome to the October issue of the Order Board, the newsletter for the Cajon Division which is issued every other month. This month we have highlighted some basic information about the 2024 NMRA Convention in Long Beach. As plans are developed we will be providing more information as we will need a lot of volunteers to make it happen. Please send me your articles and suggestions to incorporate in the Order Board. They may be sent to me at; editor@cajondivision.org

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

CAJON MEET IN LAS VEGAS NEVADA ON NOVEMBER 19

Location: Paul Mickelson's house 1680 Rolling Hills Dr. Las Vegas, Nv. 89156

Program Schedule

9:00 AM Swap set up

10:00 AM clinic: Joel Morse "Layout Planning for Operations"

11:00 AM TBA

12:00 PM Lunch

1:00 PM clinic: RL Jenkins "One way to Speed match your HO/N scale Locos"

2:00 PM Short Business Meeting and White Elephant sale

4:00 PM End of Meet

Support Your Local Hobby Store

We like to support Hobby Stores when we can. So, we have included a list of local shops for your use.

Arnie's Model Trains & Milepost 38 Toy Trains 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 714-893-1015

Milepost 38 Toy Trains | 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

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

www.the-whistlestop.com

Fax: (626) 796-7566