



What are all these people looking at? I'll give you a hint, the scene is the Contest room of the Pasadena PSR Convention, the time is right after the Banquet, and they didn't just win a ride on the SP locomotive simulator. Give up? Turn to the top of page 14 for the answer.
 Charles Hepperle photo copyright 1985

L.A. COUPLER
 P.O. BOX 1234
 ALHAMBRA CA 91802-1234
 Forwarding & Return
 Postage Guaranteed
 Address Correction Requested
 TIME VALUE DATED MATERIAL

BULK RATE
 U. S. POSTAGE
 PAID
 Alhambra CA
 Permit No 203



Divisions, PSR/NMRA Present a

DOUBLEHEADER

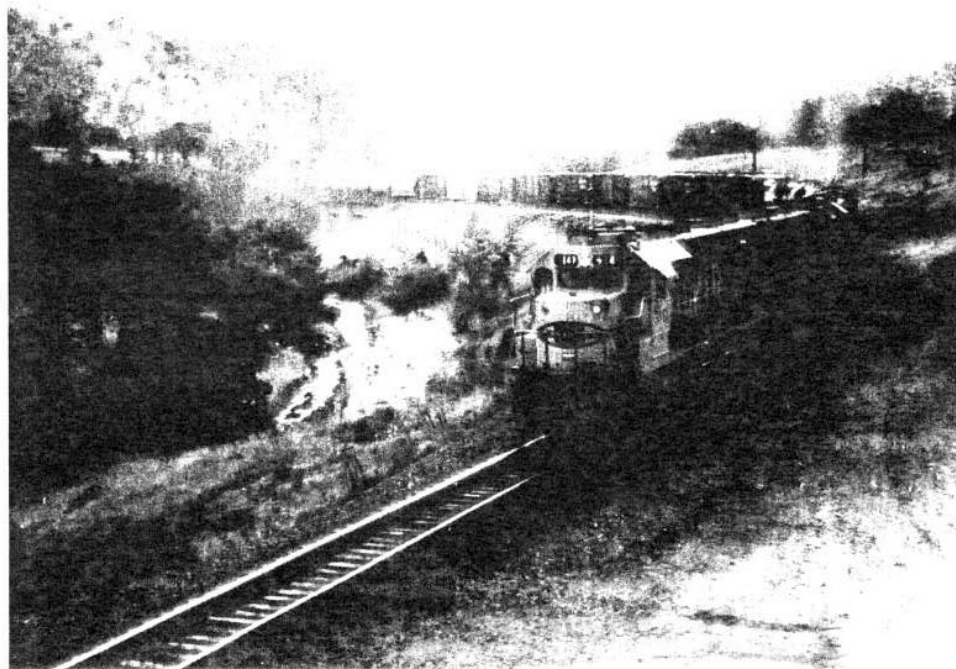
L.A. Coupler and Order Board

JOINT ISSUE

November 1985
 L.A. Coupler No. 69
 Order Board Vol. 13, No. 4



Joint Fall Meet Sat. 16 November
 Cajon Auction Sat. 7 December



Roundhouse Ramblings

Bruce Metcalf
Editor

DOUBLEHEADER

Coupling two locomotives together to pull a heavier train than either could budge alone is called "doubleheading." This special issue is the same kind of joint effort, but instead of two locomotives pulling a single train, we have two Divisions producing a single magazine.

The Los Angeles Division's L.A. Coupler and the Cajon Division's Order Board are both contained within these covers. With circulations of 800 and 400 respectively, this issue will reach 1200 modelers from Oxnard to Ontario, from Norwalk to Needles, and from Los Angeles to Las Vegas. Subscribers to one magazine who normally get the other will have their subscriptions extended, and those who advertise in both magazines will be given a partial credit upon request.

The two Divisions are also holding a joint Fall Meet, described on page 3 and in the enclosed flyer. Our hosts, the Citrus Empire Model Railroad Club in Pomona, California, is located on the border and draws its members from both Divisions. In all, an exemplary case of two groups pulling together to accomplish what neither could alone.

MERGERS

No, not the Santa Fe--Southern Pacific again, this is about us! Some members are agitating to reunite the Pacific Southwest Region with the Pacific Coast Region. Others want the metropolitan areas of the L.A. and Cajon Divisions to succeed and form the Pacific Electric Region. Still others argue for a PE Division in PSR/PCR in the same area. Confusing, isn't it?

If you have questions about these proposals, please--call or write your Division or Region officials. Get the facts before you vote or sign a petition. If you have already made up your mind, drop a line to the editor and share it with your fellow members.

COMPARISONS

Not infrequently I use railways as analogies of the NMRA (see "Doubleheader" above). Last week I found myself using the hobby as an analogy for prototype railroading.

I had crawled into the firebox of Southern Pacific #9 at the Laws Railroad Museum to inspect her for possible steam service. When I finished the inspection I found it was a lot harder to get out of the firebox than it was to get in.

"Sounds a lot like editing the L.A. Coupler," quipped a friend as he helped me climb back into the cab.

"It is," I replied, "I can always use a few friends to help me out."

COVER PHOTO: "Santa Fe Eastbound in Tehachapis" is the title of the Best of Show Photograph from the Pasadena PSR Convention. According to the September 1985 issue of the CTC Board, the lead unit, AT&SF #5347 may soon become SP&SF #7047. No stranger to renumberings, the FP45 was previously in Santa Fe's 5940 class. Hey, not bad research for a steam fan, huh? Tony Joulsohn photo

Joint Fall Meet

Rick Colbert & Jacquie Custer
Cajon & L.A. Div. Activity Chairmen

Saturday 16 November 1985

This year's Fall Meet will be held at the Los Angeles County Fairgrounds in Pomona, California, and it promises to be one of the best meets ever held. Why? Because, for the first time it will be sponsored jointly by the Citrus Empire Model Railroad Club, the Los Angeles Division, and the Cajon Division. We have pooled all our talent for this post-Pasadena event, which looks to be the size of a mini-convention.

Activities are scheduled from 9am to 4pm on Saturday, November 16th, with set-up for the Swap Meet beginning at 8am and continuing until noon. The fare will be \$3.00 for members, \$4.00 for non-members, a \$1.00 family surcharge (any number), and \$1.00 for those 12-17 years of age.

For openers, both the Citrus Empire Model Railroad Club layout (under the grandstands) and the 1/2 inch scale outdoor model railroad on the fairgrounds will be operating. Also, the Southern California Chapter of the Railway and Locomotive Historical Society will be exhibiting their collection.

Already scheduled are clinics on wiring and trackwork. A special hands-on clinic will show you the correct way to install Kadee couplers on freight cars. If you have MDC, Athearn, or Train Miniature cars and MKD-5 couplers, bring them along. The clinic will supply all spacers and tools. Other clinics include one on the operation of the 1/2 inch scale outdoor model railroad at the fair, and one given by members of the Southern California Chapter of the Railway and Locomotive Historical Society on their collection stored on the fairgrounds. Finally, we hope to have a clinic entitled, "What Judges Look for When Judging Models." This clinic will be designed to help modelers understand what judges look for and how to improve your chances when entering your models in contests.

If there is a particular aspect of model railroading that you would like to see a clinic on, or if you would like to give a clinic yourself, please feel free to call. In the Cajon Division, call Activity Chairman Rick Colbert at (714) 533-6484 evenings, or (714) 772-6941 days. In the Los Angeles Division, call Clinic Chairman Carl Weaver at (818) 366-6136 evenings.

There will be tape/slide clinics, a swap meet, and contests in model construction and photography. A new event will be a computerized locomotive simulator contest for those of you who didn't win a chance on the real thing at the Pasadena Convention.

A refreshment booth will have hot dogs, drinks, cake, candy, and munchies for those of you with hunger pangs. A Country Store will have shirts, patches, caps, and NMRA supplies for sale.

Also planned is a raffle (with the L.A. and Cajon Divisions competing to see who can sell the most tickets), plus a few surprises.

If you haven't been to a big Division meet in a while, be sure to hit this one--you're in for a treat.

Cajon Activities

Rick Colbert
Cajon Div. Activity Chairman

AUCTION

Saturday 7 December 1985

This year's Cajon Division Auction will be held Saturday, December 7th, at the Orange County Business College located at 1401 S. Anaheim Blvd. in Anaheim (east of Harbor Blvd., between Ball Road and Katella Ave.). The doors will open to sellers at 8:30am and to buyers at 10am. The Auction will begin promptly at 10:30am. The fare is \$1.50 for NMRA members and \$2.00 for non-members. See page 00 for complete Auction rules.

CAJON DIV. ANNUAL BANQUET

Saturday 15 March 1986

The next Annual Banquet will be held Saturday, March 15th, at the newly completed Ontario Airport Hilton (off I-10 at the Haven Ave exit). This is the site of next year's Third Annual PSR Convention. There will be a cocktail hour beginning at 6pm, and dinner will be served at 7pm. More information in the next issue of both of these magazines will give the exact price and deadline for reservations.

Joint Issue Staff:

November 1985 Joint Issue
L.A. Coupler Whole Number 69
Order Board Volume 13; Number 4

ORDER BOARD EDITOR - Tom Becker

2743 Merlin Ave, Fullerton CA 92635, (714) 529-6869

L.A. COUPLER EDITOR - Bruce Metcalf

582 Rosecrans Ave, Manhattan Beach CA 90266-3449, (213) 545-0706

ASSISTANT EDITORS - Rick Colbert and Pete Solyom

CONTRIBUTORS - Bill Challoner, Neil Kleinman, and Bob Metcalf

PHOTOGRAPHERS - Charley Hepperle, Roy Idlof, Tony Joulsohn, and Dennis Pearson

PHOTO EDITOR - Spencer Pattison

18801 Hawthorne Blvd #77, Torrance CA 90504, (213) 542-8000

GRAPHIC SERVICES - Charles Hepperle

CLUB CAR CONDUCTOR - Mike Reilly

3018 Windmill Rd, Torrance CA 90505, (213) 530-7536

TYPESETTING - John Dent, Bill Hoadley, Winifred Hoadley, Bill

Mergard, Bruce Metcalf, Marta Metcalf, and Larry Nelson

PRODUCTION EDITOR - Charles Gasper

PASTE-UP STAFF - John Bowles, Charles Hepperle, Beverly Metcalf, Bruce Metcalf, Bob Metcalf, Larry Nelson, and Louis Piser

CIRCULATION MANAGER - Elie Amiel

Box 1234, Alhambra CA 91802-1234, (818) 284-0457

CIRCULATION STAFF - Evelyn Amiel, John Bowles, Gale Irwin, Pat Irwin, Bruce Metcalf, Marta Metcalf, Wilmer Seaver, and Andy Waterman

ORDER BOARD ADVERTISING MANAGER - Tom Becker

L.A. COUPLER ADVERTISING MANAGER - Tony Joulsohn

2325 Santa Fe, Torrance CA 90501, (213) 593-0833

ASSISTANT L.A. COUPLER AD MANAGER - Claudia Weaver

L.A. Activities

Jacquie Custer
L.A. Div. Activity Comm. Chair.

L.A. DIV. BANQUET

Saturday 15 February 1986

The Annual Banquet for 1986 will be held on Saturday 15 February 1986. The place is the Quiet Cannon Restaurant at 901 North Via San Clemente in Montebello. There will be a no-host cocktail hour at 6:30pm, and a roast sirloin of beef dinner will be served at 7:30pm. Entertainment is planned, as is the annual "brass" drawing and a raffle. The fare, a map, and other details will be in the next issue of both of these magazines.

Start preparing your short essay now for the "Sweetheart of the Year" contest. Tell why your "sweetheart" is so special to you, and win a nice prize. Rush your entry to: Jacquie Custer, 11914 Terri Drive, Canyon Country CA 91351.

FUTURE EVENTS

Remember to set aside Saturday 26 April 1986 for the Spring Meet, and Saturday 7 June 1986 for Roger Schenck's Narrow Gauge Get-Together in Long Beach, California. Also in the planning stages are the Summer Picnic, an excursion to ride the new line of the San Diego Trolley, and more. Many more details will be in the next issue of the L.A. Coupler.



OFFICIAL PUBLICATION The L.A. Coupler and the Order Board are the official publications of the Los Angeles and Cajon Divisions, Pacific Southwest Region, National Model Railroad Association, Inc., respectively and are published at least four times per year. **FREE TO MEMBERS** The Order Board is sent free of charge to all members of the Pacific Southwest Region, NMRA, who live in the counties of Inyo, Mono, Orange, Riverside, and San Bernadino, California, and Clark, Esmeralda, Lincoln, and Nye, Nevada; and the L.A. Coupler is sent to all members living in the counties of Los Angeles and Ventura, California.

L.A. COUPLER SUBSCRIPTIONS The L.A. Coupler is available to others by subscription at the rate of \$1.00 per year. Send subscriptions to the Circulation Manager listed above.

CONTRIBUTIONS Both magazines solicit the contribution of articles, photographs, art, cartoons, and drawings on any railroad or model railroad topic whose subject is within the present or former limits of the respective divisions.

RESPONSIBILITY Except for official reports, opinions expressed herein are those of the authors, and do not necessarily represent those of the Editors or Divisions; neither should the Divisions or contributors be blamed for any crackpot ideas of the Editors'.

Superintendent's Report

John Bowles
L.A. Div. Superintendent

Over 500 people attended the "Try L.A. in '85" convention September 26th through 28th. It took many hours of planning to make this type of event such a success. Congratulations to the Convention Committee.

This is another special issue of the L.A. Coupler. It is a joint issue with the Cajon Division Order Board. The two Divisions are planning a special joint Fall Meet. It will be held Saturday, November 16th, at the Los Angeles County Fairgrounds.

As you all should be aware by now, the great debate goes on-- will we or won't we recombine with the Pacific Coast Region? You are going to have a chance to vote for or against the merger. There will be an official ballot in a future issue of the Dispatch. There will be another issue of the L.A. Coupler before you must cast your ballot. If you would like your opinions known, send them to Editor Bruce Metcalf. They will be published in our next issue.



Los Angeles Division Staff:

SUPERINTENDENT - John Bowles
654 Colgate Pl, Claremont CA 91711, (714) 626-3884
CHIEF CLERK/PAYMASTER - Bruce Metcalf, (213) 545-0706
582 Rosecrans Ave, Manhattan Beach CA 90266-3449
DIRECTOR - Wilmer Seaver, (805) 255-8771, (213) 536-5447
27372 Garza Dr, Saugus CA 91350
MEMBERSHIP CHAIRMAN - Elie Amiel
P.O.Box 1234, Alhambra CA 91802-1234, (818) 284-0457
CONTEST COMMITTEE CHAIRMAN - Dave Cox
178 Gretna Green Way, Los Angeles CA 90049, (213) 472-6363
NOMINATING CHAIRMAN - Andy Waterman
2110 E Thackery St, West Covina CA 91791, (818) 919-5057
PUBLIC RELATIONS CHAIRMAN - Ron Chervin
1250 N Fairfax Ave #2, Los Angeles CA 90046, (213) 656-2387
ACHIEVEMENT PROGRAM COMMITTEE CHAIRMAN - John Buffalo
2625 W 235th St #E, Torrance CA 90505, (213) 325-6607
ACTIVITY COMMITTEE CHAIRMAN - Jacquie Custer
19914 Terri Dr, Canyon Country CA 91351, (805) 298-7223
MEMBER AID COMMITTEE CHAIRMAN - Bruce Metcalf
ESTATE COUNSELING CHAIRMAN - Wilmer Seaver
ASSISTANT CLERK/HISTORIAN - Jean Smith
ASSISTANT CLERK/PAYMASTER - Bill Mergard
ASSISTANT PAYMASTER/FUNDRAISER - Fred Townsend
CLINIC CHAIRMAN - Carl Weaver
15638 Horace St, Granada Hills CA 91344, (818) 366-6136

Tower Talk

Vic Prior
Cajon Div. Superintendent

Some of the topics covered in the Board of Trustees meeting at the National Model Railroad Association Convention held in Milwaukee earlier this year are the subject of this issue's Tower Talk.

A company has been found who is willing to write model insurance policies. It has been pointed out that 95% of the time, your homeowner's policy will cover your railroad as well.

Two resolutions were passed. One commending Bulletin Editor Mike Carlson for the superb 50th Anniversary Issue. Also, a commendation to the headquarters office staff for the excellent job they have done reorganizing the home office and providing quick response to member queries and member service.

A survey contained in the Membership Promotion Committee report produced the following information on members who did not renew: 34% forgot to renew or misplaced the renewal form. 24% had specific criticisms about the Bulletin, with very few criticizing, "Too much politics." 18% were leaving the hobby, and less than 1% claimed economic hardship or too much money for the benefits.

I hope you were able to make the Pasadena convention.

Cajon Division Staff:

SUPERINTENDENT - Vic Prior
915 Redbud, Brea CA 92621, (714) 529-4082
DIRECTOR - Ray Sadler
1301 Jacaranda Pl, Fullerton CA 92633, (714) 879-3627
CHIEF CLERK/PAYMASTER - Ralph Dubois
3380 E Date St, Brea CA 92621, (714) 524-0934
ACTIVITIES COMMITTEE CHAIRMAN - Rick Colbert
121 S Illinois #3, Anaheim CA 92805, (714) 533-6484
MEMBERSHIP CHAIRMAN - Howard Frazier
358 E Lotus Pl, Brea CA 92621, (714) 529-6869
CONTEST COMMITTEE CHAIRMAN - John Hachey
2885 S Phoenix, Ontario CA 91761, (714) 947-4389
NOMINATING COMMITTEE CHAIRMAN - Chuck Gardner
3507 Teton Dr, Fullerton CA 92635, (714) 526-2875
ACHIEVEMENT PROGRAM COMMITTEE CHAIRMAN - Ray Sadler
RAIETTE COMMITTEE CHAIRMAN - Donna Marquardt
1107 S Pine, Fullerton CA 92633, (714) 526-2755
HISTORIAN - Don Oldendorf
1819 Kelleher Pl, Placentia CA 92670, (714) 993-3995
MEMBER AID - Mel Marquardt
1107 S Pine, Fullerton CA 92633, (714) 526-2755
ESTATE COUNSELING - Mel Marquardt
PUBLIC RELATIONS CHAIRMAN - Larry Simonton
5915 Trinidad Way, Buena Park CA 90620, (714) 522-3159
PLAIN ORDINARY MEMBER CHAIRMAN - Bob Chapparo
2428 Monterey Peninsula Dr, Corona CA 91720, (714) 734-7141

This year's Fall Meet will be something different and enjoyable for everyone. It will be a joint meet with the Cajon Division, and it will be held at the Los Angeles County Fairgrounds in Pomona.

The judged contests will include: Steam Locomotives, Traction, Structures, Caboose, and Freight Cars. There will be a popular vote contest for Prototype Color Prints and Model Color Prints.



Phone (714) 990-6795

Engineer Bob's Model Train Repair

Buy - Sell - Trade

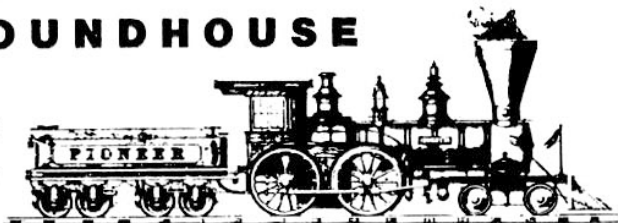
R.E. "BOB" SCHOONMAKER

2838 Spruce Place
Fullerton, California 92635

THE ROUNDHOUSE

MODEL TRAIN
SUPPLIES

HO N Märklin
LGB LIONEL
American Flyer



ALAN & JUDIE KEESLING

12804 Victory Blvd. North Hollywood (818) 769-0403

Full Consist

New and used brass, books, kits, details—
common and hard to find. LGB. Z. S. Sn3.
And of course HO. HOn3. O. On3. Live Steam.
Since 1951. Two locations.

THE ORIGINAL

Whistle Stop^{INC.}

3745 E. Colorado Blvd.
Pasadena, CA 91107
(818) 796-7791

2828 Marconi Ave.
Sacramento, CA 95821
(916) 485-5288

Cajon Div. Auction Rules

Cajon
Division

To avoid confusion, here are the rules governing the Cajon Division Auction:

1. No private sales will be allowed at the Auction. All sales must be handled through the Auction Committee and the cashier.
2. Anyone who wants to bid must register as a bidder and receive a bidding number.
3. Items will be sold in the order in which they were entered in the Auction.
4. Minimum bid price per lot is \$5.00. Items of lesser value should be grouped and sold together to result in lots valued at \$5.00 or more. All items must be mounted on a temporary cardboard sheet for handling, or enclosed in an open box.
5. If a seller decides to have a minimum bid changed, it must be approved by the Auction manager.
6. Buyers may pay for purchases with cash or check. Only checks made out to "Cash" will be accepted. (Neither the Auction Committee nor the Cajon Division PSR/NMRA assumes responsibility for condition or truthfulness of fact of any item.)
7. The buyer shall pay for his purchase before the seller receives his money.
8. Sellers will be paid by cash and checks, with checks handled as currency. That is, sellers will be paid with any combination of cash and checks to the amount of their total sale, less commission.
9. The service fee for handling merchandise in the Auction is 10% of the selling price. If you buy back your item, you will be charged the 10% service fee.
10. A service fee will not be assessed on unsold items. These items may be picked up by the buyer at any time upon presentation of the appropriate seller's claim check.
11. Each item shall be called three times before being sold.
12. Buyers must pay and pick up their purchased items immediately after the sale is completed unless other arrangements are made in advance with the Auction Manager.
13. All merchandise must be picked up within an hour of the Auction's conclusion.

Please remember that merchandise on display must not be moved or handled. If a kit or box must be opened for viewing, please ask for assistance from the Auction Committee.



THE IRON HORSE
116 S. Brea Blvd.
Brea, CA 92621
(714) 529-1795

COMPLIMENTS OF THE



MEMBER

SBSS&BSS

Foreign Train Specialties

N Scale

Frank Simon
213-835-6697 1133 Wilmington Blvd.
By Mail or Appointment Wilmington, CA 90744



HILL STREET STATION TO THE LONG WHARF

DAVE COX HO

ファーストセット

GODZILLA'S TRAINS!!!

Fine quality N-scale goods direct from Japan. Kato, Tomix, Green Max And More. Contact JNR Dist., 4051-1 Glencoe, Marina Del Rey, CA, 90291 for catalogs and more information.



"EVERYTHING FOR THE APPRENTICE TO THE MASTER MODEL BUILDER"

- TRAINS, PLANES, SHIPS
- CARS, ARMOR
- TOOLS, BOOKS

714 964-8998

OPEN 7 DAYS

18120 BROOKHURST ST., #21
FOUNTAIN VALLEY, CA 92708

COAST-TO-COAST LOCOMOTIVE WORKS

Lionel, Brass, Airplanes
Automobiles, Ships



247 E. 9th St., Upland 981-9453
WE BUY AND SELL NEW & USED TRAINS

BOB JANZEN

THE DIESEL SHOP

TRAINS EXCLUSIVELY

(818) 367-6620 13808 BRUSSELS AVE.
8-6 P.M. SYLMAR, CA. 91348

Travel Models

MODEL RAILROAD HEADQUARTERS

LOS ANGELES CALIF. 90011

OPEN 7 DAYS A WEEK
11 AM - 8 PM THRU FR.
10 AM - 6 PM SAT. & SUN. (DIAL 800-222-7229)

Paul Freiler's HISTORICAL MODELS



18228 Hawthorne Blvd
Torrance California 90504 (213) 542-6391

HISTORY — PRESERVATION WORK

READ THE



PLANS — MODELER'S INFO

New & Used



Train Exchange

Consign • Buy • Sell • Trade • Appraisals • Repairs
Electric Trains & Accessories
All Ages & Sizes

8008 Boulder Highway
Las Vegas, NV 89122 (702) 456-8766

Convention Help

Vic Prior
Cajon Div. Superintendent

As you probably know by now, the Cajon Division is backing the 1986 PSR Convention to be held at the brand new Ontario Hilton Hotel, near the airport. This event will take place August 14-17, 1986, just ten short months away!

Many plans are in motion to give all the attendees a great time. Many helpers are required to cause a good convention to happen. We need your help! We need people who are able to man a complete project and we need people who can only help a few hours. Take a good look at the list of help wanted areas below. If you are able to help in any of these areas, send a postcard to Roam Cajon '86 Personnel. State the position you're interested in and we will do the rest. Better yet, call me at (714) 529-4082 after 6pm.

Let's show the other Divisions a good time in Ontario. They have done a superb job for us in Phoenix and Pasadena. We owe it to them. Call me now!

Roam Cajon '86 Staff Positions Open

Registration	Layout Tours	Contest
Clinics	Audiovisual	Security
Public Relations	Children and Teens	Banquet
Door Prize Procurement	Prototype Tours	Railettes
Hobo Breakfast	Swap Meet	Awards Ceremony
	Legal Input	

LOS ANGELES

Allied Model Trains is one of the world's largest train shops... a huge selection of all makes and sizes, foreign and domestic ...since 1946.

ALLIED MODEL TRAINS 10938 W. Pico Blvd., L.A., CA 90064 (213) 475-2228

PSR Contest Winners

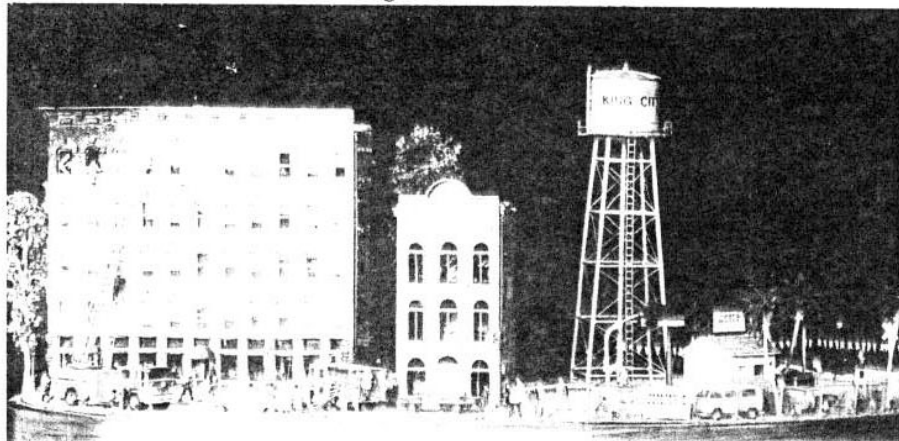
Dave Cox
Convention Contest Chair.

The "Try L.A. in '85" PSR Convention is now history--and a tremendous success. The contest room was filled with over 150 entries. There were entries in every category with 45 first place trophies and three Best-of-Show awards presented at the gala banquet. This is the first time that I can remember that all of the contest awards were presented at a regional convention.

The next issue of the Dispatch will have a complete list of winners and more photos of winning models.

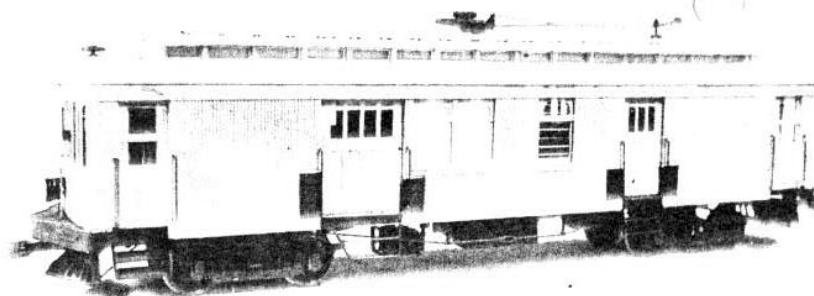
My special thanks to PSR Contest Chairman Hank Graham (named Region Man of the Year at the banquet) and his crew from the Santa Fe RR in Needles, California, for running the contests. Another big thank you goes to the two dozen knowledgeable and patient members who, like us, gave up their Saturday at the convention to judge the entries.

It was a great convention for the Pacific Southwest Convention, and we would love to do it again!

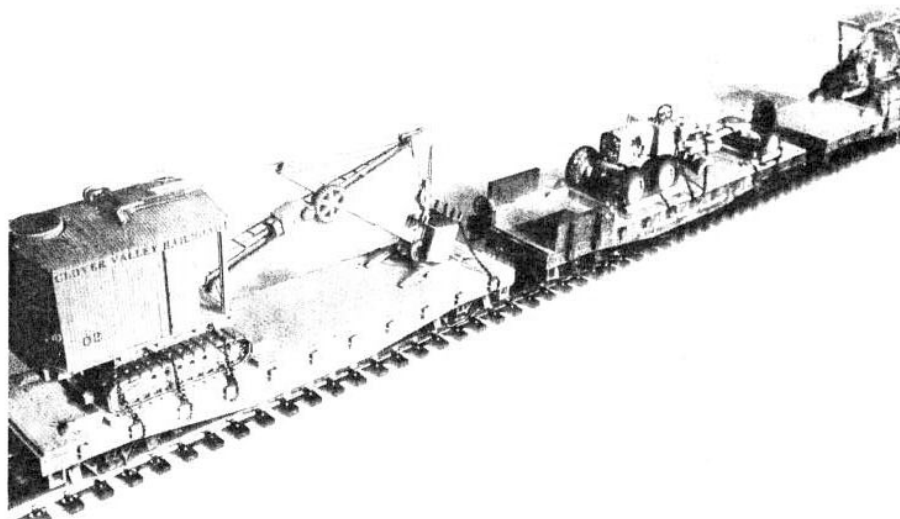


Rusty Fisher's "King City Hotel Fire" won Favorite Best of Show at the Pasadena PSR Convention. This N scale display features operating extension ladder fire truck, working lights in vehicles and structures, sound effects, and a real fire in the hotel. In fact, it's got everything except water to put out the fire, which at last report was still burning.

Charles Hepperle photo copyright 1985



Railway Post Office service was once provided by the Pacific Electric, as demonstrated by this O scale prizewinner built by William Everett. Do you suppose that replacing the 600 volt overhead would help speed mail delivery? Dennis Pearson photo



Lynn Austin, the owner of the HO scale Clover Valley Railroad, better hope that all is well back home in Las Vegas, Nevada. The road's entire wreck train came to the Pasadena PSR Convention, where it was First Place and Favorite awards winner in Maintenance of Way competition. Charles Hepperle photo copyright 1985

JAY & LA PRI R.R. "The Scenic Line"



VIC PRIOR
CONDUCTOR

915 REDBUD - BREA, CA. 92621
(714) 829-4082



BREA VALLEY R.R.
The Green Belt Line

N Scale Station Master
RALPH DUROIS

(714) 524-0934
(213) 677-0656

DATE ST. DEPOT
3380 E. DATE ST.
BREA, CA. 92621

IN WEST VAN NUYS
RADIO CONTROL SPECIALISTS
PLANES-BOATS-TRAINS
HO & N GAUGE - PLASTICS

JAY REPLEGLE

CALL
786-0701

HOBBY HOUSE, INC.
7546 BALBOA BLVD. - VAN NUYS 91406
(JUST SOUTH OF SATCOM)

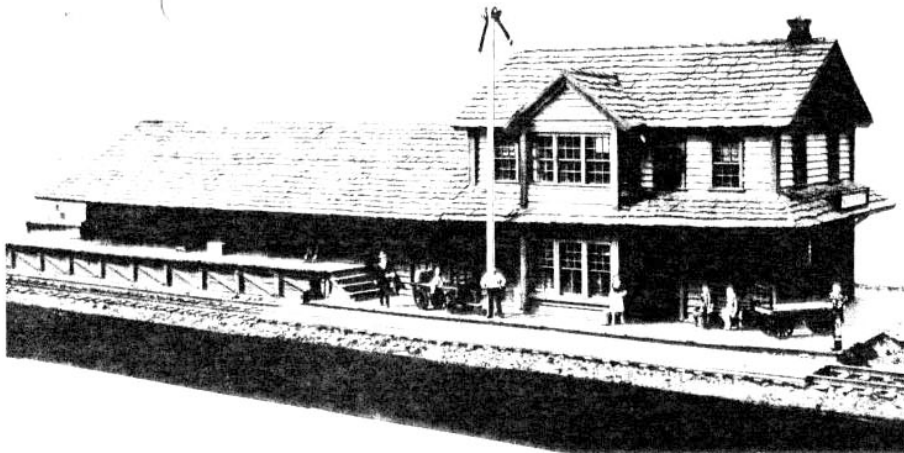
Dick & Patty Waddell (213) 363-3323



CRAFTSMAN
Hobby Shop

- RADIO CONTROL PLANES, CARS & BOATS
- TRAINS HO & N GAUGE
- PLASTIC MODELS - ROCKETS
- CRAFTS

10122 BALBOA BLVD., GRANADA HILLS, CA 91344



Orlyn Glover won First Place in the Open Structure Contest at the Pasadena PSR Convention with this O scale model of Southern Pacific's Palmdale, California, depot. Those passengers on the platform have a long wait ahead of them--this station hasn't seen passenger service since the last Pacific Railroad Society excursion.

Dennis Pearson photo

THE LITTLE DEPOT
AT HOBBY CITY


**THE SHOP OF
MODEL RAILROADING
EXCLUSIVELY!**

WE STOCK AND REPAIR ALL GAUGES

OPEN 7 DAYS, MON-FRI. 10-6 • SAT.-SUN. 10-6

1238A S. Beach Blvd. • Anaheim, Ca. 92804

DAN and JAN BRADLEY owners



(714) 828-5080

marklin
175 Years of Proven Value
World Leader in Model Railroading

For the Newcomer and Old Timer we carry the finest
in Foreign and Domestic Lines & Accessories!
Featuring Gauge 1 European HO - 2 Scale Mini Cuo

WORLD TRAINS

Quality Model Railroading & Supplies
Authorized Marklin Sales & Repair Center

8311 E. Rosecrans
Paramount, CA 90723

John Marquardt
(213) 408-0404
(213) 633-8060

Ronald Moss

(818) 886-9999

THE ATTIC FANATIC

OLD TOYS, TRAINS & COLLECTIBLES
- WE BUY, SELL, TRADE & REPAIR -
- HOHEL, AMERICAN FLYER, MARX, L.G.B.,
MARKLIN TOY TRAINS & ACCESSORIES.
IN STOCK: OLD DINKY, CORGI, MATCHBOX,
SOLIDO, CAR PROMOS, OLD PLASTIC KITS
"WE SHIP ANYWHERE," MC, VISA, AMER. EXPRESS.

9017 RESEDA BLVD. NORTHRIDGE, CA 91324

Region Membership

Vic Prior
Cajon Div. Superintendent

Regional membership, specifically the lack of it, puzzles me. We NMRA members contribute to the promotion of this fantastic hobby by joining hands with 25,000 other model railroaders that feel the same as we do. The NMRA exists to promote and educate others in model railroading. This is accomplished through conventions, film clinics, data sheets, manufacturing standards, and most important, I feel, the regions and divisions that are a direct result of having a national organization. Some of us are apparently unaware of the regional and divisional activities or feel these are not important enough to require our attention.

In the Cajon and Los Angeles Divisions, only 40% of the NMRA members are also Pacific Southwest Region members. More activity happens on the regional and divisional levels than on the national level. Our region, like others, holds a convention each year. (Have you signed up for Ontario yet?) The Divisions, and I can speak for most, have many more functions every year that are within the reach of most of us. Most of you already know of the auctions, meets, picnics, prototype tours, layout tours, movie nights, and banquets held from time to time in your division.

For the additional support of \$4.00, the other 60% who obviously see the need to support the national organization, could support the regional level where the majority of the action happens. My confusion became even more acute when I found that more non-PSR members attend our functions than members by 2:1. The four dollars would be more than returned in the lower entry fees charged to members.

I urge non-members of the PSR to send your four dollars now and take advantage of the local activities in model railroading. I hope you who are region members are taking advantage of the activities the PSR and the Divisions are providing for you, and that you urge your fellow NMRA members to support the PSR with their memberships.

Incidentally, those of you who don't like to write checks for four dollars each year (which can be a pain) can take advantage of the five year plan where you get one year free when you pay for four years. That's sixteen dollars for five years instead of the usual twenty. Now that's a bargain!

Help promote model railroading on the local level--mail your membership fee today to your local Membership Chairman:

Cajon Division
Vic Prior
915 Redbud
Brea CA 92621

Los Angeles Division
Elie Amiel
P.O.Box 1234
Alhambra CA 91802-1234

[NMRA membership is required to join the PSR. NMRA dues may be paid at the same time as region dues by sending \$24 for one year or \$96 for five years to the above addresses. Checks may be made payable to "Pacific Southwest Region, NMRA." Ed.]

New Members

The Cajon Division is pleased to welcome the following new members to our roster. We hope that their association with the NMRA is as rewarding for them as it has been for us.

LtC William Barnard, Twenty Nine Palms CA
 George Brinck, Costa Mesa CA
 D.R. Cole, Tustin CA
 Philip Coston, George AFB CA
 R.J. Duffield, Corona CA
 Norris Durham, Garden Grove CA
 Delbert Erdmann, Anaheim CA
 Robert Faley, Mission Viejo CA
 Wilbern Flinn, Santa Ana CA
 John Fonkes, Huntington Beach CA
 Richard Ganther, Westminster CA
 Robert Glover, Santa Ana CA
 Alfred Godfrey, Santa Ana CA
 Wendell Grant, Fontana CA
 Vern Grim, El Toro CA
 John Hecker, Costa Mesa CA
 Robert Helton, Riverside CA
 Robert Hinrichs, Anaheim CA
 James Holland, Beaumont CA

Vic Prior
 Cajon Div. Superintendent

Jim Hundley, Indio CA
 Leroy Huntington, Huntington Beach CA
 Gerald Johnson, Palm Desert CA
 Robert Kennedy, Orange CA
 Robert Knoll, Fullerton CA
 Ted Livermore, Yucaipa CA
 Craig McKibbin, Westminster CA
 B.B. Neel, Fullerton CA
 Richard Patterson, Alta Loma CA
 Louis Piehn, Fullerton CA
 Jerry Platfoot, Costa Mesa CA
 John H. Ross, Yucaipa CA
 Robert C. Sprague, Ontario CA
 Terry Thomas, Garden Grove CA
 Richard A. Walters, Colton CA
 Robert Whitsitt, Westminster CA
 Rod Wilson, Fountain Valley CA
 Kenneth Young, Buena Park CA
 Dean Zook, Corona CA

A History Lesson

Bruce Metcalf

1935--the National Model Railroad Association was founded by modelers who believed that model railroading would be more fun if they did it together. Half a century later we know they were right.

1943--the first region in the NMRA, the Pacific Coast Region, was organized to provide services to NMRA members on the west coast whose needs could not be easily met by a national organization largely based in the Midwest. Since divided into the Pacific Southwest, Pacific Coast, and Pacific Northwest Regions, the west coast regions are still "the tail that wags the dog" as evidenced by annual conventions that sometimes outstrip the national's in attendance or manufacturers' participation.

1953--the PCR is the first to split into Divisions to carry the services of the NMRA to the local level, and the first Division organized is the Los Angeles Division. Originally, it was composed of Inyo, Los Angeles, Mono, Orange, Riverside, San Bernadino, San Luis Obispo, Santa Barbara, and Ventura counties in California and Clark, Esmeralda, Lincoln, and Nye counties in Nevada--quite some chunk of territory.

1973--the western portion of the L.A. Division was separated into today's Cajon Division to better meet the needs of the members in an area not well served by the L.A. Division.

1975--Santa Barbara and San Luis Obispo counties, California, were moved from the L.A. Division and merged with the San Joaquin Division, to form the Daylight Division, to better serve the members.

1982--the PCR is separated into the Pacific Coast and Pacific Southwest Regions. While debate still rages over whether the split has helped or hindered the hobby, it's clear that the argument itself has hurt.

1985--a proposal to reunite the PSR and the PCR, and another to merge the metropolitan areas of the L.A. and Cajon Divisions into a Pacific Electric Region, are made and discussed. Again, all in the sincere interest of helping the members and the hobby.

As you can see, the organization of the NMRA Regions and Divisions have always been subject to change. Some changes are the result of growing membership, some the result of a shrinking continent and greater mobility. All have been motivated by a desire to improve the organization for the benefit of the members.

Will this pattern of change stop? Not likely, life is change, and anything that neither grows nor changes is dead, be it organism or organization. What we can hope is that changes are made carefully, with full consideration of the consequences, and with an understanding that changes that don't work out can be reversed, if good will, mutual respect, and friendships are maintained.

Most of all, we must make sure that questions of NMRA structure, Division boundaries, and other political considerations do not get in the way of the fellowship and the model railroading that are the reasons for this great organization in the first place.

1986--?

The A. T. & S. F. Railway System

Attic Terminal and Santa Fe Railway System
 General Offices - 950 West Washington Blvd., Los Angeles, CA 90015
 P. J. Bresce, General Manager Phone 749-5125

PASS

BRUCE METCALF

Mel Bresce Dispatcher Virginia Bresce Hostess in Charge

Passenger Station - Freight Depot and Harvey House
 940 West 20th St., Los Angeles, CA 90007 - Phone 749-0928

N.M.R.A. Life #554 - P.C.R. Life #19

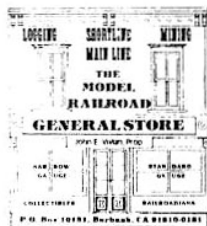
This pass is not transferable. It must be signed in ink on the reverse side by the holder named who by accepting it agrees to assume all risk of accident and damage to person or baggage in any circumstances whether caused by negligence of agents or otherwise. The holder agrees not to use this pass in violation of any law and certifies that he is entitled by law to use it. It shall be forfeited if used by any person other than the one whose signature is affixed hereon. This pass is not valid to persons under 18 years of age and must be accompanied by a legally certified birth certificate of the holder at the time it is presented for use. Any person over 18 years of age agrees by signing same on the reverse side not to use this pass at any time after his 18th birthday. Not good on trains 7-8 between Chicago and Fort Worth, 80-81 between Los Angeles and San Diego, 1-2-9 between Pasadena, Fontana, San Bernardino, Victorville, Bostow, Death Valley Junction and Needles. This pass entitles bearer to all of the service and courtesy of all Harvey House facilities and personnel on the entire system of the A. T. and Santa Fe Railway System.

Consent signed



MODEL RAILROADING IN ALL SCALES
 O - HO - HO_{n3} - N - TRACTION - BRASS

KARL H. NELSON 112 WEST B STREET
 (714) 983-7317 ONTARIO, CA 91762



WE OFFER FOR THE FIRST TIME
 - GUARANTEED - CUSTOM BUILT RTR
 THE MDC SHAY GEARED LOCOMOTIVES
 SASE AND \$5 FOR ILLUSTRATED FLYER

SPECIALIZING IN CONSIGNMENTS AND SPECIAL ORDERS
 MAIL ORDER ONLY AT THIS TIME

Smoke, Sand, & Sparks

Neil
Kleinman

KIDNAPPING ON THE SAN DIEGAN

This is the story of a crime, indeed, a rather unusual crime. You see, the victim was also the willing, guilty perpetrator.

It was Friday, and I was taking my daughters Joey and Lisa to the Fullerton Amtrak station for a trip to San Diego to spend the week with relatives. My wife's youngest daughter, Krissy, was also with us. We just missed the 6:20pm departure, so we went to eat dinner nearby.

Missing the train should have warned me, but the innocent appearance of the day had shut down half my brain, and I continued in my quest for a train, any train. Oh how I was going to get my wish!

After dinner, I returned to the station to learn that in asking for schedule information earlier, I had mistakenly written down 7:35pm as a possible departure time. Well guess what, that train runs weekends only! By this time I could see that the lessons in how to look totally foolish in front of your children were really paying off. So I grinned like a moron and said blithely, "We'll catch the 9:05!"

The four of us spent next hour and a half in such meaningful activities as burping, nose picking, singing commercials, and griping about the wait.

The final stage was set when the San Diegan rounded the curve, and pulled into the station a minute early, at 9:04. In my haste to be the helpful parent, and due to the very large crowd waiting on the platform, I failed to hear and heed the stationmaster's announcement: "NO VISITORS ARE ALLOWED ON BOARD AT THIS STOP." I grabbed two suitcases, climbed on after the two travelers, and told my stepdaughter to follow me.

This translates to, "I think I am doing something stupid, and I don't want to do it alone."

Krissy at first refused to board, but with sufficient threats and abuse, I coaxed her on. It seems that she was probably the smartest member of our group, and I should have been aware of her intelligence and sagacity.

Plunging recklessly on in my folly, it took only a few seconds to realize that the train was, gasp, moving! My life flashed in front of me, and the consequences of my latest error began feverishly bouncing around in my otherwise useless head.

I had, at the time, approximately \$3.75 in hard, cold, cash. Hardly enough for one ticket to the next stop in Anaheim, let alone two. I knew the only ways to ride free were as a guest of someone else, "riding the rods," or in an automobile parked across the track at a grade crossing.

Now I understood why the stationmaster had made his announcement about no visitors. It is intended to keep the moochers and the occasional certifiable idiot from getting a ride they don't really deserve.

As the train picked up speed, I followed my daughter through the car, trying to find two seats. Suddenly my dormant brain came to life, and my defenses came up. Every argument that placed the blame squarely on the railroad came to my mind, and I was going to let the first Amtrak official I met know that I didn't appreciate the sloppy management, the careless passenger handling, and even having to wait at crossings while the engineers "played trains" by going back and forth.

After finding seats in the next car, the conductor appeared, and I launched into my well prepared, but ill thought tirade. I say that I started this harangue, but something in the attitude and manner of both the conductor and my children cut me short, and the words never got further than shoulder height.

The kids were saying to me mentally, "Hey Pops, like, mellow out, huh? This could be, like, rad fun, ya' know? We know you can look, like, totally stupid, but if you keep your mouth shut, like, no one else has to know."

Well, I don't need to be hit by a train! Then again, maybe I do sometimes, and this was one of them. With my recently reincarnated thinking organ now functioning again, I realized that Amtrak hadn't goofed, my kids hadn't blown it, but I, in my infinite stupidity was the A numba one suspect, and fool.

The ensuing dialogue between the conductor and I went something like, "Er, uh, mm, pardon me, but, uh, we seem to have a little problem. My daughter Krissy and I came on board to help with the luggage, and we mm, sort of, er got, uh, caught without any tickets to the next stop. Our, mm, car is back at the Fullerton station, and, er, uh, what do we do now?"

The conductor, very graciously and patiently (it was getting late) smiled and replied, "Oh, that's no problem sir, don't worry, I'll go get the Head Conductor [official title: Chief of On-Board Services. Ed.] and she'll issue you a pass back to Fullerton."

Taking a deep breath, I began to think just maybe, everything was going to be all right, I settled into a seat with Krissy for a quiet, and for me, shamefaced ride. The train made such excellent time, that I hadn't begun to digest the events that had just taken place, when the announcement was made that we were pulling into Anaheim.

With barely enough time to say our goodbys to Joey and Lisa, Krissy and I found the Chief of On-Board Services who accompanied us off the train and located the stationmaster who was waiting on the platform. She informed him calmly of our situation, asked him to issue us a pass back to Fullerton, and said goodbye to us. We thanked her, and followed the stationmaster into the lobby of the station.

After selling tickets to waiting passengers and taking care of other needed paper work, we had a very pleasant discussion about Amtrak and railroading in general.

I think he sensed that I was feeling somewhat foolish about becoming an unwitting stowaway, and he told me an incident that happened a few weeks earlier in San Clemente. A couple had pulled into the parking lot at the last minute, and the husband had

climbed aboard to help his wife with her luggage. The train had pulled out with him on board, leaving his car double parked with the engine running! After hearing that, my day brightened up considerably.

The stationmaster also showed us pictures he had taken on a recent rail trip to Aspen, Colorado, for a skiing vacation. Since I grew up in Denver, his pictures of the Royal Gorge brought back many fond memories of trips on the Denver and Rio Grande.

When the northbound train arrived, the stationmaster explained that although he could issue a pass back to Fullerton, he thought we might feel better if he just explained our situation to the conductor so we could get on our way.

The stationmaster personally escorted us to the train, and after locating the Chief of On-Board Services, explained the situation to him very matter-of-factly, without ever making me feel like the fool I obviously was. Turning us over to the train crew, the stationmaster bid us farewell and good luck.

In trying to remember the ride back to Fullerton, my recollection is one of peace, and brevity. I know that there was a group of Marines from Camp Pendleton on weekend liberty who were heading for Hollywood. They were in such good spirits that Krissy and I soon began joking and laughing with them. I had just enough time to tell them how we were "kidnapped" by Amtrak. This got a good laugh, and some skeptical looks indicating real doubt about my ability to function in society, when the train arrived in Fullerton. We disembarked none the worse for wear, in good spirits, and with only a slightly bruised ego on my part to show for the experience.

I have only two regrets about what happened that night, one I could have done something about, and the other was just Mother Nature letting me know how stupid I really can be.

My first regret is that I didn't get a single name in the course of the evening, so I could show my appreciation for the sympathetic and courteous treatment we received at the hands of the Amtrak personnel. Amtrak training must include special instruction on how to deal with adults with major league brain damage. I have nothing but praise and thanks for some very hard working people who, as a matter of course, created a lasting image of good public relations. If they happen to read this article, all I can say is, "I'll try to be better in the future, and THANKS!"

My other regret is that whenever I talk about trains, or anything related to them, my daughters get this twitch, and this strange look in their eyes, and quietly, but very quickly leave the room.

The Hotbox The Members

How come members pay \$2.50 towards the L.A. Coupler, while others can get a year's subscription for only \$1 according to the notice on page 3? Is this correct?

Frank Simon
Wilmington CA

[A number of members are confused about where their PSR and NMRA dues go. \$11.25 of your \$20 National dues go to support the NMRA Bulletin. \$1.50 of your \$4 PSR dues go to support the PSR Dispatch. The L.A. Coupler and the Order Board are both absolutely free!

[Neither magazine receives any of your dues money--not from national or from the region. This is what makes your Division publications such a bargain--all the local news, articles, photos, and official reports don't cost another penny.

[Meet fares, advertising, raffles and other fundraisers, and donations are the only source of funding for the Division magazines. Now you know why Tom and Bruce are always plugging the Pike Ads! Ed.]

Well Bruce, you finally went and did it! You've been trying to get me to react to the various political battles and problems in the LAD/PSR/PCR etc. for years now without success. Hoo boy, you done it now! Put me down for an unqualified yes on your proposal for the Pacific Electric Region.

You hit the nail right on the head when you called for the L.A. and Cajon Divisions to

join officially, as well as in spirit. After all, isn't cooperation the reason we all joined the NMRA? Even if only 10% of the 1800 region members are active, you could count on success. However, the key word here is "active". Without active members, the idea is doomed from the start. Big talk from an inactive member? Sure, but the reasons for my inactivity are both common and curable.

One of the reasons is the constant political infighting within the NMRA. I'll admit that politics comes with the territory--after all, doesn't everybody want to be boss? However, it seems to me that many members forget that the real reason for the NMRA's existence is to further the idea that, "Model Railroading is Fun!" Please try to keep this in mind as the by-laws are being hammered out.

John Campbell
Carson CA

P.S. The L.A. Coupler's September cover shot was great! Who says mergers can't be fun?

I enjoyed your thought provoking comments about the creation of a Pacific Electric Region in the last issue of the L.A. Coupler. Manpower requirements and the metropolitan area give rise to some valid concerns. I also applaud any cooperative efforts between the two Divisions. Perhaps the two Divisions might sponsor mini-conventions for the PSR semi-annual BOD meetings.

However, I question what you propose for those of us who live in the area outside the metropolitan area? The formation of a region to the exclu-

BUY SELL NEW USED

HAYNES TRAINS

Specializing in HO gauge brass equipment only
All brands and types of engines and cars from
the 50's to the present

P. O. Box 2291
Van Nuys, Ca 91404

(818) 989-6151

Engineer Firewoman
John Hachey Luz Hachey

THE OVERLAND ROUTE



2885 S. Phoenix
Ontario, CA 91761

Phone
(714) 947-4389

more Jotbox

sion of those not within the proposed boundaries would be seen as an affront. Also, if I understand correctly, doesn't the NMRA require regions be defined by county boundaries? If so, you would have to revise the proposal.

For the reasons you stated, I would be in favor of creating a grand Division within the PSR, if it was the desire of the membership of the two Divisions. I do not believe that we need a new region, and strongly oppose such an effort.

Hank Graham
Needles CA

[The NMRA Constitution does not require region boundaries to be county borders. A region may be, "Any logical geographic area." (Art. VII, Sec. 1, Par. A) Ed.]

In response to the letter in the September issue about a Pacific Electric Region:

I do agree with the idea of PER to be made from the combined Cajon and Los Angeles Divisions, minus the Ventura-Oxnard area.

After reading the letter I took a survey of my model railroad friends. Of the 12 I asked, 9 said they feel more closely associated with PCR's Daylight Division and Santa Barbara than with L.A.; the other 3 didn't care either way.

If the PCR will take Ventura County and add us to their Daylight Division, that'll be most acceptable to us.

Andy Anderson
Camarillo CA

I would like to congratulate everyone involved in the joint PSR-MRIA Convention. My family was unable to attend the NMRA 50th National Convention in Milwaukee, and this scaled down version certainly was a satisfying substitute. From registration to tours, clinic, the industry show, and the contest room (where my 6 year old son was not only as impressed as I was, he also enjoyed the quiet).

We didn't have enough time to experience everything that was offered, and the old show business adage of, "leave 'em wanting more," held true. Again, thanks for a job well done.

On another tack, I like the idea of the Pacific Electric Region proposed in the last issue of the L.A. Coupler. However, I'd like more discussion on the subject.

Bruce Hanrahan
Studio City CA

Thanks to Irene, Rick, John, and Rapid Color Press for a fine "Extra" issue of the L.A. Coupler in color and two sections. We in the Pacific Coast Region are envious but proud of you.

Mitchell Sollod
San Francisco CA

FINEST!

HO DIESEL CHASSIS READY-TO-RUN
CAN MOTORS—BRASS FLYWHEELS

WHY BUY A PROTO POWERED UNIT?

- Dependable-Matched Unit Performance
- Powerful-Low Current Draw Units
- Realistic Speed and Control
- Fits Athearn-Bachmann-Cary-Mantua
- Quality Workmanship-Fully Guaranteed

PLUS A GROWING LINE OF GREAT PRODUCTS



PROTO POWER WEST

3432 Lucero Ave. • La Verne, CA 91750
For Info—Send .25¢ and Lg. Stamped Env.

Membership Elie Amiel Membership Chairman

NMRA membership	24,172
members living in PSR	1,696
PSR membership	875
L.A. Division	362
Cajon Division	186
Arizona Division	176
San Diego Division	105
Out of Region	46

Let's all get on the bandwagon! Let's lead the way! Let's make the Pacific Southwest Region the biggest and best region in the NMRA!

Activities each year in L.A. and Cajon Divisions include February banquets, six day long meets, a summer picnic, excursions, movie nights, layout tours, and often a three day regional convention.

Sign up a new member today!

Classified Ads

Announcements

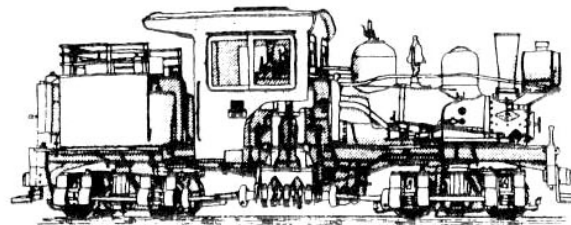
ELIE AMIEL was named L.A. Division Man of the Year at the PSR Convention in Pasadena.

RICK COLBERT was named Cajon Division Man of the Year at the PSR Convention in Pasadena.

HANK GRAHAM was named PSR Man of the Year at the PSR Convention in Pasadena.

Our hearty congratulations and sincere thanks go to each of these members who have given so much of themselves to the hobby and their fellow members.

CHARLES GASPER was promoted to L.A. Coupler Production Editor by Editor Metcalf.



CRAFT & SCRATCH BUILDERS HO/HOn3/N TRAIN SUPPLY DEPOT

SOUTH BAY MODEL RAILROAD SUPPLY COMPANY
2701 ARTESIA BLVD. REDONDO BEACH, CA 90278
CLAUDIA & BILL WEAVER 213/542-3688
OPEN AT NOON - CLOSED THURSDAYS & SUNDAYS

Help Wanted

L.A. Div. ACTIVITY COMMITTEE MEMBERS to assist at meets, Activity Chairman Custer (818) 892-8888

PSR ASSISTANT ACTIVITY COORDINATOR to track model railroad activities and prepare coming events columns, computer required, Activity Coordinator Metcalf (213) 545-0706

L.A. Div. ASSISTANT PAYMASTER/FUNDRAISER to sell patches, T-shirts, supplies, cars, or develop new projects, CC/P Metcalf (213) 545-0706

1986 PSR Convention AUDIO-VISUAL CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention AWARDS CEREMONY CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention BANQUET CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention CHILDREN'S AND TEEN PROGRAM CHAIRMAN, Personnel Chairman Prior (714) 529-4082

L.A. Coupler CLASSIFIED AD MANAGER to receive & prepare same, Editor Metcalf (213) 545-0706

1986 PSR Convention CLINIC CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention CONTEST CHAIRMAN, Personnel Chairman Prior (714) 529-4082

L.A. Div. CONTEST CHAIRMAN, Superintendent Bowles (714) 626-3884

L.A. Coupler COPY EDITOR to translate submissions into English, computer required, Editor Metcalf (213) 545-0706

1986 PSR Convention DOOR PRIZE CHAIRMAN to procure same, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention HOBOKEN BREAKFAST CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention LAYOUT TOUR CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention LEGAL ADVISOR, Personnel Chairman Prior (714) 529-4082

L.A. Coupler MANAGING EDITOR to solicit and supervise magazine volunteers and set policy, Editor Metcalf (213) 545-0706

PSR MODULE CONTEST CHAIRMAN, Region Contest Chairman Graham, (619) 326-3965

L.A. Div. MOVIE NIGHT HOSTS to organize small Division events, Activity Chairman Custer (818) 892-8888

PSR N-SCALE and O-SCALE CHAIRMEN, President Rowe (213) 541-6045

Black & white PHOTOGRAPHS of local Prototype and Model Railroads, L.A. Coupler Editor Metcalf (213) 545-0706

Color PHOTOGRAPHS of local Prototype & Model Railroads for future special issues, L.A. Coupler Editor Metcalf (213) 545-0706

L.A. Div. PICNIC CHAIRMAN to organize same, Activity Chairman Custer (818) 892-8888

L.A. Coupler PIKE AD SALESMAN to receive & prepare same, Editor Metcalf (213) 545-0706

1986 PSR Convention PROTOTYPE TOUR CHAIRMAN, Personnel Chairman Prior (714) 529-4082

PSR PUBLIC RELATIONS CHAIRMAN, President Rowe (213) 541-6045

1986 PSR Convention PUBLIC RELATIONS CHAIRMAN, Personnel Chairman Prior (714) 529-4082

L.A. Div. PUBLIC RELATIONS COMMITTEE MEMBERS, to assist Chairman Chervin (213) 656-2387

more Help Wanted Notices

1986 PSR Convention RAILLETTE CHAIRMAN, Personnel Chairman Prior (714) 529-4082

L.A. Div. RAILLETTE CHAIRMAN, Superintendent Bowles (714) 626-3884

1986 PSR Convention REGISTRATION CHAIRMAN, Personnel Chairman Prior (714) 529-4082

1986 PSR Convention SECURITY CHAIRMAN, Personnel Chairman Prior (714) 529-4082

Club to host L.A. Division SPRING MEET, Activity Chairman Custer (818) 892-8888

L.A. Coupler SUBSCRIPTION MANAGER to advertise & receive subscriptions, maintain mailing lists, Editor Metcalf (213) 545-0706

1986 PSR Convention SWAP MEET CHAIRMAN, Personnel Chairman Prior (714) 529-4082

L.A. Div. TOUR DIRECTOR to organize prototype and layout tours, Activity Chairman Custer (818) 892-8888

Supplies

CAJON DIVISION PATCHES are now available! \$2.50 for the first patch and \$2.00 for additional patches, plus an SASE. 3-5 patches require 2 stamps. Send checks payable to "Cajon Division" to CC/P Ralph Dubois, 3380 E Date, Brea CA 92621. Allow 2 weeks for delivery.

NMRA SUPPLIES such as Bulletin binders, Data Packs, Tie Tacks, and gauges in all scales are available for sale only to NMRA members at L.A. Division meets.

Notices

PIKE ADS publicize your model railroad and show your support for your division publication. Call or write either Editor for details.

The LOS ANGELES DIV. ELECTION of Superintendent and Chief Clerk/Paymaster normally scheduled for this issue has been postponed until the January issue because of this issue's joint circulation.

L.A. Division Activity Committee Chairman JACQUIE CUSTER has a new address and phone number: 19914 Terri Dr, Canyon Country CA 91351, (805) 298-7223

Flagstops

The PSR Activity Coordinating Committee is a clearinghouse for information about events of interest to PSR members, and helps avoid conflicts in scheduling such events. For information or scheduling assistance, call or send an SASE to: Bruce Metcalf, PSR Activity Coordinator, 582 Rosecrans Ave, Manhattan Beach CA 90266-3449, (213) 545-0706.

Fri 1 - Sun 3 November 1985; Sierra Pacific Model Railroad Open House; 2007 N Lugo, San Bernardino CA 92404; 6-9pm, 6-9pm, 12-6pm; \$1; Brad Pesheck, (714) 788-5080

Sat 2 November 1985; West Covina Brotherhood of Model Railroaders Swap Meet; 132 E First St, Pomona CA; swap 8-11am, show 1-5 & 7-10pm; Free; Jess Taylor, (714) 985-6048

Flagstops

Sat 2 November 1985; Belmont Shore Railroad Club Open House; Bldg. 824, Angel's Gate Park, 3600 S Gaffey St, San Pedro CA; 10am-4pm; \$1; Wayne Lawson, 2199 Santa Cruz Ct, Torrance CA 90510, (213) 328-4264

Sat 2 - Mon 4 November 1985; Glendale Model Railroad Club Open House; 619 Hahn Ave, Glendale CA 91203; 10am-4pm, 1-4pm, 7:30-10pm; Free; Don Chaffin, (818) 500-7229

Sat, Sun, & Tue 2-10 November 1985; Pasadena Model Railroad Club Open House; 5458 Alhambra Ave, Los Angeles CA 90032; Sat 12-5 & 7-10pm; Sun 12-5pm, Tue 7-10pm; \$1, kids 50c; Bill James, (818) 284-2664

Sun 3 November 1985; California Southern Lines Open House; 12139 Front St, Norwalk CA; 11am-5pm; (213) 863-3156, Ken Ferry, (213) 927-9495

Wed 6, Sat 9, Sun 10 November 1985; Highland Park Society of Model Railroad Engineers Open House; 854 E Broadway, San Gabriel CA; 7:30-10pm, 12-6pm, 12-5pm; Free; James L. Keena, 219-1/2 S Maple Ave, Montebello CA 90640, (213) 721-1469

Fri 8 - Sun 10 November 1985; Southwest Division TTOS Cal-Stewart Meet; Pasadena Convention Center, 300 Green St, Pasadena CA; Hilly Lazarus, 14547 Titus St #207, Panorama City CA 91402, (818) 762-3652

Sat 9 November 1985; Foothill Model Railroad Club Swap Meet; 7756-1/2 Foothill Blvd (rear), Tujunga CA; 8am-1pm; Wil Seaver, 27372 Garza Dr, Saugus CA 91350, (805) 255-8771 or (213) 536-5447

Sat 9 & Sun 10 November 1985; Sierra Division PCR/NMRA International Railfair; Fairgrounds, Roseville CA; 10am-5pm; Dean Moore, 1815 Woodacre, Roseville CA 95678, (916) 783-4889

Sat 16 November 1985; Los Angeles & Cajon Divisions PSR/NMRA Winter Meet; Citrus Empire Model Railroad Club, Los Angeles County Fair, Pomona CA; 9am-4pm; \$4, members \$3, family +\$1, youth \$1; Bruce Metcalf, 582 Rosecrans Ave, Manhattan Beach CA 90266-3449, (213) 545-0706

Sat 7 December 1985; Cajon Division PSR/NMRA Auction; Orange County Business College, 1401 S Anaheim Blvd, Anaheim CA; sellers 9am, buyers 10am; \$2, members \$1.50; Rick Colbert, 121 S Illinois #3, Anaheim CA 92805, (714) 533-6484

Sat 7 December 1985; Los Angeles Live Steamers Handicapped Run; 5200 Zoo Dr, Griffith Park, Los Angeles CA; Gordon Sherwood, Box 2156, Toluca Lake CA 91602, (213) 669-9729

Sat 15 February 1986; Los Angeles Division PSR/NMRA Banquet; Quiet Canyon Restaurant, 901 N Via San Clemente, Montebello CA; 6:30pm; Joey Bowles, 654 Colgate Pl, Claremont CA 91711, (714) 626-3884

Fri 14 - Sun 16 February 1986; San Diego Sn3 Fellowship Sn3 Symposium; San Diego CA; Michael Elkin, 4475 Utah St #3, San Diego CA 92116

Thur 15 - Sun 18 May 1986; Pacific Coast Region NMRA Convention; Nevada County Fairgrounds, Grass Valley CA; Gene Mayer, 4349 Virgusell Cir, Carmichael CA 95608, (916) 486-0934

June 1986; National O Scale Convention; San Mateo CA; San Mateo O Scale Society, Bob Dupont, 1448 Cary Ave, San Mateo CA 94401, (415) 343-7779

Sat 7 June 1986; Los Angeles Division PSR/NMRA Narrow Gauge Get-Together; tentative location: Long Beach Cable Vision, 2931 Redondo Ave, Long Beach CA; 1pm; Roger Schenck, 7103 Monlaco Rd, Long Beach CA 90808, (213) 425-7996

Mon 21 - Sun 27 July 1986; National Model Railroad Association Convention; Sheraton-Boston, Boston MA; William Parker, 65 Coweaset Dr, Brockton MA 02401, (617) 586-0271

Thur 31 July - Sun 3 August 1986; Toy Train Operating Society Convention; Red Lion - Lloyd Center, Portland OR; Dick Owen, 2150 SE Elliot Pl, Gresham OR 97030, (503) 666-4317

Tue 14 - Fri 17 August 1986; Pacific Southwest Region NMRA Convention; Hilton Hotel, Ontario CA; \$32, after 29 Sept 85 \$34, after 28 May 86 \$38; Banquet \$17.50, after 28 May 86 \$18.50; Tom Becker, Box 2232, Fullerton CA 92633, (714) 529-0353

Wed 17 - Sun 21 September 1986; 6th National Narrow Gauge Convention; Airport Hilton Inn, Denver CO; \$50, after 31 Jul \$65, 1 day \$30; 14541 E Harvard, Aurora CO 80014

Tue 28 July - Sun 2 August 1987; National Model Railroad Association Convention; Eugene OR; Bill Bain, Box 10445, Eugene OR 97401

Distant Signals

This special "Doubleheader" joint issue of the L.A. Coupler and the Order Board is a first for the two Divisions. Will it be the last? You tell us.

Putting out joint issues is cheaper than publishing separately, but it is somewhat more complex as the schedules of two organizations and two staffs must be coordinated.

Having two of every official report and column makes for more boilerplate, but we have the combined membership to draw from for articles, photos, and news.

Will this doubleheader be just a quick haul up a short grade, or shall we drag out the MU hoses and make it permanent? The decision belongs to you, the members. Write or call your Division Superintendent or Editor (or maybe the other Division's) and let us know how you feel.

DEADLINES

The deadlines for the January 1986 issues of both the Order Board and the L.A. Coupler are **1 December 1985**.