

THE ORDER BOARD

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FEBRUARY, 2022

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Time Table

Cajon Div. Spring Meet
Buena Park
April 30

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



From The Director

Harold Helland
Cajon Division Director



The Cajon Division began 2022 with the first Cajon Connection Zoom Meeting held on January 28. There were 31 members in attendance. The Zoom Meeting divided up into three breakouts to discuss electronics, operations, and scenery.

The electronic section focused on sharing knowledge of model railroad electronics from track wiring and lighting to Arduino driven action. The discussion also involved learning what interests' members have in electronics and what they would like to have included in future Cajon Connection meetings.

The operations section provided the opportunity to share information about operations with a focus on what methods they are using for traffic control and car movements. This group also discussed areas of interest for future Cajon Connection meetings.

The scenery section focused on exchange of ideas on what they would like to discuss at future Cajon Connection meetings. I joined the scenery room where the main focus of the first meeting was covering scenery methods and what worked well and what ended up requiring a second try. We discussed the difference between building modules and a permanent layout. There was a static grass discussion as well as the importance of gluing down buildings and other scenery, especially when transporting modules.

Overall, the first Cajon Connection meeting for 2022 was a success. Everyone provided a thumbs up at the end of the meeting and felt the time was well spent and all are looking forward to the next Cajon Connection. Watch for emails about the next Cajon Connection meeting which will be held on February 25 at 7:00 pm and consider signing up for the meeting.

The Cajon Division Spring Meet will be held in Buena Park, CA on April 30, 2022. The event will be free to NMRA members with a free pizza lunch. The meet will include clinics, swap meet, Hobo Auction, contest room and modelers show and tell. A general membership meeting and awards ceremony will also be part of the event. The Cajon Division is having a great start to 2022 and we look forward to seeing all of you at the Spring Meet on April 30 in Buena Park.

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“ From the Brass Hat“

by Joel Morse Superintendent



This is my first column in 2022 and I want to start off by wishing all of you a happy and healthy New Year! With a new year come some changes to the **Order Board**. Historically, the *Order Board* was published four times per year. However, during 2020 and 2021 (the height of the pandemic) the Board of Directors committed to publishing the *Order Board* almost every month to keep you informed and maintain your connection to the Division. We published the newsletter in two different formats; the quarterly full size Order Board, and the *Order Board Lite* during the months in between the quarterly publications. However, since all of the content has been generated by the Board of Directors, we have decided to cut back to only six editions per year. Send us your pictures and articles to get started on your Author AP Certification!

In my first From the Brass Hat column and in subsequent columns, I have discussed the importance of membership participation in the events and activities; and how much thought and effort the Cajon Board of Directors expends to bring these events to you. I have talked about my belief (shared by many sages and deep thinkers), that when it comes to membership in an organization, you only get out of it what you contribute to it. And one of the things each member can do to contribute to the success the Cajon Division is to participate in Division and Regional events. Getting the most out of your membership also means being active in the Division by contributing articles to the Order Board, voting in elections, volunteering at events, and serving on the Board of Directors.

Our most recent event was the inaugural Cajon Connection, an on-line Zoom meeting that was held January 28. It was great to see 31 members participate in that first forum and we have scheduled the next Cajon Connection for Friday, February 25 at 7 pm. Feedback from the participants indicated that they felt the session was not long enough, so we will be extending it to 90 minutes; and we will be modifying the format to allow for a 15 to 20 minute presentation of a particular subject in each of the three breakout topics (Scenery, Operations and Electronics), with a follow up question and answer period, and then open discussion. Keep your eyes open for a Mail-Chimp email with details of the topics and sign-up information.

The Board is also working on the program for our planned in-person all-day event in Buena Park on Saturday, April 30. Like previous Cajon Spring events, this one will feature a number of clinics, a swap meet, Hobo Auction, contest room, show and tell, and live Cajon Connection meeting all with required Covid protocols in place. Unlike previous events, this event will be free for NMRA members to attend and we will be serving a free pizza and drink lunch. There will be an early registration raffle for HO and N scale items, so keep your eyes open for the Save the Date emails coming your way soon!

As always, I can be reached with your questions and comments at;

superintendent@cajondivision.org

CAJON CONNECTION REPORT

Cajon Connection Scenery Session

The first session of the Cajon Connect Scenery was held on January 28th and attendance was about what I expected. This first session was to just get acquainted and discuss what would be future discussions and topics. The one enlightening thing that did come out of this session was that scenery is more than just grass and trees. It is the entire layout which includes landforms, rural and metropolitan scenes, roads, structures and yes grass and trees. This also brought us to the topic of scratch building especially if you are building a specific era or place. We talked about experiences we have had and solutions that worked and those that did not. I for the last months have been trying to master Static Grass and one members said keep it wet because you are dealing with static electricity. That sounds logical so I am about to give it another shot.

If you did not attend the last Cajon Connect plan to attend the next one join in and have fun sharing your successes and even the failures, that is all part of leaning. We are looking for members who would like to make a short presentation/clinic, think it over and let us know.

Carl Heimberger
Scenery Moderator

Cajon Connection Operations Session

The first session of the Cajon Connect Operations was held on January 28th and attendance was very. Everyone introduced themselves and we learned that the attendance included varied operations experience ranging from beginners to very experienced operators. I have been tasked to put together a short Powerpoint on the basics for our next meeting and we hope to have an interesting discussion on what techniques are being used to order various operating sessions. We are looking for someone interested in making the next presentation so think about it before the session, which will be at 7:00 pm on February 25.

Morrie Fleishman
Operations Monitor

News from Nevada

By Ed Hall MMR Assistant Superintendent for Nevada

Greetings from the southern Nevada area, I have good news and better news. First the good news, the ***Friends of the Nevada Southern Railway*** in Boulder City finally got the fire standpipe installed in the shop so their are back to full operation. This means we can hold train meets there and snoop around the shop to see what they are working on. I have not picked a date yet but it will be in late May or early June. We'll try to get a date when the have the live steam guys there operating.

The other news is that I will be retiring from my position as assistant Superintendent for the Cajon division at the next meet. I will still keep my HOB0 position with the Region so you'll still see me at conventions and local meets. I have held a position in the division for more then 34 years and now have other irons in the fire so I will be passing the baton to RL Jenkins. He is very enthusiastic and has lots of great ideas to keep your interests up.

So keep weekends open for our meet in late May or early June, see you then.

On Operations

By Joel Morse

This is the first installment of a recurring column in the Order Board focused on the “operations” side of model railroading that I



will be sharing with you. Operations is one of my favorite parts of the hobby, because it allows me to enjoy model railroading in a relaxed social setting with old and new friends, who share my interests. Also, because model railroad operations are an intellectually stimulating puzzle; the challenge of operations is “seeing” the most efficient way to move traffic on the railroad and the fun is in the trying and the succeeding.

Let me also clearly state that I am not an expert on operations; far from it. There are many operators far more knowledgeable and experienced than I am, and I have learned a lot from folks I’ve met who have been generous with their knowledge. But I believe that over the past 8 years of operating on my layout and others, I have gleaned some information that might be useful to you. By the way, if you have questions about any of these columns, direct your questions to me at superintendent@cajondivision.org.

Over the course of these columns, I’ll talk about specific aspects of model railroad operations, but first let’s agree on a definition



of “operations” as it pertains to a model railroad. When talking to non-modelers, I usually describe model railroad operations as a “dynamic, three dimensional role playing game focused on railroading, with each operator performing the role of a specific railroad employee”. By “Railroading”, I mean the organized, purposeful movement of rolling stock between preassigned destinations. So, in its simplest form, “operating” a model railroad merely means moving

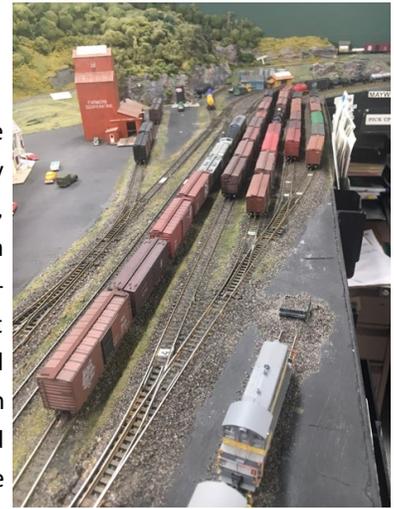
the rolling stock (and the goods/people in them) around the layout in a *purposeful manner*.



There are two components to the phrases “purposeful movement and purposeful manner” that can get confuse folks who are new to operations. One is the *Traffic Management Methodology*, meaning the basis for the movement of individual cars and their content from one location to another; ie: why is a specific car moving from here to there?

The second is the management/control of the movement of the trains of cars around the layout, the *Train Management Methodology*, this is a fancy way of saying “the method of dispatching”. How are the individual trains controlled as they move over the railroad? Each operations-oriented layout owner should choose the methodologies that suit their interests, time and expertise, and as these evolve over time, the Traffic Management Methodology, as well as the Train Management Methodology may change. However, the selection of these methodologies influences how much work is involved in getting a layout operational initially, as well as how many operating positions your railroad supports, the formality of your operating sessions, and which operators will want to attend your sessions. Choose what works for you; if the session is fun, regardless of the methodologies you select there will be plenty of model railroad operators looking to operate on your layout. The only really critical thing in hosting any operating session is that the trains run extremely well; nothing kills the pleasure of a session for an operator faster than stalling locos and derailing rolling stock due to poorly laid track or dirty track/loco wheels.

There are many types of Traffic Management Methodologies and these range from those which are simple to set up and require little railroading knowledge to operate successfully for a new operator, all the way to those which are complex, require a lot of paperwork, preparation and/or knowledge for a new operator to operate successfully the first time at a layout. Traffic Management Methodologies would include in its basic form, the simple exchange of one type of car for another as the train drops off (sets out) and picks up cars at various customer spurs along the line. All the way to well known, increasingly sophisticated approaches like “Poker Chips”, “Colored Tabs on Cars”, “Car Cards and Waybills” and Switch



Lists (computer generated /hand written). All of these approaches have pluses and minuses; the only way to know what your preference is, is to operate on layouts that use the different methodologies.

Similarly, there are many Train Management Methodologies (Dispatching), which differ in the amount and type of paperwork required to implement it, the amount of infrastructure (signals, phones, etc.) to implement it, and the amount of railroad understanding needed by a new operator to operate successfully. Train Management Methodologies range from the basic where there is no “dispatcher” and the railroad operates under “smoke rules” – if you see another train’s smoke, stop and assess. All the way to a fully signalized railroad with a dispatcher overseeing the Central Traffic Control system, where engineers respond to the signal aspects along the right of way (stop on red, slow down on yellow, proceed on green). Time Table and Train Order (TT&TO) is very popular and there are many operators who prefer this approach, because it requires a certain level of knowledge by the train crew, and they make many of their own decisions, based on the Rulebook. It sounds more intimidating than it is, because in my opinion there are really only five to ten so critical rules to operating safely, the rest are often expansions of these basic rules or just window dressing. Other Train Management Methodologies include Written Track Warrants, Verbal Track Warrants (also called “Mother, May I”), and Sequential Dispatching.



I’ve been operating on my layout for the past 8 years; I selected the “Car Card and Waybill” as my Traffic Management Methodology, but we use computer generated car cards with a Color Picture of the car along with the Reporting Marks, and single sided waybills. For the Train Management Methodology, we’ve evolved from a very simple “Mother, May I” approach, to a slightly more sophisticated Verbal Track Warrants approach which includes a dispatcher running the railroad using a “Dispatcher’s Train Sheet” to control train movements. The next step in the evolution is to move the Dispatcher to another room and require Verbal Warrants via telephone.

If you are already interested in Operations, I recommend that you do three things immediately: 1) join the Operations Special Interest Group (OpSIG); 2) buy / borrow and read the OpSIG book “A Compendium of Model Railroad Operations” and 3) find layouts to operate on. This last is the toughest, because most operations sessions are overbooked. One way to get on the “Crew List Invitation” is to find someone who has an operating layout, and offer to help on the layout, doing something you enjoy and are good at, ideally something the owner dislikes doing. The layout owner will appreciate your offer and effort. If you have questions about operations, feel free to contact me at superintendent@cajondivision.org.



***PLEASE JOIN US On-Line for the second
“CAJON CONNECTION ON ZOOM”***

February 25 at 7 PM

MARK YOUR CALENDAR!

The Cajon Connection is a new way for Cajon Division members to share what they know and get the answers to their model railroading questions.

The format is a live on-line discussion covering three areas of model railroading:

Electronics-Operations-Scenery

Moderated by experienced and knowledgeable Cajon modelers, members will go to “breakout rooms” to discuss their specific area interest.

This format will provide you with the opportunity to ask the questions and get the answers you are looking for, or perhaps get answers to questions you didn’t even realize you had!

This is the second Zoom video call which will be a one and a half call which will be scheduled monthly during 2022.

Cajon Connection Schedule

Introductions and Explanation

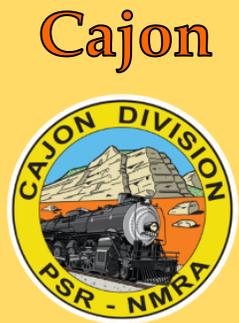
Discussion of other topics of interest

Breakout Rooms:

Electronics-Operations-Scenery

Look for an email from the Cajon Division with the login information in the coming weeks!

Saturday
April 30, 2022



Division- NMRA
Spring - 2022

7:30 AM

SAVE THE DATE!

COVID SENSITIVE MEET

Activities will be outside and inside

******* COVID Protocols in effect will be observed**

FREE to NMRA Members!

FREE Pizza Lunch!

Pre-registration Raffle!

Clinics

Swap Meet

Hobo Auction

Contest Room

Modelers - Show & Tell

Cajon Connection—Special Interest Discussion Group

General Membership Meeting and Awards Ceremony

TARIFF

Event Registration

- NMRA Member: No Charge
- Non-Members: \$ 5.00
- 18 and Under *with Parent or Guardian Only* : FREE

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

- ♦ Email Superintendent@cajondivision.org
- ♦ Must pre-register by April 23 to be eligible

Pizza and Soft drink lunch provided

Free Swap Meet Space:

- Bring your own tables, chair, pop-up

MODELERS: Bring a model for contest, AP judging, or show and tell!

Messiah Lutheran Church

Courtyard

6625 Dale St, Buena Park

Near the 5 and 91

Free parking

A New Year

by Per Harwe

Membership Chairman

First of all I wish you all a great 2022 and I hope you will get many great modeling opportunities. Unfortunately, at the time I write this, I don't have any membership numbers for January.

The positive trend from the latter part of 2021 in terms of our membership number is continuing. December saw an increase in membership with 6 persons and we ended the year with 298 members. I didn't dust off my crystal ball so I can't see what 2022 will have lined up for us, but let's all do our share to find new members for Cajon and NMRA. We are worth it!

Please join me in welcoming the following new members:

DECEMBER

James Decker, Hemet, CA

Alfredo Escalante, Henderson, NV

Michael Ganous, Henderson, NV

Kenneth Hecker, Fullerton, CA

Kenneth Reiter, Corona, CA

Rudy Reyes, Fullerton, CA

The Editor's Column

by Morrie Fleishman

Editor: Cajon Division



Welcome to the February issue of the Order Board, the newsletter for the Cajon Division, and the first issue in 2022, The Order Board will be issued every other month as we return to more in person activities.

So what were you doing as we sat home due to the pandemic? Our contacts in the local hobby stores say they have been very busy and 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. 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.

Thanks. Morrie Fleishman mefleishman@cox.net

Support Your Local Hobby Store

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

Arnie's & Milepost Come in and shop around!

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

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

Arnie's Trains www.arniesmodeltrains.com 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



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Sunday - 11:00pm to 4:00 pm

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