



The Order Board

Volume 53 No. 4

August, 2025



Tracks Ahead for the Cajon Division

Upcoming Events

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September 3-6, 2025

PSR 2025-Pacific Southwest Express Convention
Hilton Irvine at John Wayne Airport (SNA)
18800 MacArthur Blvd., Irvine, CA 92612
www.pacificswexpress.org

September 27, 2025, Noon-4PM (see flyer in this edition)

Nevada Layout Tour
Paul Mickelson's Middling Creek RR
1680 Rolling Hills Dr., Las Vegas, NV 89156

October 11, 2025, 9AM-4PM

Los Angeles Area Prototype Modeler's (and Swap) Meet
Imago Dei Church
10012 Ramona St., Belflower, CA 90706
<http://www.laapm.org/>

October 18, 2025, 8-11:30AM

Roundhouse Gang Model RR Club Swap Meet
Old ATSF Depot, 1170 W. 3rd St. San Bernadino, CA
<https://groups.io/g/ModelRailroadsofSoCalif/attachment/18807/0/RHG%20SWAPMEET%202025.pdf>

November 8 (10AM-5PM), 9 (12-5PM), & 11 (5-7PM), 2025

CA Southern Model RR Club Open House
12140 E. Firestone Blvd., Norwalk, CA 90650
<http://www.trainweb.org/calsomrr/dates.html>



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From the Caboose

Harold Helland, MMR, Cajon Division Director



I have had the opportunity to be Chairman of the Pacific Southwest Express Convention which will be held at the Hilton Irvine - John Wayne Airport from September 3 through 6, 2025. This year's convention will feature modular railroads at the hotel which will include operating sessions, home layout tours, prototype tours, home operating sessions, numerous clinics, Celebration of Models, general interest activities, and an Awards Banquet. There will be opportunities to find something new for your home model railroad from Silent Auction, Swap Meet, Hobo Auction, or the Vendors Booths. We are planning four days packed with model railroad fun. The NMRA is celebrating 90 years of service to model railroad enthusiasts this year and our convention is part of the celebration.

Prototype Tours include Los Angeles Union Station and the Southern California Railway Museum. In addition to the normal fun at the Southern California Railway Museum, SCRM will provide a private tour of the museum and an opportunity for you to drive a diesel engine. The Los Angeles Union Station tour includes a behind the scenes tour of areas normally not open to the public. The original refurbished ticket counters, the original Fred Harvey restaurant, and the Streamliner Bar will be included in the tour.

There are over 70 Clinics to provide knowledge for members. There are five private model railroads providing Operating Sessions, one modular group at the Hotel and the Riverside Live Steamers. If you have never participated in an operating session, now is the time. If you are interested in some new equipment for your model railroad, we have the Hobo Auction, Silent Auction, Swap Meet and a Vendors Section in the Hilton Hotel. There are four Vendors selling their new equipment at the hotel. The convention will end with an Awards Banquet and our guest speaker, Cinthia Priest, Editor NMRA Magazine.

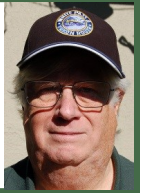
As I mentioned at the beginning of this update, I am the Chairman of the PSR 2025 Pacific Southwest Express Convention. I could never have accomplished such a great event without the help of my committee. The committee has spent numerous hours planning and organizing their areas of responsibility for the convention. Without their support we would not have a convention. I send my thanks and appreciation for their dedication and hard work to all of the committee as we are set to execute the convention, the first week of September.

I would like to thank everyone in the Cajon Division for their support while I have been the Cajon Division Director, especially the Cajon Division Board members. As most of you know, I served my two terms and had to let a new Director take the position. Gary Stenberg will be the new Cajon Division Director. He is more than qualified for the position and will do a great job as your new director. Please welcome him to his new position the next time you see him at an event.



From the Head End

Paul Stoner, Cajon Division Superintendent



The Pacific Southwest Express 2025 Convention is fast approaching the Irvine Hilton station. Starting Wednesday, September 3 through Saturday, September 6 the convention will be held at the Irvine Hilton Hotel at John Wayne Airport. The Pacific Southwest Region Cajon Division is once again hosting the convention and there is a full schedule of activities for convention attendees. Full convention details are available at www.pacificswexpress.org.

The registration desk will open starting at noon on Wednesday, September 6. There will be a Welcoming Reception/Ice Cream Social on Wednesday evening from 6:30pm to 9:00pm. Also starting Wednesday afternoon, three modular layouts will be holding Operating Sessions for anyone interested in learning model railroad operations and fifteen home and club layouts will be open to visitors from Wednesday through Saturday afternoon. Several home layouts will be holding operating session for those interested by signing up in the convention layout room. Seventy Clinics will be offered in nine categories from layout construction and operation to new modeling techniques to prototype railroads. There will also be two Prototype Tours to the LA Union Station and the Southern California Railway Museum.

The Celebration Room will be open to enter models for evaluation from Wednesday noon until Friday at 11:30am. Model evaluations will be taking place Friday afternoon with results announced at the banquet Saturday evening. I encourage all modelers to enter their best work for evaluation or at least volunteer to become an evaluator. I guarantee that the experience will be worthwhile.

The popular Hobo Auction will be held Friday evening, and the Cajon Division Donation Chair has been putting together a memorable selection of "goodies"! Additionally, he has acquired an excellent selection of premium items available for our Silent Auction starting Wednesday. Winning bids will be announced at the banquet. He is also planning a Vendor Room that will feature several vendors and manufacturers For Non-Rail and General Interest attendees, a full schedule of activities will be available each day in the San Clemente Room.

The annual PSR Hobo Breakfast will be held Friday morning and there will be a pool-side Swap Meet Saturday morning.

Convention activities will wrap up Saturday evening with the Convention Banquet. This year the guest speaker will be Cinthia Priest, Senior Editor of the NMRA Magazine.

The Cajon Division Convention Planning Committee has been working diligently over the past year to make this convention another memorable event. We hope that as many members of the Cajon Division as possible will take this opportunity to broaden their model railroading experience, meet other modelers and, most important, have fun.



Division News

Gary Stenberg has been elected Cajon's new Division Director. His term starts in September. Harold Hel-land had 'termed out' as Director. The Director represents Cajon Division at the Pacific Southwest Region Level. PSR consists of four regions, Cajon, Los Angeles, San Diego and Arizona.

Cajon Division would like to thank Harold for his service over the past years and express its appreciation for his dedication to Cajon and PSR.

Since Gary is moving to the Division Director slot, Cajon needs a new Division Clerk to assume Gary's former duties. The clerk is responsible for documenting the monthly Board of Directors meetings by preparing written minutes for those meeting. Since the meetings are recorded, they can be played back to avoid having to take notes furiously during the meeting itself. The minutes are published at the next BOD meeting.

If anyone would like to fill this slot, please contact Paul Stoner, our Division Superintendent at :
superintendent@cajondivision.org

Carl Heimberger was recently awarded his Master Model Railroader (MMR) from NMRA. Gary Butt's article later in this edition discusses this in more detail. However it should be noted that Carl is mentioned in the August 2025 edition of the NMRA Magazine on page 53 as earning his Master Builder-Cars Certificate prior to being awarded his MMR. Watch for a future article regarding Carl's MMR Award in an upcoming edition of the NMRA Magazine!



Layouts of the Cajon Division

Call for Member Layouts

Paul Stoner, Cajon Division Superintendent

We had seven ***Layouts of the Cajon Division*** Open Houses in 2023 and four in 2024, and we want to continue to schedule these events, which have been well attended and enjoyed by the membership. We need more layouts to feature in 2025 and 2026.

We are looking for layout owners to join in the fun and host an open house this year or next. Your layout does not have to be the "finished article", you just have to be interested in showing your fellow members what you have been working on and spending a few hours talking about model railroading. In fact, input from visitors at your Open House may provide you with some new ideas and tricks! The Cajon Division will provide up to \$50.00 to reimburse you for food and drinks that you might serve. If you are interested in hosting an Open House and showing us what you have been doing, please contact me and we'll work out a date that works for you. Email Paul Stoner at superintendent@cajondivision.org.



Notes from the Chief Clerk

Gary Stenberg, Cajon Division Chief Clerk



Greetings all.

After almost four years, this will be my final “notes.” Oh, I’m not giving up Model Railroading or the Cajon Division. In fact I’m getting more involved than ever. Thank you all for voting in the recent election for the Cajon Division’s Directorship (not just the folks that voted for me, but all the voting members.) So, I am going to be the new Director. What that entails is that I will represent the Division at the Pacific Southwest Region as a regional officer and still help out the Cajon Division; working with Paul Stoner, our Superintendent.

I have had a really good time these past four years. I’ve gotten more out of my National Model Railroad Association membership because I’ve become more involved than I had been in a long time. I’ve attended national conventions, entered models in our regional conventions, built models, operated trains, and done a myriad of other things. Best of all, I’ve gotten to know a lot of “new” friends who share the common interest of model railroading. Boy has it been worth it.

I am encouraging everyone to become more involved, if you can, with the NMRA, Pacific Southwest Region, and the Cajon Division. I hear that the Division is looking for a new Chief Clerk. It’s a great job to get really involved really quickly. Go for it!!! If that’s not your cup of tea, try the Celebration of Models evaluation teams. You’ll learn a lot about how to build award winning models, and get to see some awesome models up close and personal. Or you could just volunteer for some odd jobs as they pop up. The more you do, the happier you’ll be!

The PSR convention is just around the corner and I hope to see you there.

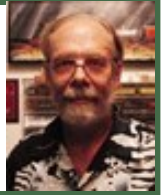
High Green and PAX

Gary



The Backshop

Gary Butts, MMR, Cajon Division AP Chairman



Summer Modeling

Judging by the number of requests for layout evaluations and the number of models showing up at our summer meets it is apparent that the summer season draws a lot of our attention away from our hobby on to other, more outside, activities. I am no different. My layout has not seen much activity for the last few months but my boating and hiking have. I have been able to finish a model that should have taken maybe a few weeks that took most of the Summer to finish. I think that is the nature of our hobby and that is OK with me.

However, we have a great opportunity to see model work from all of our sister Divisions at this upcoming Convention in our territory. Our last Cajon meet produced just a few models but they were all outstanding and most of them earned Merit Awards! I am hoping to see more of the same in our celebration of models room with additions from our other Divisions. It is a great time to finish up your current project and bring it to the convention for everyone to admire.

I did have the opportunity to visit Lev Michaelian (one of our newer to Cajon members) N scale layout the other day while delivering his customized Cajon polo shirt and, like so many of us, his layout is great and fairly complete. Looking over his layout I mentioned that with the addition of just a few detailed, crafts-men or scratch-built cars he would qualify for the NMRA Golden Spike award. Further, with just the addition of some paperwork and maybe a detail or two his layout would qualify him for up to three of the Achievement Program certificates. I suspect that there are many of our members that fall into this category. If you are interested in finding out just where you stand in this regard, visit the NMRA website and click on the Achievement Program tab, then follow your nose. If it looks good to you, don't hesitate to contact me for a visit to see your layout for an unofficial evaluation. AP@cajondivision.org

We have had a couple of notable Cajon division Achievement Program advancements this past couple of months. Joel Morse's layout was successfully evaluated for the NMRA Master Builder – Scenery Achievement Program certification. If you have the opportunity to see Joel's N-Scale layout at a layout tour or otherwise, don't miss this full garage layout. Congratulations, Joel.

In addition, the NMRA and the Cajon Division are honored to present the Certificate and Title of Master Model Railroader to our current Regional AP chairman, Carl Heimberger, MMR. His 7th Achievement Program Certificate was satisfied at our last Cajon Division meet in Buena Park with several great HO model cars evaluating at Merit Award level in the Celebration of models room. Carl has been awarded NMRA Certificates for Association Official, Association Volunteer, Master Builder – Scenery, Master Builder- Cars, Master Builder- Structures, Model Railroad Author and Model Railroad Engineer- Civil. Carl is, and has been, a great asset to our Cajon Division for many years (and his models are amazing). Congratulations, Carl and welcome to the Pacific Southwest Region cadre of Master Model Railroaders.



What's Happening in Nevada?

Craig McCormick, Asst. Superintendent-NV



Paul Mickelson is hosting an open house layout tour of his HO Scale Middling Creek RR on Saturday, September 27. Please see the flyer at the end of this month's The Order Board for further details. Below are some snapshots of the Middling Creek RR.



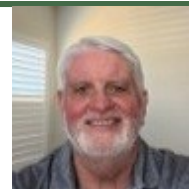
Middling Creek RR





Membership Report

Patrick Rogan, Membership Chair



Let's welcome our new members since June 2025:

June:

- Joseph McGee, Las Vegas, NV

July:

- Stephen Badum, Newport Beach, CA
- Gregg Geisendorfer, Palm Desert, CA
- Randall Gilhart, N Las Vegas, NV
- Daniel Vanlieshout, Fountain Valley, CA

If any of our members know these new members, how about reaching out to them and welcome them with open arms!

Reminder: The Cajon Division communicates with its members by e-mail. If your email address is not on file with the NMRA you are missing valuable communications from the Cajon Division.

To update your email with the NMRA go to www.nmra.org and in the upper left hand corner, login to the Member Log-In Registration (if you have not registered on the NMRA website you will need to register). Once logged in, in the upper left hand corner, click on Member Info. Above your user name click on Edit and then update your email address in the space provided and save your changes. Now you should start receiving email messages from the Cajon division. If that might be too difficult for you can contact me at membership@cajondivision.org and I will have the NMRA office update your email for you.

As a new feature to begin with this edition of The Order Board, I would like to thank the following members who have renewed their NMRA membership since May 2025:

Gary	Ashcraft
Charles	Backes
Kenneth	Bartholomew
Josef	Bingisser
John	Bishop
Bert	Boden
Marty	Bradley
Jeffrey	Bruny
John	Buften
Jeff	Butler
Steve	Cole
Ronald	Core
Ron	Corlew
Arthur	Elliott
Donald	Erickson
Daryll	Faust
Dave	Ferguson
Jesus	Gonzales
Mike	Grippio
William	Hackett
Harry	Hansen Jr
Harold	Helland MMR
Gordon	Huber
Bryan	Hunnell
Timothy	Jones
Kirk	Jordan

Eric	Kaminsky
Isabelle	Kaminsky
Vincent	Kerr
Keith	Martin
Timm	Martin
Bob	Massey
Kenneth	Matassa
Edward	McCarthy
Lynda	McCarthy
Craig	McCormick
Bill	Meyer
Ronald	Newell
Thomas	Niemerow
Steven	Pepin
Patrick	Powell
Tony	Ritzman
Doug	Rothwell
Steve	Schiffman
De Mell	Skelton
James	Smith
Katherine	Stoner
David	Toole
Mike	Trenary
Bruce	Turner
Patricia	Turner
David	Wentworth



Membership Report (continued)

Patrick Rogan, Membership Chair

Our members are the NMRA and the Cajon Division most important assets. I appreciate your renewed faith in both the NMRA and the Cajon Division.

Let me know at membership@cajondivision.org if you have any ideas of activities you would like to see the Cajon Division host or participate in or that you participated in a model train activity that you would like to share with others.

There are 254 members in the Cajon Division with a breakout of membership categories as follows:

Basic	102
Premium	101
Lifetime	28
Family	20
Rail Pass	3
Total	254

A basic membership includes the digital NMRA Magazine while the premium membership includes both the printed and digital NMRA Magazine.

What is (RP)? It is a Rail Pass (Trial) Membership: <https://www.nmra.org/trial-membership>

Our total membership breakdown by years of membership is as follows:

Years	Members
Over 60	3
50-59	24
40-49	17
30-39	23
20-29	28
10-19	52
8-9	26
6-7	14
3-5	22
Under 2	45
Total	254



Membership Report (continued)

Patrick Rogan, Membership Chair

Membership Milestone Report – August 2025

Milestones are defined as a significant point in development. In the NMRA and Cajon Division that means achieving membership when you achieve active membership each 5 year interval.

Beginning this edition of The Order Board, The Cajon Division will begin to recognize members who have reached their milestone. Lets give these members a large and rowdy thank you for being a NMRA member.

Since the beginning of 2025 the following members reached a milestone.

First Name	Last Name	City	State	Years of membership
Richard	Harley	Laguna Beach	CA	65
John	Belzer	Las Vegas	NV	60
David	Cocker	Riverside	CA	55
Steve	Dunham	Orange	CA	55
Charles	Kunz	Las Vegas	NV	55
John	Olson	Bishop	CA	55
James	Van Gaasbeek	Irvine	CA	55
Elliot	Gorlin	Las Vegas	NV	50
Theodore	Johnson	Santa Ana	CA	45
Todd	Scott	Tustin	CA	45
Edwin	Hall MMR	Henderson	NV	40
Robert	Piety	Henderson	NV	40
David	Wentworth	Santa Ana	CA	40
Bill	Meyer	Fullerton	CA	35
John	Drake	Costa Mesa	CA	35
Bob	Massey	Palm Desert	CA	35
Vivki	Campbell	Placentia	CA	35
John	Bishop	Riverside	CA	25
Jesus	Gonzales	Chino	CA	25
Robert	Mitchell	Wildomar	CA	25
Gill	Guy	Huntington Beach	CA	15
Rollin	Day	Laguna Woods	CA	10
Anthony	Angelici	Mission Viejo	CA	10
Robert	Hesselgrave	Garden Grove	CA	10
Robert	Osterhountd	Huntington Beach	CA	10
Ken	Szok	Upland	CA	10
James	Thomas	Rancho Cucamonga	CA	10
Vincent	Johnson	Beaumont	CA	5
Rick	Norton	Yucca Valley	CA	5
John	Gornick	Villa Park	CA	5
Brian	Smith	Aliso Viejo	CA	5
Todd	Quiggle	Costa Mesa	CA	5



The Editor's Column

Kurt Matthews, Publications/Web Chair



Las Vegas Train Depot

Please see the new street address and website of the LV Train Depot (formerly LV Trainworld) in Las Vegas in the ***Support Your Local Hobby Store*** section at the end of this edition of ***The Order Board***.

Modeling Tips...Filed Under Why It's a Good Idea to Attend Cajon's Events...

When not operating at the July Cajon event at the Corona Model RR Club, I picked up a tip (I believe from Joel Morse, but I only wrote down the tip, not the source). To keep your track clean and maintaining electrical conductivity, try NO-OX-ID an electrical contact lubricant (electrically conductive grease) that is designed to keep metals free from rust and corrosion. Only apply a very-very thin amount to the railheads. The result will be less need to clean track between operating sessions as the product will prevent micro-corrosion of the rail. NO-OX-ID is available on Amazon.

Here's another I did not know about.....Home Depot sells 1" thick pink foam in 2'x2' sections for your smaller modeling needs. I think Brian Neely told me that one....I really need to write down my sources.

And another, Scalecoat Paint is back!...kind of.....<https://scalecoat.com/>

This brings me to a bigger point for encouraging members to attend the Cajon events. It is an opportunity to get tips, ask questions and see what other members do to advance their modeling skills. There is always plenty of time at the event to talk between cookies and drinks.

Got a Modeling Question?

If you have a modeling or prototype related question you would like to propose to the greater Cajon NMRA community drop me a line at editor@cajondivision.org and I will publish it in the next ***Order Board***. Hopefully, someone will provide an answer that I can publish in the following edition. Currently, I publish on a bi-monthly basis, but if I get the answer sooner, I can forward it to you directly before publishing that answer in the following edition.

Coming Soon...

I recently visited the Western Pacific RR Museum in Portola, CA for the first time. I took plenty of photos and will be publishing those in a future edition.

I also will be serving as the 'official' photographer of the Pacific Southwest Express Divisional Meet coming up, so look forward to coverage of that event!

As a result of my special edition covering the Pittsburgh Model RR Jamboree last May, their Divisional Superintendent invited me to a behind the scenes visit of the Western Pennsylvania MRR Museum in Gibsonia, PA. This is a FABULOUS prototypical HO layout of the B&O and Western Maryland from Pittsburgh, PA to Cumberland, MD including the famous Sand Patch grade (B&O) and Helmsetter's Curve (WM). I have visited it in the past, but only from the spectator's position. The museum is open to the public only in the month's before Christmas. I plan to go in November as there is also a Greenburg's Train Show in Monroeville, PA the first weekend. <https://wpmrm.org/>



The Editor's Column (continued)

Kurt Matthews, Publications/Web Chair

Filed Under Miscellaneous

The following items that I stumbled across recently may be of interest:

Larry Pucket, "The DCC Guy", who used to publish a monthly DCC article in **Model Railroader** posted this video on the new Hyperfokus block detection/signaling system:

<https://www.youtube.com/watch?v=KJi9gMhbgtg>

An interesting UP prototype for future modeling project:

<https://www.youtube.com/watch?v=BxpXKlu482s>

From the Railtown 1897 Historic Park in Jamestown, CA. The return of Sierra Railway #3 in July 2025 after overhaul:

<https://www.youtube.com/watch?v=vqnC951a5xQ>

SP #9010 Krauss-Maffei ML-4000 fully restored and under own power at Niles Canyon RR Museum:

<https://www.youtube.com/watch?v=-9dDVGWhasc>



Call for Model Railroad Donations

Brian Neely, Cajon Division Donations Chair



"One man's trash is another man's treasure" seems like the perfect reason for every model railroad swap meet since the beginning of time. But it also applies to the items that appear for bid at our Cajon Division Hobo Auctions

Many members don't realize that every item that appears in the Hobo Auction was donated by a Cajon Division member or local hobby shop. Our Hobo Auction supplies of donated items are getting low, and we need your unneeded model railroad supplies to the Cajon Division, so we can continue this tradition.

Every one of us has bought and stored items that we know we will never use, not on the current layout and not on the next layout, because our model railroading focus, need, or interest has changed. These items are cluttering up our limited storage space. Sure, you could wait until you get around to selling your items at swap meet after swap meet until it's gone or you can just donate the items to the Cajon Division.

The Cajon Division (and the PSR) are 501(c)(3) Charitable Organizations under the IRS and California tax codes and therefore you may be able to take a tax deduction for the items you donate. When you donate items to the Cajon Division, we provide you with a receipt for your taxes.

If you have items to donate for future meets, contact me directly at donations@cajondivision.org and arrange to donate your items. Thank you in advance for your generosity!



**Pacific Southwest Express
September 3 thru 6, 2025
Hilton Irvine – John Wayne Airport**

www.pacificswexpress.org

Need Convention Volunteers

**Numerous possibilities available
Times to match your interests
Earn one (1) sheet of Hobo Auction tickets**

Email Don Fowler at: ddfowler57@gmail.com

Registration

Assist with registration process

Company Store

Disperse items purchased during registration

Reception

Sell Bingo Sheets

Hobo Auction

**Sell Hobo Auction tickets
Set up Hobo Auction
Disperse prizes during the Hobo Auction**

Celebration of Models

**Monitor the room
Model check-in and check-out
Evaluation of models**

Prototype Tours

Bus Captains

General Interest

Monitor room as needed

Clinics

**Monitor rooms
Award Clinician Certificates**



Cajon Layout Tour Meet

Kurt Matthews Publications/Web Chair

The Cajon Division got together in July for an operating session at the Corona Model Railroad Club. Both run through trains and switching operations were available. It was a fun event and drew folks from the Inland Empire and Orange County. The HO layout represents the ATSF, UP, SP and PE lines from Fullerton, CA to Riverside in the steam to diesel transition era. Big thanks to Bruce, Howard, Jonathan, Darryl, John, Mike Alex & Jim of the CMRS Club for hosting. If you would like to join see: <https://www.cmrsclub.com/>

Cajon Members & Guests present: Carl Heimberger (Corona), Joel Morse (Garden Grove), Brian & Karie Neely (Chino), Steve Peppin (Dana Pt.), Pat Rogan (Temescal Valley), Steve Frenkin & Harry Scharen (Yucaipa), Ken & Joanis Bartholomew (Temecula), Jeff Butler & Bob Freitas (Ontario) and myself (Fullerton). *Apologies if I misspelled your name as I was reading off the sign in book photo I took with my camera!*



Steve Pepin (left) Running on the Main



Joel Morse (right) Switching Cars



Cajon Layout Tour Meet

Corona Model Railroad Museum



Cajon Track Gang



Riverside and Corona





LA Division Layouts Open House

Kurt Matthews Publications/Web Chair

Frank Kenny's N Scale Central Pacific Railway (CPRX) set circa 1978 represents the rail line between Mojave and Fresno and focuses on the modern prototypes of Southern Pacific, Santa Fe and Frank's Central Pacific Railway. The center point is the Tehachapi Loop. The layout is double decked, signaled and controlled via JMRI running a simulated dispatcher's panel on monitors. The dispatcher can be located remotely in any location via access to Frank's computer. Decks are connected via an elliptical helix. Plenty of staging tracks are also available.

Thanks to Frank for opening his layout for a tour. NMRA members from both LA and Cajon were on hand. His layout blogspot is here:

<https://centralpacificrailway.blogspot.com/>

The CPRX is also open for an operating session during the Pacific Southwest Express Conference in September.: <https://www.pacificswexpress.org/ops/ops1/Layouts/PSR OPS Kenny.pdf>



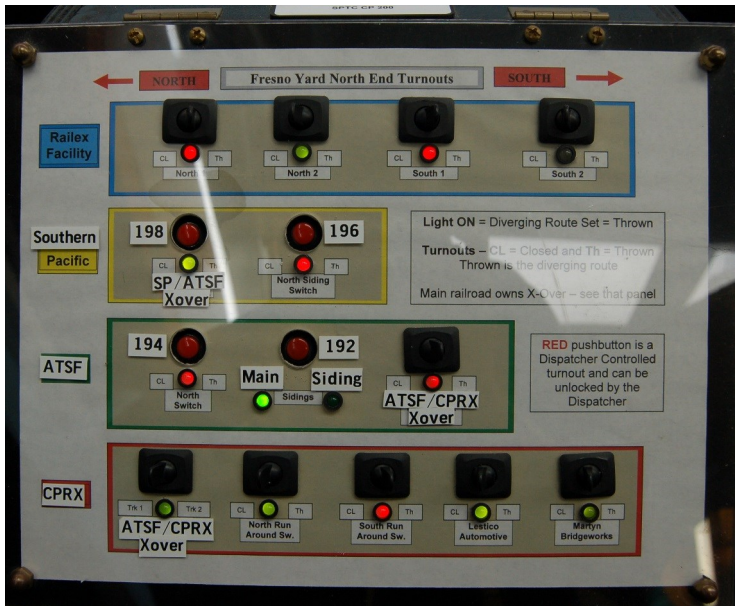
Tehachapi Loop



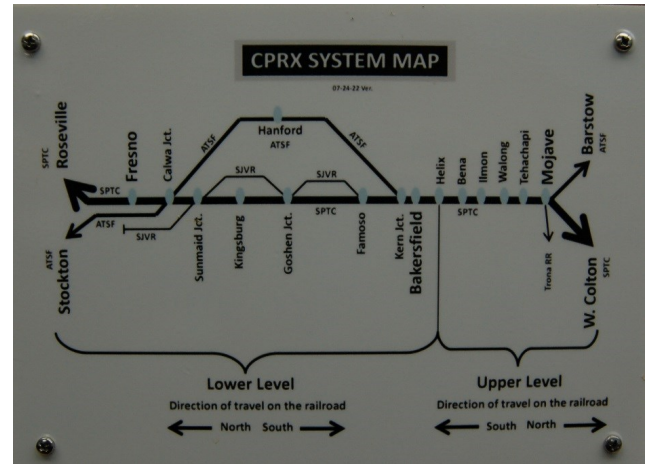


LA Division Layouts Open House

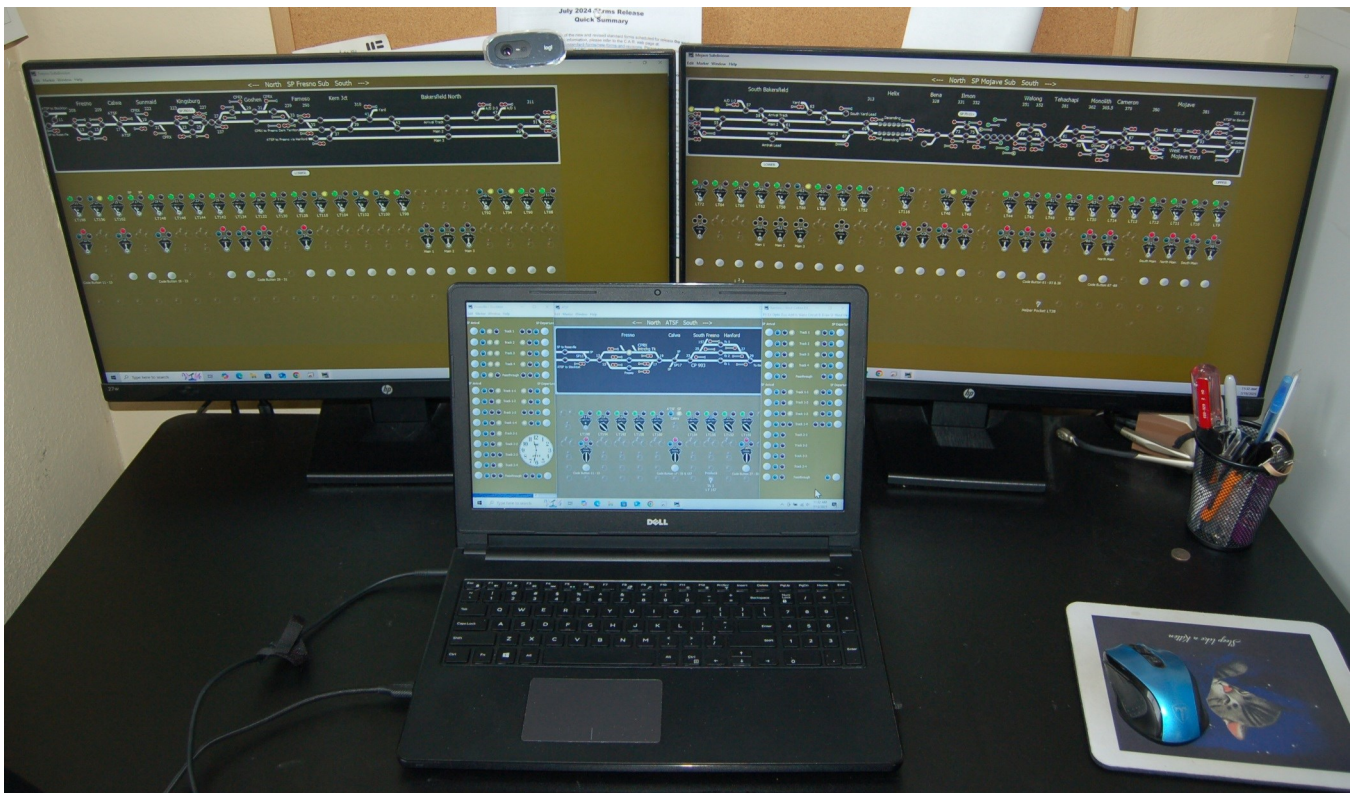
Frank Kenny's CPRX



Yard Control Panel



System Map



Dispatcher's Desk



LA Division Layouts Open House

Kurt Matthews Publications/Web Chair

Ron Varnell's HO Scale AEWRR (Any Era Western RR) is set between the late 1940s and early 1970s, but any era of trains are run (even Norfolk Southern!). This 1,400 square foot layout features both standard and narrow gauge. It features logging, oil extraction, strip and gold mining, an extended icing dock plus numerous other rail served industries. Ron has an extensive (putting it mildly) collection of Union Pacific locomotives and passenger cars, many in brass. An entire wall holds his collection in a glass case. He also has collected numerous limited edition passenger trains including WWII military trains.

Many thanks to Ron for opening up his layout and his kind generosity to the NMRA. There are a number of videos on You Tube featuring Ron's layout including three volumes of riding the layout via a mini-cam.

<https://www.youtube.com/watch?v=ct-Fs1BFg1w>





LA Division Layouts Open House

Ron Varnell's AEWRR

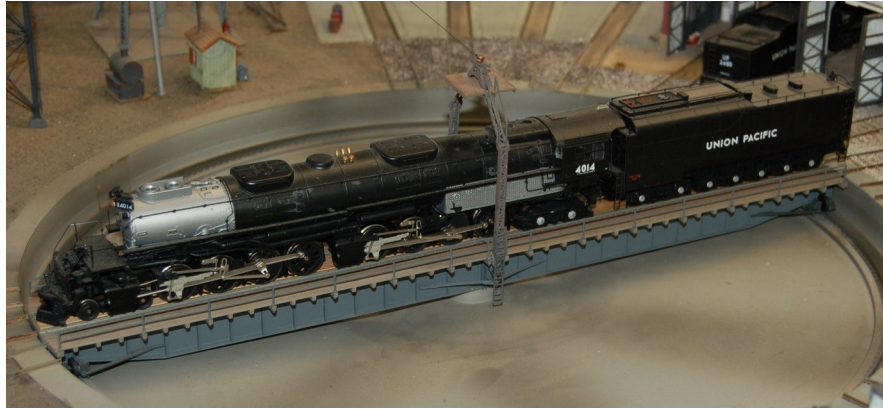




LA Division Layouts Open House

Ron Varnell's AEWRR

Be Specific.....Tons of Union Pacific





Modeler's Corner

On the July 3 Sand House Chat Zoom meeting, fellow modeler Wayne Pierce shared the following photos of three On3 scale scratch built cars he recently completed. Wayne is in the San Diego Division and has an On3 layout, Minierton Railroad & Lumber. Thanks for sharing!



MoW Crane Flat (Ramp Stowed) & Idler Car



MoW Crane Flat (Ramp Deployed)

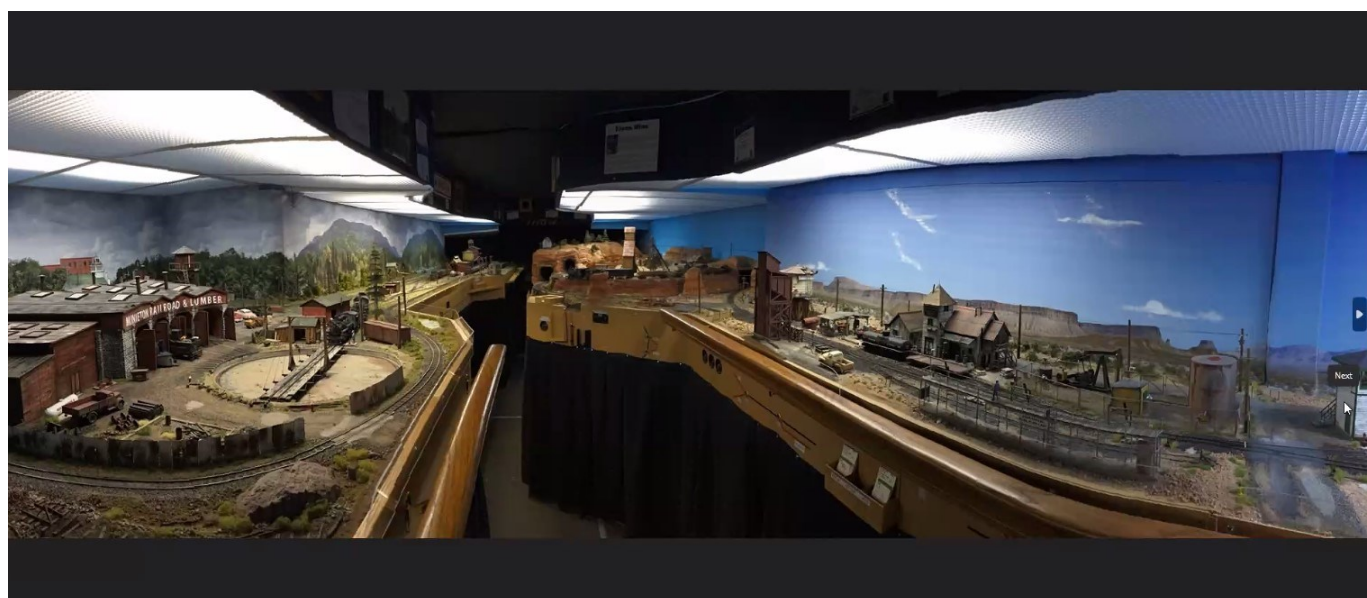


Modeler's Corner



Tank Car

Prototype



Wayne's Layout



On the Road Again Lomita Railroad Museum

Kurt Matthews Publications/Web Chair

After I visited the LA Division Layouts in Torrance, I swung by the Lomita RR Museum. The main attraction is SP Class M6 Mogul 2-6-0 #1765 made by Baldwin in 1902. The 1765 served in local SoCal freight and limited passenger service and was rescued from a scrap yard. The oil tender was not original to 1765. The cab is open for visitors to climb into. There are other assorted displays in the museum both railroad and local history related. Best of all its FREE and with plenty of free parking.

<https://www.lomita-rr.org/>

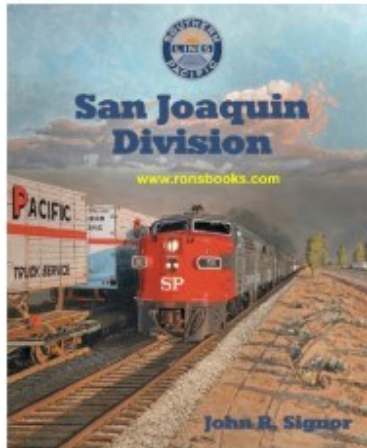




The Book Corner

Kurt Matthews Publications/Web Chair

I normally buy my books from Ron's Books in Harrison, NY (<https://www.ronsbooks.com/>). They have competitive pricing, free shipping over \$30, and all the latest releases. As such, I am on their mailing list and came across this advanced reservation SP book by John R. Signor that may be of interest.



Southern Pacific's San Joaquin Division \$85.50 Due Fall

Much has been written about the Southern Pacific Railroad. A focus of wealth, power and political control in the Golden State, Southern Pacific was on the scene, close behind the Spanish, molding and shaping the California we know today. And nowhere is this more evident than in the San Joaquin Valley.

Pioneer Central Pacific entered the valley building south out of Lathrop in the fall of 1870, reaching Tipton in the very heart of the San Joaquin Valley in late July 1872. At this point Southern Pacific continued the work. Surmounting the

Tehachapi, the railroad forked with one line heading to The Needles on the Colorado River, and the other to Los Angeles, which was opened for traffic in 1876. Along the way, the railroad founded and platted many of the cities that exist today. For instance, Fresno was surveyed and staked out in May 1872 in an area where there was no habitation and "the ground was like a graveled school yard." Accumulating vast land grants in the progress, SP had land to sell, and built branch lines to new and promising areas promoting the potential profits to be made to eastern farmers. At its zenith, prior to World War II, the San Joaquin Division encompassed a little over 876 miles of first main track.

This volume covers the rise and fall of this great enterprise, from its initial construction to its expansion, and sadly, its decline through 1996. While including new information, and many unpublished photos in the mountains, it also covers in depth the vast network of secondary and branch lines once a part of the division.



On Operations

Joel Morse, PSR President



On Operations - Traffic and Train Management

By Joel Morse

This article is focused on two of the key components of the “operations” side of model railroading, Traffic Management and Train Management methodologies. Operations are my favorite part of the hobby, because it allows me to enjoy model railroading in a fun social setting. Operations are also intellectually stimulating; the challenge and fun of operations is “seeing” the most efficient way to move traffic on the railroad and then working with the rest of the crew members in the context of the host’s “rules” to try and achieve that efficiency. But operations are also “serious” fun, meaning that participating in an operations session is like playing a team sport for fun. It may not be important whether you win or lose, but your teammates (the host and other crew members) expect you to try to do your best and play by the rules of that game.



Note 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 13 years of operating on my layout and on others, I have gleaned some information that might be useful to you. If you have questions about anything in this column, or you want to be invited to an operating session on my New York, Ontario & Western Railway, please contact me at NYOWsocial@gmail.com.

Before we go any further, let’s first agree on a general definition of “operations” as it pertains to a model railroad. When talking to “civilians” and non-operating modelers, I 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 according to the rules set by the host”*. By “railroading”, I mean the organized, purposeful movement of rolling stock between preassigned destinations, and by “rules” I mean the methodology envisioned by the layout host. So, in its simplest form, “operating” a model railroad merely means moving the rolling stock (and the imagined goods/people in them) around the layout in a *purposeful manner*.



There are two key components to the phrases “purposeful movement” and “purposeful manner” that can confuse folks who are new to operations. One is the *Traffic Management Methodology* that can be used on a layout, meaning the basis for the movement of individual cars from one location to another, i.e.: the method used to move a *specific* car from one location to another. The second is the *Train Management Methodology*, meaning the method for controlling the movement of each train across the layout. Each operations-oriented layout owner should choose a methodology for each of these critical components that suit their interests, time and expertise. It is useful for operators as well as layout owners to understand these options and appreciate what is required to implement them. Keep in mind that as the



On Operations (continued)

Joel Morse, PSR President

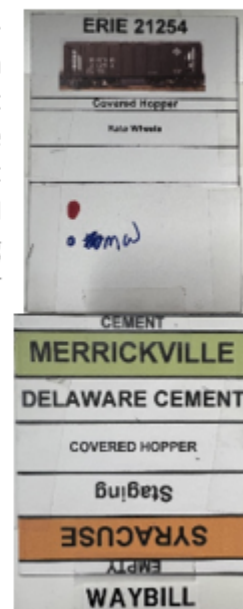
layout owner's knowledge and interests evolve overtime, their choice of Traffic Management Methodology and Train Management Methodology may change. However, the initial selection of these methodologies is important to the layout owner because the choice will determine how much work is involved in getting a layout ready for its first operations session, 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 truly critical requirement for hosting any operating session is that the trains run extremely well; nothing dampens the pleasure of an operating session for the operators 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 includes the most basic method, the simple exchange of one type of car for another of the same type as the train drops off (sets out) and picks up cars at various customer spurs along the line, i.e. drop off a boxcar and pick up a boxcar. All the way to well-known and increasingly sophisticated approaches like "Poker Chips", "Car Cards and Waybills" and "Switch Lists" (computer generated /handwritten). Each of these approaches has pluses and minuses primarily in the amount of work needed to prepare for your first session, the work required to prepare for subsequent operating session, fidelity to prototype, and the operating crew experience.



Car Cards and Waybill require a lot of up-front work because you need to create a "Car Card" for each car on the layout (with or without pictures) and create the individual "Waybills" for each shipment. The Waybill reveals what is in the car, what type of car is needed for that load, and where the next destination (consignee) is. I use single sided Waybills with destinations on only one side of the Waybill, resulting in two destinations for that Waybill. Others use two sided Waybills resulting in four destinations. The Waybill slips into a sleeve in the Car Card and shows a single load and consignee. Once the Car Cards and Waybill are created, very little work is required to prepare for the subsequent sessions. The Car Card could show an additional destination revealed when the Waybill is removed (typically for empty cars). Since the waybill sits in the car card, with only the top half visible (showing the cars current location), the only work required is to pull out the waybills from the "Hold" slot and rotate/flip each Waybill, so the next destination is visible and move each of the cards to the "Pick up" slot. The cards in the "Set-





On Operations (continued)

Joel Morse, PSR President



unwieldy if the trains have more than 10 to 15 cars.

Out" slot are moved to the "Hold" slot, and you are done. (You will have to buy or build these boxes.) This can be done in between sessions or on the fly in the middle of a session to accommodate continuous action. One of the negatives of this method is that the crew working a train using Car Cards and Waybills will have a Car Card for each car in the train and this can become

Alternatively, many operators choose to use "Switch lists" for each train to be run, to enhance the prototypical feel of the operating session. Typically, handwritten switch lists create a substantial amount of work between each session because the owner must go to each customer spur and individually determine which cars will be picked up and they must also know the consist of each train that will service each customer so that they can identify the cars to be set-out. The determination of the pickups can be done before the session for staged trains or recurring trains and can be filled out before the session. However, it may not be possible to identify the set-outs until each train is built in the yard. Filling out the set-out portion of the Switch list for trains built in the yard can be handled by the Yard Master, Assistant Yardmaster, Traffic Manager or Agent, but this takes time. Filling out the switch lists by hand would not be a big deal on a small switching layout with a small number of customers, but on a large layout with many customer spurs, this can become a lot of work, that must be repeated for each train and for each operating session. A sample of a prototype New York, Ontario and Western Railway switch list, called a Memorandum of Cars on the O&W is shown at right.

Many operating layouts utilize computer generated switch lists using JMRI, a very popular free online program or other programs designed for this purpose. Computer programs of this type require that a very large volume of information be input just to get started, including the reporting marks of each car, the car type, car contents, passing siding lengths, customer loads in and loads out, the length of each customer spur and staging track. There may be other information as well. The program then creates consists of trains to service the customers based on the input information and generates the appropriate switch lists indicating pick-ups and set outs for each train. There will inevitably be troubleshooting and tweaking before the system creates the desired results. Once all this information is input, it is a relatively simple matter to print switch lists for trains for each



session. The only real challenge with this method is that if cars are not where they are supposed to be due to crew errors (misread numbers, cars not picked up or set out), determining the location of any missing cars can be problematic.

Similarly, there are many Train Management Methodologies, which differ in the amount and type of paperwork and infrastructure (signals, phones, etc.) required to implement it, the amount of railroad understanding needed by a new operator to operate successfully or to crew a certain position, fidelity to



On Operations (continued)

Joel Morse, PSR President

prototype practices and whether the railroad needs a Dispatcher. Train Management Methodologies include options which do not need a “dispatcher”; because the entire railroad operates within yard limits (where no dispatcher is needed) or because the mainline operates under “smoke rules”, meaning “if you see another train’s smoke, stop and assess”. These are both simple methods because no dispatcher is needed and crews interact as needed to operate their trains.

Introduction of a Dispatcher and multiple crews operating on the mainline requires a process for the Dispatcher to prevent conflicts on the line (i.e.: wrecks) by keeping track of and controlling the progress of each train across the railroad. Communication with the crew can be done by phone, radio or face to face, and the Dispatcher will authorize each crew to move from one part of the railroad to another to keep the railroad moving while preventing them from occupying the same track at the same time. Train management control which requires a Dispatcher include “Timetable and Train Orders” (TT&TO), “Track Warrants” (either written or verbal) or a fully or partially signalized layout implementing Centralized Traffic Control (CTC).



Timetable and Train Order (TT&TO) operation is an interesting and absorbing method of Train Management which is extremely popular. It is preferred by many experienced operators because the train crews make many of their own decisions regarding when and where to move across the railroad, based on the schedule, class of the train, and other rules selected by the owner to mimic prototype practices under TT&TO. This type of operations method works best when the crews have a certain level of knowledge of at least some of prototype rules, which are often modified by the layout owner. There must be a published schedule, and “scheduled trains” operate according to the schedule with the key rule being that they cannot leave the station before the scheduled time. Scheduled trains have priority over trains that are not identified on the schedule (extras); these extras must move across the railroad based on Dispatcher generated Train Orders, and a set of rules governing the operation of extras under TT&TO. These rules are based on each trains class and direction, which establishes “superiority” and a trains relationship to following and opposing traffic, including getting out of the way of scheduled trains and meets with other extras. Superiority is established by the railroad and indicated on the schedule; for example, northbound trains are superior to southbound trains of the same class. Therefore, a southbound extra would give way to the northbound extra (same class). Alternatively, a southbound Class 1 scheduled train would be superior by class to a northbound extra, even though the extra is superior by direction. The rules a Dispatcher must follow on a TT&TO layout make the Dispatcher’s job under TT&TO both complex and challenging. It may sound intimidating, but TT&TO is a lot of fun and the reality is that there are maybe ten critical rules to operating safely under this system that operators must know, with the rest often expansions of these basic rules to enhance realism, the challenge and fun.



On Operations (continued)

Joel Morse, PSR President

"Track Warrants" operation is a Train Management method where authority to move across the railroad is granted to the crews solely by the Dispatcher; unlike TT&TO, train crews cannot make independent decisions regarding train movements. Only the Dispatcher can authorize train movement on the railroad, and it is the responsibility of each train crew to contact the Dispatcher at specified locations to receive instructions and authority for movement via a Track Warrant. Track Warrants can be issued and written on printed forms like this Track Warrant for the CPRX railroad based on a Union Pacific Warrant or can be issued verbally. Regardless of the method of communication, authority to move across a specified portion of the railroad is provided to each train crew with the Track Warrant, which identifies the train, where it is, and the furthest distance it can go before requesting a new warrant authorizing additional movement, as well as other information shown on this printed form. These instructions might also include the location of a "meet" with another train and the instructions regarding which track to take at the location where the "meet" will take place to avoid conflict. Each train involved in the "meet" would have their own Track Warrant and instructions. Under a Track Warrant system, train crews are required to report ("OS"-On Station) their location to the Dispatcher and either report their progress under an existing Track Warrant or notify the Dispatcher that they have reached a certain location specified on the current Track Warrant. Depending on the operating rules of a particular layout, OS communication between the crew and Dispatcher may be required at specified stations, when the instructions of the in-effect Track Warrant no longer apply or anytime a train crew needs to move from one location to another. Contact with the Dispatcher can be by phone, by radio or face-to-face.

The most infrastructure intense method of Train Management is a fully or partially signalized layout where road crews running on the mainline are expected to respond to the signal aspects displayed by the signals along the right of way (stop on red, slow down on yellow, proceed on green). Typically, signalized layouts are operated based on prototype practices for Centralized Traffic Control (CTC), where the Dispatcher manages the CTC panel which controls mainline turnouts and displays signal aspects, while the Dispatcher monitors the location and progress of each train on the railroad. Train crews typically have minimal interaction with the Dispatcher on a fully signalized layout, and they make few, if any, decisions while working mainline trains, relying instead on the signals for the authority to move across the road. Implementation of this type of system requires the most up-front work, including the installation of working signals connected to the CTC panel (either digital or analog), construction of an analog CTC panel or programming of a digital one (JMRI Panel Pro), and some way to detect the real time location of all trains as they move along the railroad, along with a way for crews to communicate with the Dispatcher when needed.



CPRX TRACK WARRANT No. _____

To: _____ At: _____

Mark "X" in box for each item instructed:

1. ☐ Track Warrant No. _____ is Void.
2. ☐ Proceed from _____ to _____ on _____ Track.
3. ☐ Proceed from _____ to _____ on _____ Track.
4. ☐ Work Between _____ and _____ on _____ Track.
5. ☐ Work Between _____ and _____ on _____ Track.
6. ☐ Hold Main Track at _____.
7. ☐ Take Siding at _____.
8. ☐ Not in effect until after arrival of _____ at _____.
9. ☐ This authority expires at _____ M.
10. ☐ Other Instructions _____.

OK'd _____ M Dispatcher _____ Copied by _____
Reported Clear _____ M By _____ Form TW001816



On Operations (continued)

Joel Morse, PSR President



We've been holding operating sessions my N-Scale NYO&W layout for the past 13 years; I selected the "Car Card and Waybill" method for Traffic Management using the car cards and waybills shown earlier. Since we're operating in N scale, including a photo of the car greatly assists operators in finding the correct car.

For Train Management, we've evolved from a very simple "Mother, May I"/smoke approach, to a Verbal Track Warrant method which includes a Dispatcher running the railroad using a paper "Dispatcher's Train Sheet" or as the NYO&W called them; "Dispatcher's Record of Trains (shown below) and face-to-face communication with crews to control train movements. The Record of Trains is about 15 inches tall and 33 inches long, with stations in the center with northbound trains shown on the left reading down and southbound trains on the right reading up. All train movements across the railroad are at the Dispatcher's discretion through verbal track warrants and he is responsible for coordinating

with the crews and the yardmaster, while directing, monitoring and recording the movement of all trains on the road using the Dispatcher's Record of Trains. Crews on this railroad are required to walk over to the Dispatcher Desk to OS their location before leaving a town and to request a new warrant. The next step in the evolution is to move the Dispatcher to another room and require Verbal Warrants via telephone.

Whether you are the owner of a layout who wants to start operating, or a model railroader who wants to learn about operations, the bottom line is the same. The only way to know what your preference might be for Traffic Management and Train Management is to operate on layouts that use different methodologies and see what you like. If a layout owner, discuss your operating concept with the host layout owner and talk about their experience with the method they chose and see if it might work for you

If you have never tried operations, I believe you are missing out on a fun and challenging aspect of this great hobby. If you are interested in Operations, I recommend that you do three things: 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. Local owners of operating layouts are actively seeking people interested in operating to increase the pool of operators. If you are interested in coming to an operating session, please contact me at nyowsocal@gmail.com.

Use this link: nyowsocal@gmail.com

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