

THE ORDER BOARD LITE

THE CAJON DIVISION NEWSLETTER

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JULY, 2021

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***PSR Convention
Orange Blossom
Special
Irvine Sept 8-11***



From The Director

Richard Hock
Cajon Division Director



Summertime, Summertime, sum, sum summertime!

Ahh yes! The dog days of summer are definitely here and vacation travels continue. Travel destinations always include some sort of railfanning. My recent trip to Glacier National Park is no exception. The breath-taking beauty of the park and surrounding areas is in my book, a bucket list destination. My discovery of the park starts with a stay at the Izaak Walton Inn in Essex, Montana.

Built in 1939 on the then Great Northern mainline, the Izaak Walton Inn was a lodge for rail personnel and crew changes after the crossing of the Continental Divide. The lodge is rustic, comfortable and decked out in knotty pine. The hallways and lounge areas are covered with railroad and Blackfeet Indian memorabilia, being located not far from the Blackfeet Indian Reservation. Patio dining is on the mainline within the yard limits. Amtrak sightings of the Empire Builder are seen daily. Eastbound in the morning and westbound in the evening. Most yard activity is maintenance of way. Currently, snow plows sit quietly awaiting next season's snowfall. However, ballast was the order of the day while I was there. In fact, I caught up with rail crews that left the yard during patio breakfast dining, a few days later at the west entrance into the park. A lot of the mainline follows the Flathead River, which includes numerous snow sheds and beautiful scenery. There is a trestle at an area called Goat Lick. This mountain side contained a lot of mountain goats which actually lick the stone mountain sides for the salt. It interesting to watch the goats navigate the steep terrain.

Lodging at the Izaak Walton Inn includes converted cabooses and luxury accommodations in a FP45 painted in the Great Northern sky blue paint scheme. Perhaps my next stay will be in one of those.

The lodges at the East entrance and inside the park were constructed by the Great Northern Railroad and opened in 1916. Lobby areas are open to the three story hotel. Building architecture is based on Swiss chalets. The railroad marketed Glacier as the Alps in the West to lure away East coast vacationers from the European venues.

Inside the park were days of scenery, hiking, boat rides and red bus tours. Definitely a place to decompress and relax. There was no cell phone service. Communications was solely dependent upon the Wi-Fi service at the lodges.

My Glacier Park vacation ended in Whitefish. Again, back on the BNSF mainline. Whitefish is a crew change stop for trains through mother natures beautiful mountain

Continued on page 3

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“ From the Brass Hat“

by Joel Morse Superintendent



Over the past few months, the leadership of your Cajon Division, along with the many volunteers on the Convention Organizing Committee, have been focused on ensuring that the upcoming Orange Blossom Special regional convention coming to Irvine September 8 -11th, is a terrific event for all the attendees.

A regional convention is a great way to meet many of your fellow Cajon Division members and PSR members and we believe we have put together a slate of activities that will be well worth your time and money! Over 140 Model Railroaders have registered to date, but we have plenty of room for more! Have you registered yet? Go to the Convention website: <https://www.psrconvention.org/OrangeBlossomSpecial2021/> to view the Convention Schedule and start planning your convention adventure! We hope to see you there!

In the opening line of this column, I mentioned the volunteers in the Convention Organizing Committee, but we have a need for additional volunteers to help out during the convention doing a wide variety of the “behind the scenes” work that make events like this fun for the attendees. There is a lot of work behind the scenes and we could use your help. If you are interested in working with the committee, please contact Convention Volunteer Manager Mike Allee (rmallee@me.com) or Dan Drop (scoopcat2@aol.com)

Hopefully you are also working on your entry in the One Foot Challenge! I’ve got a few ideas for my entry, but time is running short! See the rules on the convention website under Show-room.

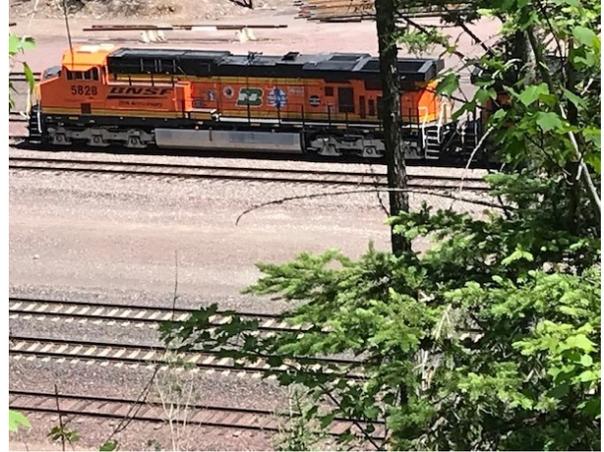
Looking forward to seeing you in September!

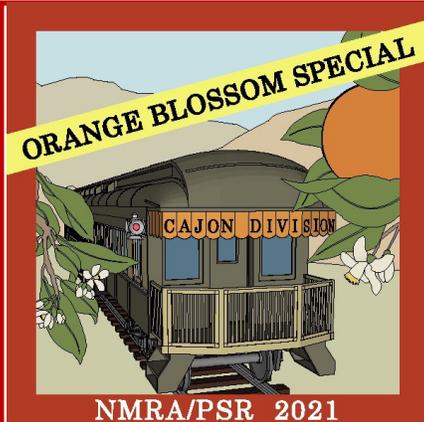
Election of Cajon Director Important Information

The election of the Cajon Director is coming up shortly. It is an electronic election and you need a personal email address to participate. Only one vote is allowed per email address so if you have a family membership please make sure we have an address on file for each of the members. Please send any changes to the NMRA and our Cajon membership chairman Per Harwe at Membership@CajonDivision.org.

ous terrain. I enjoyed Montana in the summertime! Can't imagine a wintertime scenario, even though, I encountered snow hiking in the higher elevations. Enjoy some photos railfanning.

Next vacation stop is Irvine for the 2021 PSR Orange Blossom Special! See you there!





National Model Railroad Association

Pacific Southwest Region

2021

MODEL RAILROAD CONVENTION

“Orange Blossom Special”

September 9—11

Hilton Irvine/Orange County Airport Hotel
Irvine, California



Keynote Speaker: Charlie Getz

Past President of the NMRA

Operating Sessions

Featuring 10+ Layouts

Prototype Tours

Including: The UPRR Gemco Yard

Non-Rail Activities & Tours

Including: The Nixon Library

Welcome Reception

Private Layout Tours

Railroad Modeling Clinics

Hobo Breakfast

Model Railroad/Railroadiana Swap Meet

Railroad Model Contest Room

Model Railroad Auction

Awards Banquet

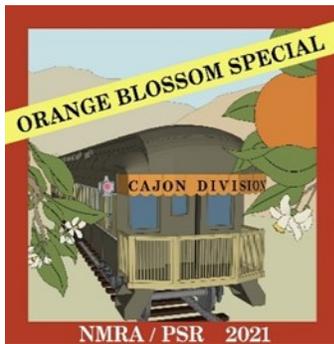
Hotel Reservations: You can now reserve your room on-line by going to the convention website and clicking on the ‘Hotel’ link. The convention rate rooms at the Hilton are guaranteed to fill up, and you don’t want to miss out on the discount, or worse, be trying to find a last-minute hotel deal. Hilton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

Convention Tours: The Convention staff is working on securing both rail and non-rail tours. Currently, the list of tours include the UPRR Gemco Yard in Van Nuys, as well as a trip to the Nixon Library and a Whale Watching Tour for the non-rail attendees. Check the website for additional information and updates.

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

Registration: The full fare rate of \$125 covers your convention registration and the awards banquet.

www.PSRConvention.org



2021 Orange Blossom Special

Presented by the Cajon Division of the
Pacific Southwest Region of the NMRA

Time to Board

Hope everyone had a great 4th of July, and you were able to get back together with friends and family. Summer is a great time to get out and do things we have not been able to do for the last 16 months, and what better way to end the summer by attending a great train event. Yes, the Orange Blossom Special is just 55 days away and it will be here before you know it. If you still have not registered, you should consider doing it now. After all you don't want to miss out on some of the great events we have planned. The bus tours and extra fare clinics are filling up. As of this writing we have only 5 seats available on the home layout tour bus and 10 seats remaining for the GEMCO Yard tour.

This convention team has spent the last 18 months working hard to provide a diverse selection of events, clinics, and tours you can attend. Here are just a few of the opportunities you have aboard the Orange Blossom Special.

Attend the prototype tour to the GEMCO Yard and view a train being classified for a trip north that afternoon. To better this experience attend the clinic proceeding the tour that will give you an overview of what you will see there.

The home bus layout tours will feature 3 layouts. Bob Mitchell's is a tribute to the G & D, The Corona Model Railroad Society featuring an historical representation of Corona 1949, and David Sheepgog's garden railroad is based on Disneyland and Disney Films. Be prepared, there may be a quiz.

Just want to visit home layouts on your own? We have 22 of them and the afternoons are set aside for just visiting layouts

Want to do Op's we have 9 layouts available.

Yes, we have some great raffle items. In N scale a complete SP Daylight train with DCC, for you HO modelers a complete Santa Fe Supper Chief Train with DCC/Sound. And no, we did not forget you On30 members as we have a Spectrum 2-8-0 locomotive with DDC. Finally, we have included several nice gift baskets for our Non Rail attendees.

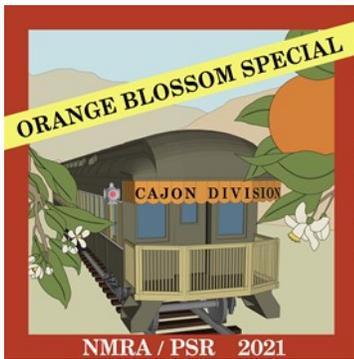
Be sure and attend the Friday night Hobo Auction we have a lot of really nice items up for grabs.

Have too much train stuff? We have a swap meet and for registered attendees the first table is FREE.

Don't forget the Hobo Breakfast and to close out the event the Awards Banquet with guest speaker Charlie Getz.

As you can see, we have everything a great convention should have all we need is YOU. And how better then to attend the Orange Blossom Special to put a positive spin on a great summer.

“All Aboard”



Yes, we have
layouts to visit

The Orange Blossom Special has scheduled stops at 22 home or club layouts for your viewing pleasure and we have set aside the afternoons for just tours and visiting featured layouts. For more details check out our Open House Layouts on the convention website <https://psrconvention.org/OrangeBlossomSpecial2021>

Yes, SoCal traffic is sometimes challenging, so if you don't want to drive to see some great layouts, we have on Saturday September 11th a Bus Layout Tour that will visit 2 home and 1 club layout. The bus will leave the hotel at Noon and return at 5:00 pm. As a bonus lunch will be served at the first stop, and that is included in the \$40 fare. The downside is there is only room for 20 members on this tour so **please sign up now**.

These are the layout that you will visit on bus tour.



First Stop: Bob Mitchell a tribute to the G & D.

Bob's layout is a work in progress, benchwork and track is completed and running, scenery is about 25% completed. Do you know what the G & D means? This will be the first stop on the tour and Bob has planned a lunch for his visitors. A few of you may even be able to run a train. Anyone know the size of the original G & D build by John Allen?



Second stop: The Corona Model Railroad Society.

This 30' x 35' layout and features a historical representation of Corona, Riverside and Fullerton circa 1949. Member of the CMRS will give a tour and explain why the layout was built, and again a few of you if time permits, may get to run a train. Do you know why Corona is called the Circle City?



Third Stop: David Sheepgog Castle Peak & Thunder Railroad.

David has created a fun garden railroad based on Disneyland and Disney Films. The attention to detail on this garden railroad is amazing and the layout has been featured in an article in the Orange County Register. So, brush up on your Disneyland history, there may be a quiz.

The PSR One-Foot Challenge at the Orange Blossom Special

So, you planned to attend the NMRA, PCR, PSR, or other regional conventions that were cancelled due to the Coronavirus. And you had planned to bring a one-foot challenge diorama to display? Well, not all is lost since in 2021 the Orange Blossom Special PSR Convention will have the One Foot Challenge. A page will be made available in the near future for you to sign up and bring your diorama.

So, what is a one-foot challenge?

A fun way to show off your creativity and modeling skills, and yes, there are a few rules. And face it, you will probably still be somewhat restricted in the next few months so use the time at home to build something fun. It will take your mind off of all the drama.

RULES

- The diorama must be a square 12 inches by 12 inches.
- The diorama can be any scale, any era, and any theme.
- The diorama must be railroad-related and must include a railroad track of any length.
- The diorama must have a flat bottom, stand on its own, be easily moved and nothing can overhang the edge.
- You must be a member of the NMRA.
- And the diorama must be new and not have been entered in any previous contest.

JUDGING

Judging will be by popular vote of members attending the convention. Remember, the WOW factor plays a big part in getting votes.

PRIZES

Yes, there will be first, second, and third place cash prizes: \$50, \$30, and \$20.

So, you have a choice: sit at home and wonder what to do with your time or have some fun and work on a diorama for the one-foot challenge. See you at the PSR Convention in 2021.

If you want to see what this is and can find a copy of March/April *Narrow Gauge Gazette* look at Brian Block's MMR "The Wedge" one-foot square diorama. It will knock your socks off.

The Editor's Column

by Morrie Fleishman
Editor: Cajon Division



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

VOLUNTEERS NEEDED
at
ORANGE BLOSSOM SPECIAL

Your assistance is needed to:

- Introduce clinicians
- Help with registration
- Help with company store
- Handle presentation equipment
- Setting up for programs
- Monitoring Contest Room
- Help with Hobo Auction
- Unforeseen areas needing help

If you're working on your MMR or thinking about it, here's a chance to earn some volunteer credit. Contact Mike Allee at; rmallee@me.com to volunteer.

Orange Blossom Special Operation Session Layout Description:

Layout Owner: Marty Bradley

Layout Name: Oakhurst Railroad

Layout Scale: HO & G

Layout Concept: The Oakhurst Railroad is a unique layout because it combines both an indoor HO scale doubled-deck railroad with an outdoor G-gauge railroad. The model railroad depicts this fictional logging and mining railroad running through the Sierra town of Oakhurst, California in the 1930's. While no real railroad ever ran through Oakhurst, the area is rich in logging and mining history, and famous railroads operated nearby.

Layout Description: The double-deck HO layout is constructed inside a 9 x 11 office area walled off from the rest of the garage, with the scenery 100% "complete". In 2016, the garden railway was added in a major backyard reconstruction project. Today, the Oakhurst Railroad is a two-level, point-to-point railroad with a helix, an optional continuous run, and an operational "connection" to the outdoor garden railway. A complete round trip train run can be up to 5 scale miles.

Operations Description:

Using Car Cards and Waybills, trains are assembled in the Oakhurst yard and traverse the layout to the logging or mining areas on both the lower and upper levels. When trains reach Camp 3, the train transitions from the HO layout to the outside garden railway, where the train continues to Camps 4 and 6. Logs are brought from the logging camps located on the HO portion or the garden portion, and taken to the North Fork sawmill on the lower level. Cut lumber and freight are brought to Oakhurst for interchange with a Southern Pacific branch line, which connects to the mainline in Fresno. Passenger trains take guests from Oakhurst to the Yosemite resort in Wawona and the campground in the garden at Happy Camp. Traffic management is via Track Warrants or TT&TO. Up to 6 crew members can operate the layout including positions for dispatcher, inside operators, and outside in the garden, where trains can be operated by both an engineer and brakeman. No dispatcher is usually needed for TT&TO operations as all train orders are written in advance, but a dispatcher position is utilized if Track Warrants are used instead.

Morning Session is TT&TO. Afternoon Session is with Track Warrants.



HO Layout



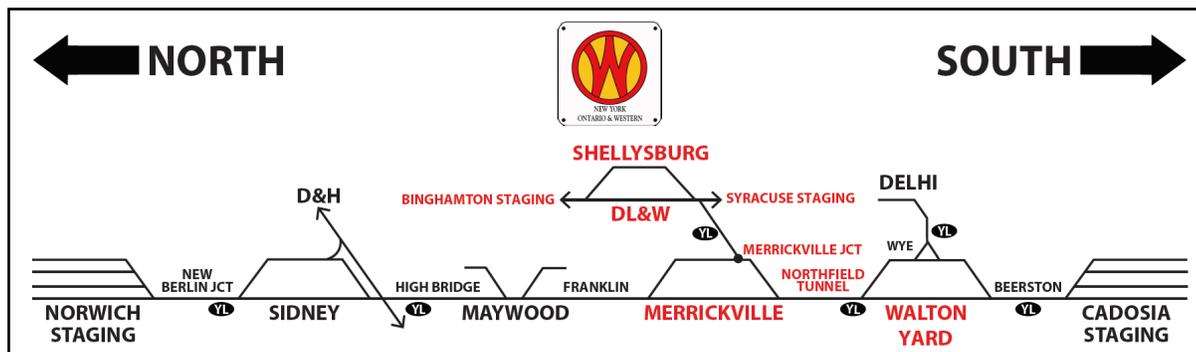
HO Layout



G Gauge Section



When it comes to an operations-oriented model railroad, the types of trains you run effect the kind of an experience the operators of your railroad have. Each type of train is focused on providing a different type of service to your railroads' customers; each requires a different work effort from the crew, and therefore, each provide a different operating experience. One of the goals for my N-scale New York, Ontario & Western Railway (NYOW) is to provide a wide variety of train types for my operators to experience. Today we'll take a trip with the crew on Train TR-20/21, the Interchange Transfer Job, which handles interchange traffic between the yard at Walton on the [NYOW](#) and the Delaware, Lackawanna and Western yard at Shellysburg, NY, a fictitious town, somewhere north of Binghamton, NY.



As a 541-mile Class One railroad, the prototype New York, Ontario & Western had connections as well as interchange traffic with at least ten eastern railroads; unfortunately, my layout only includes two of these connections. The Delaware and Hudson crossed the NYOW in Sidney, NY and the interchange traffic between the two railroads at Sidney is modeled on the layout. On the prototype, interchange with the [Delaware, Lackawanna and Western](#) (DL&W) occurred in Norwich, NY, which my layout uses as the northern staging terminal. While I do run DL&W trains out of Norwich to infer interchange traffic, there was no way to actually model the DL&W. And I wanted more DL&W action. So when I finally figured out how to expand the layout in 2015/16 with an 18" x 12' extension, this area was designed as a second connection to the DL&W, located in the (fictitious) industrial town of "Shellysburg" (named for my dad, my first model railroading pal). Shellysburg is located on the DL&W mainline between Binghamton, NY (to the south) and Syracuse, NY (to the north), with both of these destinations represented by a 9-track fold-down staging yard at the end of the Shellysburg extension. Shellysburg was designed to be a switching heavy location, where an operator can get lost in the switching job for a solid 45 minutes or more, switching the five customer spurs, the team track, working the Binghamton and Syracuse staging tracks, and coordinating with crews of passenger trains and coal drags heading to and from Binghamton.

The [Interchange Transfer Job](#) (or Shellysburg job Symbol 20/21) has evolved since Shellysburg was created. Initially, there was a Yardmaster stationed at Shellysburg who did all the switching; road crews would bring in the NYOW interchange train from Walton, drop off cars, and pick any cars ready to go back to Walton, but more often than not, the run back to Walton was a "light run" (loco and caboose). I was never happy with that division of labor, as I felt the road crew had a short, uneventful run, but the yardmaster had a great job. So, the yardmaster job at Shellysburg was eliminated in favor of crew switching in Shellysburg. This change created the best job on the railroad.

Depending on traffic flow and the location of cars on the railroad at the beginning of a session, the transfer job may begin with cars delivered during the previous trick sitting on the main in Shellysburg, awaiting classification and switching, in which case, the DL&W crew works a switcher to classify the cars, work the customer spurs and build the interchange train to Walton at the start of the session. At other times, a session ends with all the work done in Shellysburg and a new influx of cars from Walton is needed. In those situations, the Interchange Transfer Job will start with a train out of Walton (but the same operator who was the road crew for the arriving train will stay in Shellysburg to switch the arriving traffic). Today, we're going to join the NYOW crew on its way to Shellysburg, then hang around Shellysburg to watch some switching, and if we're lucky, the DL&W crew will let us ride back with them to Walton on the return leg.

We meet up with the NYOW crew of train TR-20 at MJ Tower at Merrickville Junction. TR 20's motive power is a pair of F-3 A units 824 and 821 in an A/A configuration and a mixed train of 11 cars, designated "NYOW 824S" on the Dispatcher Sheet. Merrickville Junction is where the DL&W connects to the NYOW and trains move back and forth from NYOW territory and DL&W territory. The Shellysburg Yard Limits begin at Merrickville Junction, so only the permission of the NYOW dispatcher is required to leave his railroad. We can tell we have arrived on the DL&W by observing the lighter and more carefully groomed ballast and solid ties.



The DL&W track leads us past the Village of Merrickville, and we begin to turn southwest towards Shellysburg, as 824S crosses Maya Creek on the curved Maya Creek Viaduct (waiting for paint, weathering and final installation).



It's a short ride from the Maya Creek Viaduct to the Shellysburg yard tower, and before we know it, 824S has arrived in the action of this busy yard.



Once the brakes are set, the conductor walks over to talk to the station agent and give him the paperwork for train 824S, while the rest of the crew gets a cup of coffee at the station before getting ready to return to Walton.



The Shellysburg DL&W engine hostler and yard crew have not been sitting on their hands watching train 824S roll into town. They have been fueling up SW-7 #446 and are now ready to get to work

Today, DL&W #446 will do all the classification and customer switching on this trick, but the operator has a choice of locomotives to choose from for this task. The DL&W F-T A/B set #653 is also being readied by the engine hostler to take the cars pulled by #446 on the return trip to Walton later in the day as Symbol TR 21 (DL&W653N on the Dispatcher Sheet). We'll hang around Shellysburg and watch the DL&W crew classify cars and service customer spurs, and catch a ride back to Walton with the DL&W crew.



The crew of DL&W #446 couples to the front of the cut of cars to start their work, while NYOW F-3 824 heads to the rear of the cut of cars to pull off the NYOW caboose, and head back to Walton. Next time there might be traffic to take back to Walton, but this trick, they will be travelling light as 821 North.

Classifying and working spurs is the meat of matter for most operators, and the challenge (in my opinion) is in doing the work as efficiently as possible. Typically, that means pulling all pick-ups in a location first, and then doing all the set-outs. But in Shellysburg there are both facing point turnouts and trailing point turnout spurs to work on each side of the four-track yard, plus the staging yards. So here it makes some sense to work everything from a facing point spur by working some spurs from the front of the train, and then working the rest from the rear of the train, even if that means doing pick-ups and set-outs for each spur, in order to avoid the need to make multiple, time consuming run-around moves. There are (normally) plenty of places to leave cars temporarily as the crew works the yard and spurs.



DL&W #446 has pulled the first two cars off the front of the cut of cars and is running down track #3 to reach the Three Sisters Furniture spur at the north end of the yard.

er



Only the D&H boxcar of lumber is destined for Three Sisters Furniture, the other boxcar will be spotted at Broad Street foods on the far side of the yard, at the other facing point switch.

Three Sisters Furniture (named for my three sisters) is currently a complex of three structures built during my days as a teenage model railroader (and schlepped around with me for 50 years), which will eventually be replaced with a scratch-built or kit-bashed structure.



At Broad Street Foods, empty reefers are pulled off the spur, having been unloaded of the produce that came in them for canning and freezing, and a boxcar of cans is spotted in their place.

After working Broad Street foods and temporarily stashing the empty reefers on an available track, engine #446 starts to work the rear of the train and the spurs facing that direction, including the Anida Mills spur. Anida Mills is a carpet mill, and takes loads of material like yarn and hemp, as well as dyes.



Here, engine #446 is picking up a New Haven boxcar destined for a location on the O&W (or further afield), the only work needed on this spur. #446 will work the other two “facing” point spurs (facing point relative to the rear of the train), on this side of the yard, LJ Harvey Shingles, and Entenmann’s bakery, before working the Team Track across yard, near the aisle.

Working both the pickups and set outs for all customers along with working the Binghamton and Syracuse Staging Tracks, the crew of engine 446 makes up the return transfer back to Walton and the NYOW, this will be train symbol TR-21. The crew will typically be in Shellysburg classifying and switching for more than 45 minutes.



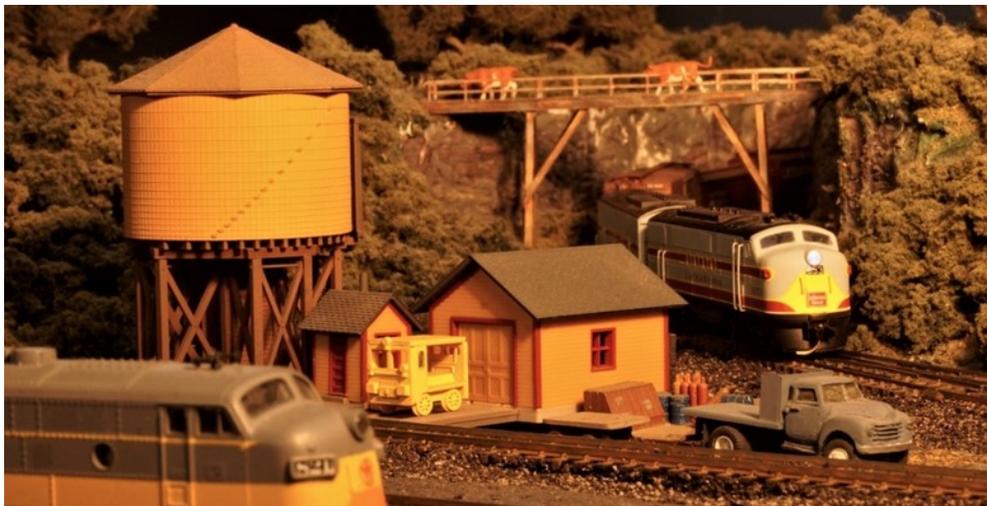
Eventually the work in Shellysburg is done, and all that’s left to do for the crew of #446 is to couple caboose 897 onto the tail end of TR-21 and for the road crew to move DL&W FT A/B set #653 out of the engine facility and onto the front of train DL&W 653 North, for the return trip to Walton.



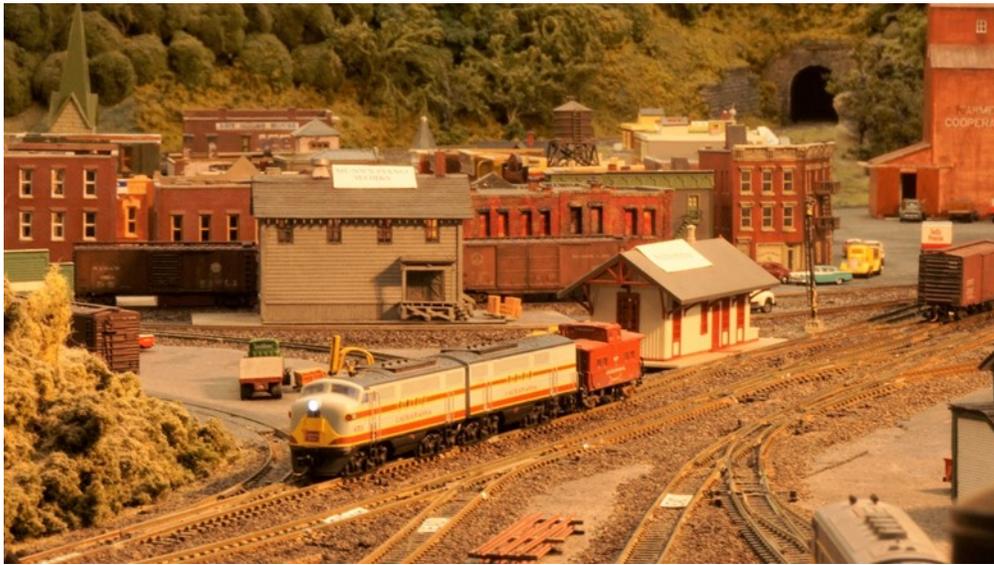
With engine #653 on the head end, we hop on board train DL&W 653 North, as it prepares to depart Shellysburg for Walton, with interchange traffic for the NYOW. Traffic on this train will end up at customers on the modeled portion of the NYOW or will be forwarded north via Norwich or south via Cadisia.



When train 653 North reaches the junction with the NYOW at Merrickville, the crew must contact the NYOW Dispatcher for permission to enter his railroad, before plunging into the south portal of Northfield Tunnel.



After exiting Northfield Tunnel, DL&W 653 North runs through "The Cut" and under Maggie's Bridge, and enters Walton yard at the North Switch, while passing the NYOW Walton engine facility.



After dropping off the traffic in Walton for the NYOW yard crew to classify, and turning the locomotives on the wye, we say good-bye to the crew of DL&W 653, as they run light back south to Shellysburg.

Hope you enjoyed this trip on the NYOW

Support Your Local Hobby Store

In these times when Hobby Stores have not been able to function normally, we need to continue to support them when we can. Please support these stores.

Arnie's & Milepost Come in and shop around!

Arnie's & Milepost 38 HOURS:

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

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

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

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

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

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

Saturday - 10:00am to 5:00pm

Sunday - 12:00pm to 4:00 pm

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