

THE ORDER BOARD

VOLUME 47 NO. 4

DECEMBER, 2019



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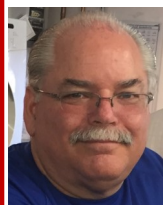
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Time Table

March 27-29

Cajon Spring Meet

La Quinta, Ca



We have a new Superintendent!

Joel Morse has been elected to fill out the rest of Dennis Ivison's term.

Joel has been the Cajon Division Paymaster/Chief Clerk for the past several years prior to becoming Superintendent.



Desert Rails Spring Meet

March 27–29, 2020

Held at the La Quinta Wellness Center
High Season In the beautiful Coachella Valley
Bring your spouse and make a weekend of it!

Friday night

Bingo

Saturday

Swap Meet & Contest Room

3 Great Clinics - Including one Hands-On Clinic
Hobo Auction - PSR Board of Directors Meeting
Tour of Coachella Valley Model Railroaders layout
Saturday Night - Dinner Banquet

Sunday

Visit the Living Desert Zoo Layout

Event Fare:

\$20.00 NMRA Members, \$25.00 non-members

Swap Meet Table: Free with Event Fare

Lunch: \$8.00 Banquet Dinner: \$25.00

Enter Raffle With Early Registration until March 10!

Pay online: PayPal to Joelmorse1@gmail.com

Send check: Joel Morse 11891 Tunstall Street, Garden Grove, CA 92845

Accommodations at the Homewood Suites by Hilton

Special Cajon Division Weekend Rates

Room Rates starting at \$149.00/night - Thursday-Sun nights

Call: 760-391-4600 - Reservations by February 26, 2020 - Use Group Code DSR

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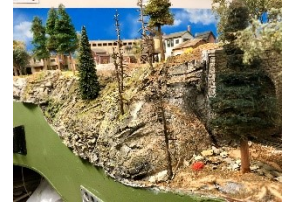
From The Director

Jeff Hermann
Division Director

In with the new and out with the old... it is a phrase we often hear this time of year as we anticipate the New Year and make plans for a bigger and better next time. This particularly resonates with me this time, not because I am a big New Year's resolution type of guy (I am not) but because on January 1st I will join the ranks of "retired guy!"

I suppose in a way it is kind of a big deal; leaving a professional life that has brought great joy, satisfaction, and a certain sense of financial security for over 40 years. But the part that I am getting excited about is a renewed sense of what the future will hold for my model railroading. Perhaps like some of you, retirement has created an opportunity to downsize our home and refocus on what we really need. In my case it is a much bigger train room and a dedicated shop area! It will take some time, but my wife and I have decided to sell our home and build a new (and smaller) one. But here is the cool part: we will be moving to an area that actually has basements! And ours will be over 1,430 square feet-talk about a man cave!

It was kind of a bummer to take down my layout...the one I have been working on and enjoying for nearly 10 years.



Bench work going in Track being laid Scenery created...expanded and expanded.....

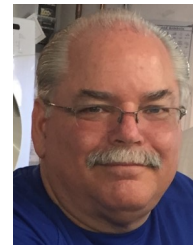


and the pure joy of running trains!

Continued on Page 4

From the Brass Hat's Desk

by Superintendent
Joel Morse



It is my great privilege and honor to have been elected to be Superintendent of the Cajon Division and I look forward to meeting each of you and working with you to improve our shared model railroading experience as members of this Division during my tenure.

It is my firm belief that in any organization, the members who gain the most from their membership are the ones who actively participate to the greatest extent in the organization's activities and events. Unfortunately, historically, only 10-20% of Cajon Division's 300 members participate in any of our four annual events. So, one of my primary goals as Superintendent is to work with you and your Board of Directors to increase member participation by investing more effort in getting new members actively involved in Division activities immediately, and by creating additional, different, and less formal opportunities for all members to meet one another and share their passion for model railroading. Over the next few months, I will be working with the BOD to introduce a number of new initiatives that I hope will spark your interest, and encourage you to get more out of your membership.

Having said that, your Board of Directors has a number of Division activities planned for 2020, which I hope you will participate in:

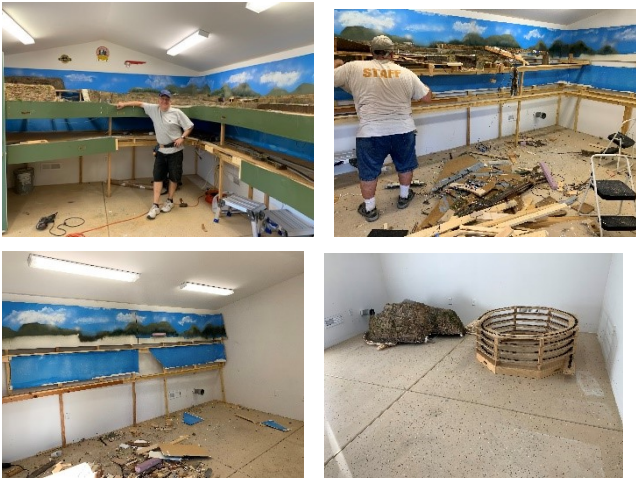
- Spend some time with fellow members manning the Cajon Division Table at the Great Train Show (Feb. 8 & 9 in Costa Mesa).
- Join your fellow members for two and half days of Model Railroading at Desert Rails (March 27, 28 and 29th) in La Quinta. It will be high season in this desert resort community, so bring your spouse or significant other. We have great hotel rates for the weekend! See more information inside this Order Board.
- Plan on visiting Boulder City, NV on May 9th, for the Nevada Meet.
- Mark your calendar to attend the September 2020 "Van Nuys Special" PSR Regional Convention, hosted by the Los Angeles Division. They are also looking for volunteers to assist them.

The Cajon Division offers each member, no matter where they are in their model railroad journey, the opportunity to meet others who share their interests and passion, enjoy each other's company, learn from each other and build mutually beneficial relationships. And finally, to share with you my belief that model railroading, like train travel, is all about the people you are with and the adventures along the way. So I invite you to actively contribute to this journey, by participating in Cajon Division events, and join me and your fellow Cajon members on this trip of a life time.

jm

Director's Message (Continued from Page 2)

I carefully took down and packed all the buildings, most of the trees and as many of the detail parts as I could salvage with the hope that most of it could be used again on a new and different layout. The bench work, track and scenery base were sacrificed and discarded. That was kind of sad, but I knew that this layout would eventually end up this way because I have moved 5 or six times before.



I have learned a lot with this layout, many things I want to do again (better this time) and a bunch of things I will never do again! One of the great takeaways from this layout and its predecessors is that I have learned that success doesn't consist of never making mistakes, but never making the same one a second time!

So as my wife and I move on to the next phase of life, I am getting excited about an even better (bigger??) layout. I am hoping that a clear vision, backed by definitive plans will bring a tremendous feeling of confidence and new found energy for creating a new layout! I will keep you posted.

Social Media Report

By Dain Leese

Hello Social network;

We are now over 60 members on the Facebook Group site and would like others to join or join our Groups.io site. We post the Cajon newsletter on the Facebook group site, along with the Groups.io site and we or Bob post information on model railroad events coming up for the week. We have both Facebook and groups io sites so you can have access to information should you wish to and you have a choice if Facebook is not something you wish to do.

When signing up to Facebook, people only have access to your Social media site info, if you give it to them. Limit info and hide your phone number. At some point if you wish to give more info, then do it. Post things you like or think people will like to know. I would not post that I'm away for two weeks on vacation as you don't know who is looking at posts and what they would do if they knew you were away.

How does Social Media benefit you? Again using model railroading as a reason to join social media, if new to the hobby you can ask questions and most of the time you can get a good answer. Facebook is a good source for information, like-minded groups to share ideas and a good place to buy or sell things.

I'm guessing there is a group for just about everything on either facebook or groups.io for things you are looking into.

Did you know there is a Market Place on Facebook to buy and sell things?

Cajon Social Media sites

Groups.io group: <https://groups.io/g/CajonDivisionPSRGroup>

Facebook page, <https://www.facebook.com/CajonPsr/groups/CajonDivisionPSRGroup/>

Dain Leese, Social Media Chair

If you have questions about using Social Media, email me at Social@CajonDivision.org.

Introducing Dan Moran As the New Cajon Division Paymaster



Dan Moran is a relatively new model railroader and NMRA member, working on a small HO layout based in Arizona copper-mining country in the mid-1950s. He is the Webmaster for the NMRA Pacific Southwest Region, and professionally he is a software development consultant. He is also the proud Dad of six-year-old twin girls whom he is trying to turn into new model railroaders.

Introducing James Smith As the Cajon Division Chief Clerk



I received my first train set as a Christmas gift when I was 5. It was an O-gauge Allstate set from Sears that was made by Marx. Once I grew up I didn't think about trains much, but my uncle had a large HO setup in a barn that I always admired. About 8 years ago, my mom dragged my old train set out of the attic and gave it back to me. Imagine my surprise when I set it up and it actually ran! At that point I was once again hooked on trains. I joined the California South Coast On30 Modular club a few years later and created my first module based on the Borate and Daggett Railroad near Death Valley. I retired in 2018 and am currently working on my first home layout."

The Editor's Column

by Morrie Fleishman
Editor: Cajon Division



PLEASE NOTE: This will be the last edition of the Order Board that will be mailed to those who do not have internet access. Starting with the February Issue, those not on the internet will receive a postcard telling them when the issue will be available and providing the internet access information.

Well, the Buena Park and Boulder City meets are over and we now look to the holidays and new events that are planned for next year. Chief among those are the Desert Rails in March and the PSR Convention in September. There are a lot of other events coming up and it is important that those attending let us know what you did and how you liked them. Please take a few pictures and send us a description and thoughts about the event. This includes trips and museums out of the area also. Your experiences are valuable to letting others know what is going on in model railroading, railfanning, etc.

If you need helping in writing an article, email or phone me and I will help you. It is important to see what others are doing and remember that writing articles for the Order Board count toward your AP Author Certificate.

Remember have fun and have a happy holiday season and a safe and healthy New Year.

Morrie Fleishman editor

mefleishman@cox.net

949-351-7715

Membership on Track

by Per Harve
Membership Chairman



Our Division membership has remained at 334 as of November 30..

We have two new members this quarter (through November):

Lou Najera

Gary Nicolle

Please join me in welcoming these members to our Division.

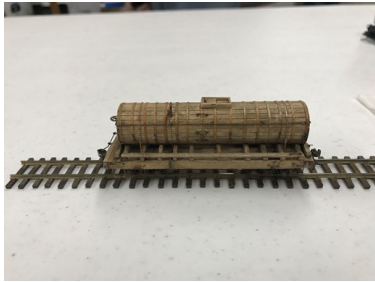
-ph

Buena Park Meet Report by Morrie Fleishman

On October 19 model railroaders attended the Cajon Division annual fall meet at Mission Lutheran Church in Buena Park. The program included a swap meet, 4 clinics, a pizza lunch and a hobo auction. The clinics were;

- Using Silicon Molds to cast resin parts by Joel Morse
- Making Your Own Decals by Paul Stoner
- Social Media for Model Railroaders by Dain Leese
- Make and take a kit by Mike Allee

There was a contest room whose results (as reported by Mike Allee) are shown below;



HO3 Water Car
First Place Non-Revenue
Third Place Popular Choice
Merit Award
By Carl Heimberger



Trick or Treat
First Place Popular Choice
Annette Palmer



Boot Hill Limited
Second Place Popular Choice-
David Okamura

We would like to thank the N Track Express who set up a modular layout and who also displayed a T-track n scale layout. The afternoon concluded with a Hobo auction and presentation of contest room awards three golden spike awards and the Cajon Member of the Year award to Joel Morse.



N-Trak Express



N scale T-track



Joel Morse Receiving the
Cajon Member of the Year Award
From Jeff Hermann



Make and take clinic



Awards Presented



Hobo Auction

From Left, event contest; Carl Heimberger, Mike Allee—presenter, Annette Palmer, David Okamura Golden Spike Awards ; Jerry Bill, Henri Seynaeve, Gordon Ramala



The Backshop

by: Gary Butts, MMR, AP Chairman



Congratulations to a couple of our Cajon Division Modelers! Carl Heimberger entered a scratch built Hon3 Water tank car into the contest at the Buena Park meet in October and took 1st place, Freight cars and also earned an NMRA Achievement Program Merit Award with his model. The contest at the Cajon Division Boulder City event in November earned Ed Hall, MMR a 1st Place award for his kit-bashed SD40T-2 Tunnel Motor Locomotive which also evaluated to Merit Award quality.

Both of these Cajon Division contest winners will automatically receive a handsome Cajon Division wall plaque for their individual models. Early this year the Cajon Board of Directors voted to reward a Cajon Division wall plaque for all models (Structures, rolling stock, motive power) entered into Cajon Division event model contests that place 3rd through 1st and earn Merit awards. Both Carl and Ed have earned plaques for these outstanding models.

What a great incentive to put that extra effort into your next model to bring it up to Merit quality, enter it into a Cajon Division meet contest and possibly receive a wall plaque for your efforts.



Other activity this last quarter in the Achievement Program arena involved yours truly. Looking over the structures roster for Sandy and my HO G&SRR I realized that I was close to earning the Achievement Award for Structures. I have earned MMR but I never qualified for the Structures award. Lacking only four models to qualify for the award and having an ample supply of good quality structures all ready built and planted on our layout, I asked for an AP on-site evaluation of some of these structures. Although they all had been built many years ago, well before I even knew of the NMRA, and were kits, I figured they were of good enough quality to qualify for the remaining required structures for my award. These were relatively small kits with detailed interiors and lighting so the paper work was not too arduous. I don't normally even think about the small amount of paperwork required for an evaluation but I submitted five models for evaluation which required five sets of paperwork. In any case, it was done and the four member

evaluation team arrived for dinner (not a bribe.... really!) and the structures were evaluated in place on the layout. One of them even earned a Merit Award! Needless to say, my Statement of Qualification has been submitted and will hopefully be approved for the Achievement Award.

Have good quality structures mounted on your layout or module that you would like to have evaluated for the NMRA Achievement Program? Contact me to arrange a visit to your home layout or module at a show or even in your storage unit. We will put an evaluation team together and move you toward the Achievement Award. This goes for the Scenery, Electrical and Civil Engineering Awards as well. Don't hesitate to ask, we want you to succeed and will help in any way possible. gb



VAN NUYS LOCAL 2020

PSR-NMRA CONVENTION

SEPTEMBER 9th - 13th 2020

Presented by Los Angeles Division-PSR-NMRA

Van Nuys, California is centrally located in the San Fernando Valley. It has gone from a Spanish rancho to many acres of orange groves to a major metropolitan area of greater Los Angeles. There is a long railroad history here. The Southern Pacific and Pacific Electric inter-urban lines once crossed the valley. Now, Union Pacific freight, Amtrak, and Metrolink commuter trains ply the rails.

On behalf of the entire convention committee, I cordially invite you to discover with us all that this area has to offer. We are working diligently to bring you an excellent convention experience. We have made arrangements with a great hotel, at a great rate. There will be a new convention format in 2020 that will allow you to do and see more than ever before. Don't let our logo mislead you-this convention isn't just about trolley cars! This article highlights only a few of the offerings we have planned for you. I hope you enjoy looking through it, and I look forward to seeing you in Van Nuys in 2020!

Pat Raymer, *Chairman-Van Nuys Local 2020 PSR convention*

Registration

It takes time to assemble a great convention. We are constantly adding information and activities to the convention website. For current registration information, go to: [www.psrconvention.org/Van Nuys Local 2020](http://www.psrconvention.org/Van_Nuys_Local_2020).

Our Convention Hotel

We have made arrangements for an outstanding room rate of \$119.00 (plus tax)/night and \$4.00/day parking with in and out privileges. The convention rate extends before and after our convention dates so you can arrive early or stay longer for the same great price! You can make reservations via a link on our website or contact the hotel directly.

AIRTEL PLAZA HOTEL
7277 Valjean Ave., Van Nuys, CA 91406
(818) 997-7676 (800) 2 - AIRTEL

reservations@airtelplaza.com (ASK FOR PSR - NMRA CONVENTION GROUP RATE)

First Boarding for Volunteers

2021 PSR Regional Convention

Greetings Cajon Members. September 2021 is only 20 months away and the Cajon Division has the responsibility to plan and put on the 2021 Pacific Southwest Regional Convention. Currently negotiations are underway for the convention hotel, and it is time to start putting together the convention management team. The convention is tentatively planned to be in southern Orange County September 8, 2021 to September 11, 2021. If you have been a manager on the convention team in the past, we would love to have your help again. If you have never helped, we are willing to train you and you will find it is also quite a rewording experience. You will meet some new people and make some new friends. So how can you help? By volunteering to head or serve on a committee. We are looking for help in the following areas. Note: 15 of the 22 positions have been filled.

Convention Chair - **Carl Heimberger**: Secure Convention Hotel and oversee convention committee and run committee meetings.
 Convention Co-chair – **Gary Butts**: Assist Convention Chair in managing the convention and overseeing the various committees
 Registrar – **Morrie Fleishman**: Account for all income and convention expenses and oversee delegate registration, and company store sales.

Sponsor Solicitation Manager – Volunteer Needed: Solicit sponsorships for the Welcome Reception, printing of the Timetable and Tour Books, prototype and layout bus tours.

Donations Manager – **Annette Palmer**: Solicit items for the Hobo Auction, and Raffle prizes. Also set up Hobo Auction and oversee ticket sales.

Graphic Artist– Volunteer Needed: Develop Convention Logo and produce other advertising artwork. Also, layout the Convention Timetable and layout tour books.

Web Site Manager – **Par Harwe/Dan Moran**: Set up and keep up to date the Convention Web Site.

Publicity Manager– Volunteer Needed: Write and solicit articles about the convention and put them in various publications as the NMRA Magazine, the Regional Newsletter “The Dispatch” the Cajon Division New Letter and the newsletters for Los Angeles Div., Arizona Div. and San Diego Div. and neighboring regions PCR.

E-Mail Communications Manager– Volunteer Needed: Send out e-mail blasts to the membership of the PSR and registered delegates updating them on convention events.

Company Store Manager – **Gary Butts**: Research and purchase various convention sale items such as shirts, cars, pins and patches.

Clinic Manager – **Dave Arendes**: Solicit clinicians and organize clinic schedule.

Prototype Tour Manager – Volunteer Needed: Find and organize tours to local railroad related places.

Layout Tour Manager – **Don Berezin**: Locate local layouts and arranges viewing schedule. (note: some layouts may be seen on a bus tour).

Transportation Manager – **Joe Parrino**: Contact and arrange for bus transportations to Layout tours and Prototype Tours.

Layout Ops Manager – **Joel Morse**: Locate and schedule operation sessions on various layouts.

Non-Rail Clinic and Events Manager – **Roberta Fleishman**: Solicit clinics and places to go for the Non-Rail program.

Swap Meet Manager – **Mel Marquardt**: Solicit vendors for the swap meet, assign tables, and oversee set up and move out.

Contest Room Manager – **Mike Allee**: Assist the PSR Contest and AP Managers, and schedule Contest room hosts.

Volunteer Manager – **Steve Pepin**: Solicit and assign volunteers to various convention tasks such as room hosts, help at registration and company store, assisting clinicians with set up and move out and special room set ups.

AV Manager – Volunteer Needed: Must have knowledge of AV equipment and assist clinicians and others in setting up computers and projectors.

Clinic Room Logistics – **Alex Van Leeuwen**: Coordinate with hotel staff and check that rooms are set up correctly.

Hobo in Charge– **Ed Hall**: Run proceedings at Hobo Breakfast.

If being a manager is more than you want to do then just be a volunteer at the convention such as helping at the company store and registration, being a room host, or being a bus tour guide, etc. Each of the management positions above can also use an assistant and helpers.

If you are working for your MMR here is an excellent opportunity to get points toward your Volunteer Certificate. I hope you will consider helping your Division in this endeavor and make the 2021 PSR Convention the best ever. I look forward to hearing from you soon and adding your name to the convention team.

Carl Heimberger
 2021 PSR Convention Chair
 cjheimberger@gmail.com

CAJON DIVISION FALL MEETS JUDGING REPORTS AND OBSERVATIONS by Mike Allee

The Buena Park meet was held on Oct. 19, 2019 at the Messiah Lutheran Church.

There are many categories in which one can enter an item;

.An item can be entered to be judged, using NMRA guidelines, in the effort to receive a Merit Award. A Merit Award is one step in earning the title of Master Model Railroader (MMR).

An item can be entered into "Popular Choice" and not seeking a Merit Award. As a display item only, not to be judging or "Popular Choice".

An item in either category is automatically entered into "Popular Choice".

At the Buena Park Carl Heimberger's *HOn3 Water Car* was the only one entered for NMRA guideline judging and he received a well deserved Merit award.

There were several entries in the Popular Choice category with *Trick or Treat* by Annete Palmer receiving first place, *Boot Hill Limited* by David Okamura receiving second place, and *HOn3 Water Car* by Carl Heimberger receiving third place.

See the pictures of the winning entries on Page 6.

The Boulder City, NV meet held on Nov. 16 at Nevada Southern Railway facilities,

There was only one entry, MMR Ed Hall's SD40-2 Southern Pacific "Tunnel Motor" #8236. He received a merit award for his kit bashed effort in the Diesel and Other Loco category. No picture is available.

Today's hobby seems to have gone along with the times "everything must be instantaneous". One buys items ready to use be it a car, locomotive, or structure and if that fits you enjoy the hobby. However, if you choose an era or a certain railroad to model and not all of the cars, locomotive, or structures are commercially available, you have no choice but to create them yourself. There are no commercial models of a wooden HOn3 water car for your maintenance train. If you want to put together a unique train, or a place a building on your layout that you've seen or played in as a kid, the only solution is to either scratch build or kit bash it. To do either requires research, learning new technics, and more time to constructing a model.

If you've not been on one of Bob Chipparro's layout tours (Model_Railroaders_Of_Southern_California), visited a model club, or attended a train show with modules you're missing seeing some great examples of model craftsman work. These modelers didn't just sit down and construct that "to die for" perfectly detailed and weathered building. They started, as all of us do, with one project at a time. If they continue their interest in building unique and quality models, they start by evaluating their own projects. Some show their efforts to friends who if honest will critic the endeavor. Some take their effort to a division meet or regional convention and have judges evaluate the item. The judges don't know who the builder is, the model is assigned a number, and will provide helpful comments about the model. The modeler can learn from those comments and improve their craftsmanship. I'm aware of several modelers who are working on or have worked on their MMR (Master Model Railroader) that did just as described above. Maybe you're not interested in earning an MMR but you want your models to be unique and the best you can produce, this is a way to make it happen.

The division meets (mini-conventions) and regional conventions offer clinics which provide modeling information. Some even have a "build a model" clinic. I lead such a clinic at the Cajon Fall Meet in Buena Park. At that clinic there were twenty modelers learning new technics by building a model at the same time as others and getting helpful, I hope, information from me as well as modelers sitting nearby. The attendees were a diverse group of modelers, which included two ladies and a young teenage boy with his dad. Some were experienced modelers and some were just getting started. The goal was walk out the door with a completed model or one that they could finish on their own.

Whether you are interested in achieving MMR status or just want to do the absolute best you can on a model, displaying a model can be a rewarding experience. And remember that the judging is all done anonymously.

Tools and Tips**Laser Cut Parts for Anyone** by Gary Butts, MMR

My wife, Sandy, and I are in the process of building structures for an anticipated layout expansion in our home. To this end, you may have seen several of our structures showing up at our Cajon Division meet contests to show attendees what we have been up to and to have them evaluated for Achievement Program credit. Hey, we are building them anyway, why not have them evaluated and maybe pick up a Merit Award to two along the way?

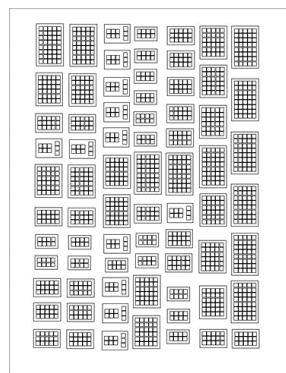
My latest project took the form of a small railroad station that was located on the Northern California coast back in the early part of this century on the Ocean Shore Railroad. It was the perfect prototype for the station for the new town to be found on our layout expansion. My intent was to scratch build the station but there were a couple of features that had me really scratching my head as to how I was going to make them. The prototype station featured a plethora of large windows and doors with windows on all sides of the building that all had numerous small window panes with extremely fine mullions. We model in HO and the mullions scaled out to around .011" wide. That is approximately the width of the thickness of four sheets of paper. Everything I could think of was destined to make a mess on any window glazing I used and with the high number of window panes, was going to take forever to make.

Walking through the National Train Show at this year's NMRA National Convention in Utah I met Rich with RSLaserKits.com. Rich has supplied Cajon Division with the last couple of make and take clinic kits and I was impressed with the variety of kits he had on display and the fine detail he was getting on the models. Turns out that he can cut details on his equipment with widths as narrow as the thickness of the material he is cutting. Of course, I immediately thought of my window mullion problem and he said he could cut .015" thick Laser board with peel off adhesive on one side holding widths of .015". Close Enough! And he does custom one-off cutting!

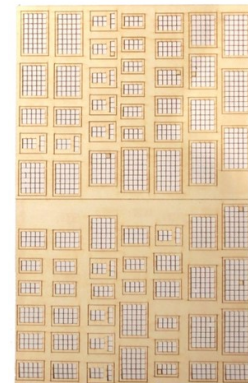
Guessing that I would need to give him CAD drawings for what I wanted turned out to be wrong. He likes to work from full scale Acrobat Reader (.pdf) files. Wow! Easy. Almost all graphics programs give the designer the ability to save their work in .pdf format. When I got home, I set about scaling up the different window and door sizes I needed for the model. I used AutoCad Light since I have it and it has on-screen scaling capability (most graphics programs do). Since I was going through the process, I duplicated the windows to fill up a complete 8-1/2 x 11 sheet and sent the file off to Rich in an email for a quote. I was ready for a hefty price but was so impressed with the reasonable quote from RS that I ordered two sheets so that I would have them in stock for future projects



Station Windows



Original .pdf artwork



Laser cut sheet

Rich added laser breaks on the outside of my windows so that they stayed in place on the sheet but fully cut out the panes so I wouldn't have to deal with trimming around the extremely thin mullions. He also cut the full sheets in half to reduce the shipping costs. This was an amazingly easy and reasonable process to obtain completely custom parts with great detail. For AP evaluation, if you do the complete original design and any corrections that are necessary to the artwork, your parts are considered scratch built (you don't have to own the laser cutting machine, nor push the start button). Fun stuff, give it a try on your next project. gb

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. These range from those which are simple to set up and require little railroading knowledge to operate successfully all the way to those which are complex, require a lot of paperwork, preparation and/or knowledge for successful operation. Traffic Management Methodologies, 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. Well known, increasingly sophisticated approaches include systems such as “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.

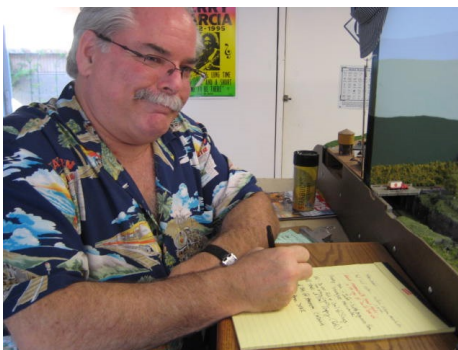
Similarly, there are many Train Management Methodologies (Dispatching), which differ in the amount and type of paperwork required, the amount of infrastructure (signals, phones, etc.) required, and the amount of railroad under-

Continued from Page 12

standing 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, to those with a fully signalized railroad with a dispatcher overseeing the Central Traffic Control System. In those, 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) are 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 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.



Making Notes on the first Operating Session of the NYOW



Delta Ops 11/2/2012



First Sawby during the first Ops Session



Report on the Boulder City, Nevada Meet

By Jeff Hermann

On November 16th we held a special division meet in historic Boulder City, Nevada; the city that built the Hoover Dam. The meet was held at the Nevada State Railroad Museum and was held jointly with The Friends of Nevada Southern Railway. Over 40 people were in attendance.

We had a full program including: swap meet; clinic; tour of the museum; and a ride on the train that dates to the 1930's when the Boulder Branch Line was constructed by the Union Pacific Railroad to service the Boulder Dam project. Several of us also got a ride on the train at the Live Steamers exhibit.

Most visitors to the museum that take the train ride are pulled by UP #844 which is a GP30 built by EMD in 1963. But our group was the first to be pulled by the museum's "new" SD 40 #6976 which was pretty exciting for us and the museum volunteers!

Scott Dam, President of Friends of the Nevada Southern RR, gave a nice overview and introduction of the facility including Lionel, HO scale, G Scale layouts on the property and plans for several additional HO layouts for permanent display. The Foundation is stepping up their annual open house weekends before Christmas to include swap meets and modeling shows.

For me, one of the really interesting displays in the museum is UPRR #6264. It is a 2-8-0 Consolidation Type with 57" drivers built to Harriman standards and was used for hauling heavy trains over steep grades and generally used for mainline freight by UP. Engine #6264a was one of the last steam locomotives used by UP and taken out of service in 1950. We also toured "The Ellsmere" a private car built in 1888 for use by Dr. Webb of the Vanderbilt family (who owned the New York Central RR). It was upgraded several times but had a 70 year history of use. The current configuration features 3 bedrooms, a dining room, an observation room, a kitchen, and a room for the porter and cook.

The Boulder City Model RR Club operates two layouts at the museum: one a HO Scale and the other an O Scale. Both are housed in a converted 60' Harriman UP chair car!

Randy Hees, Director of the Nevada State Railroad Museum gave an informative talk on the philosophy of the museum and their exciting plans for significant expansion of displays on the history of railroading in the area and the development of a new visitor center for the museum. Their goal is to preserve and promote the history of railroading in Nevada to the general public.

Two modular clubs set up their layouts at the meet: The Southern NV N-Track Club and the other, the Southern NV Model Railroad Engineers which is a new HO Scale club. Both clubs are welcoming new members from the Las Vegas and Southern Nevada area.

Mike Allee presented a great "hands-on" clinic on how to tune cars for trouble free operations. He had some great tips on improving Kadee Couplers and making wheel sets work better. And special thanks to James Keena, PSR director of Contests, who took the lead on AP Evaluations for models submitted for evaluation and AP credit.

Also at the museum, was the Rail Explorers who give tourists a ride on an interesting new kind of Speeder- one you pedal! This was a terrific event, and the Nevada State Railroad Museum has extended an invitation for Cajon Division to hold a meet there again next year...watch our Division website for the date...you won't want to miss it!



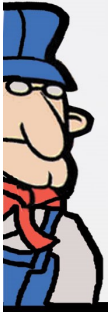
Mike Allee leads a clinic



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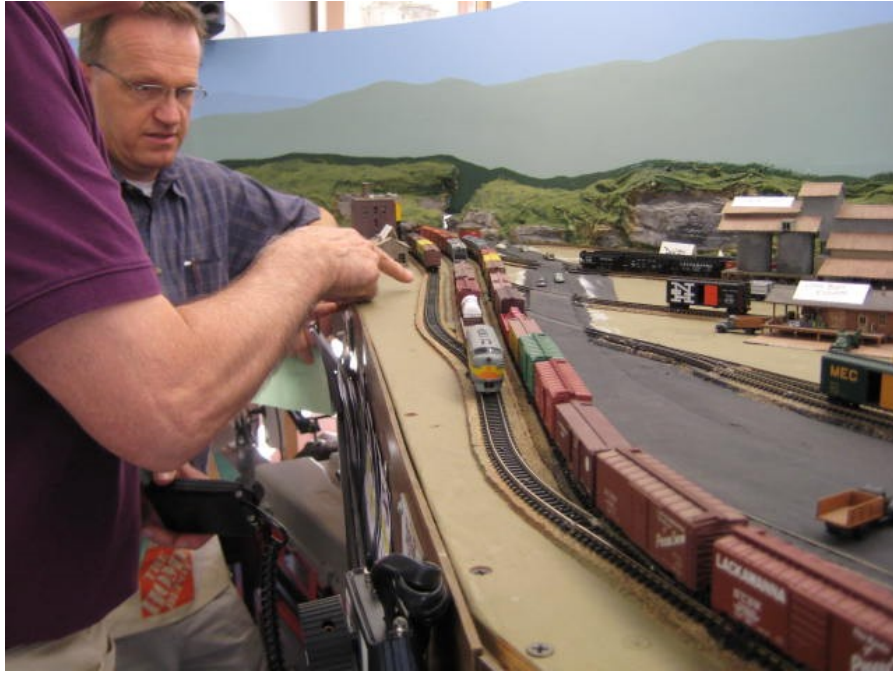
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- Turn Right on Westminster Ave. (from exit)
- Turn Right on Edwards Street (first major light)
- Drive over big hill (405), at bottom of hill, make right turn on Industry Way

Coming From North OC/LA:

- Get on 405 South
- Exit Westminster Ave East
- Turn Right on Edwards Street (first major light)
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