

The Order Board

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Barstow: WOW



*The restored Barstow Station.
Photo: Chuck Nauman*

By Bill Jacobs, Editor

On a weather perfect weekend, the third annual Barstow Railroad Month Celebration outpaced those that went before, and that's really saying something. The Division's activities took place at the Ramada Inn, where there were registrations from all over the Pacific Southwest Region and as far away as Minnesota. Clinics on Friday night and Saturday morning were, as usual, diverse and well received. Carl Heimberger presented "Tuning up basic Shake-the-Box Car Kits" and Dale Tripp gave "Scratch building Structures in Styrene" on Friday night. On Saturday morning there were six more! They were: "Casting Plaster Stone Walls for Structures" by Brian Block, "Circus Train Models" by Ken Seipp, "Landscaping Your Layout" by Chuck Nauman, "DCC: Bells, Whistles, and More" by Jim Fuhrman, a two part slide show by Bob Chaparro, "Along the Old Santa Fe" and "Recycled Rolling Stock," and the ever interesting Mark Carnigham, who presented "Closed Circuit Cameras on Your Layout." The "Show and Tell" or in more popular terms, "Bring and Brag," on Friday night featured "Shay," by Edd Mathews, "Locomotive Interior," by Bill Jacobs, "Old Kits," by Frank Zila, and "RS-11," by Jim Fuhrman. Edd won the special Show and Tell drawing for presenters-a \$10 gift certificate from Link & Pin Hobbies.

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Coming Events!

February 12-Cajon Division hosts PSR Board Meeting, 1 PM, Radisson Hotel, Buena Park.

February 19-Cajon Division at World's Greatest Hobby Show. www.wghshow.com.

March 12-Cajon Division Las Vegas Meet hosted by Joe Dorner.

April 2-Cajon Division Las Vegas Meet hosted by Brian Block.

April 16-Cajon Division Anaheim Meet.

See www.cajondiv.org for latest information and flyers.



"Kiddie" train rides. Photo: Chuck Nauman

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The Order Board is available online at:

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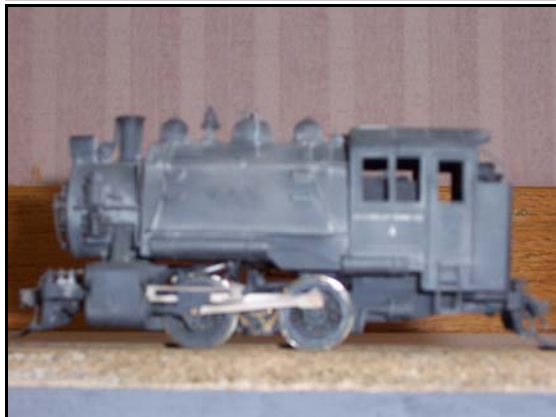
By Martin A. Judd, Cajon Division Membership Chair

How Can We 'Get The Kids'?

I made the mistake of doing some reading this week and I found out that it's true; a little knowledge can be dangerous. If you read my most recent 'Membership' article in the Order Board you know that I started talking about model railroading and the lack of participation by kids. This was brought on by my reading NMRA Membership Statistics. I also read an editorial in one of the monthly publications about how there are fewer and fewer modelers of any age. Most people currently into model railroading are buying R(eady) T(o) R(un) rather than building it themselves, even though RTR is more expensive. The thought process appears to be that our time is too valuable to waste modeling something when we can purchase the item RTR. I believe the two items that I read are related. Kids are being given computer games and other toys that are not ready to use and don't require any adult supervision and pushed out the door to take care of themselves. More and more parents are acting like their time is too valuable to spend with their kids. This trend needs to be reversed. Despite what kids tell you, they don't want to raise themselves. How can we as model railroaders help out?

I don't have all the answers but I do have a couple of ideas besides my 'adopt a kid' suggestion that might get us started in the right direction. I haven't been involved with the Boy Scouts in a long time but they used to have a Railroad merit badge. If this is still true, we ought to contact the District Council and offer our assistance in helping the local scouts get this badge. It wouldn't be too hard to put together mini-clinics for these Scouts. I

(Continued on page 11)



Both of these locomotives were entered for judging in Barstow and both are by Robert Olds-and they both got Merit Awards. On the left is 0-4-0T Old Baldy Sand Company #4 and on the right is articulated 2-6-6-2 Tidewater and Western Railway #1582. See Robert's other Merit Award winning locomotive below. Both photos by Robert Wescott.



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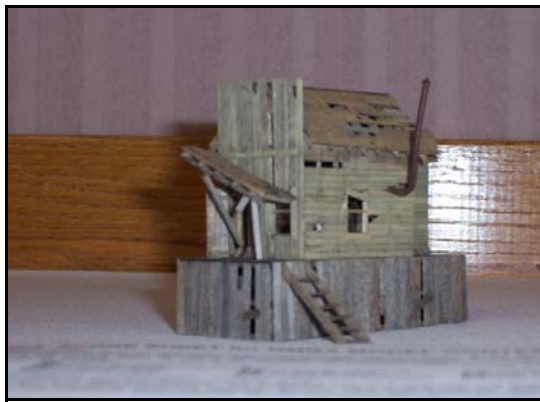
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Pictured on the left is Robert Wescott's HO-Scale Merit Award Winning "Abandoned Shack." A good looking model. Photo by Robert Wescott.

Right, Robert Olds' other Merit Award entry, industrial diesel Baldwin Industrial Railroad #5. Photo by Robert Wescott.





DIRECTOR'S NEWS CAPSULES

By Jan Wescott, Cajon Division Director Email: wescvegas@cox.net

Photo by Dale Tripp

I concur with our editor Bill Jacobs...Barstow WOW! What a way to close out the 2004 Cajon calendar of events. You are amazing! To all of you that attended, the Board, the Convention Team, the modular groups, friends from other Divisions, simply fantastic and I feel blessed to be surrounded by such wonderful folks! I think what continues to be most amazing is the unbelievable heart and support. It ranges from coming to the event, helping to work, giving a clinic, attending a meeting to the many folks that brought items as donations to the White Elephant and Chinese Auction. Wow!

What does this wow mean? Numbers in attendance? YES! The fun everyone had? YES! Picture perfect weather? YES! Financially? YES, YES! I sincerely thank all of you that took time to write to say thanks for a great time and event. Bill Flinn in his thank you note typifies the majority of the messages received. He said, "this year was the best one of them all!" To me, seeing all of you enjoy and receiving your feedback really makes all the hard work worthwhile.

Okay, drum roll please...from the Meet registrations, auctions, and train show the Cajon Division made a net profit of over \$2200 for our Barstow event. Wow! Extra \$\$ came in at a good time, too. Pig was getting hungry with all the seed money going out to host the Cajon sponsored 2005 PSR convention. Feeding our hungry pig was critical to our survival.

2005 CRYSTAL BALL

I don't see very much of a slow down in 2005. Why stop now when we're having so much fun? We're moving onward and scheduling more fun Meets for 2005. See calendar listing elsewhere in this issue. It is early yet and many details are not yet completed but we will have event flyers in the appropriate Order Board issues. You can also visit our website at www.cajondiv.org under Events. Flyers will be posted as details are finalized.

Yes, as many of you have written in concern, 2005 is my lame duck year as your Director. But, fear not, as we now have a nomination of a very good candidate. I ask that you show your support to provide encouragement. Please take time to vote when the time comes. Show him you appreciate his willingness to step forward!

Enjoy your holidays, happy model railroading and again, thank you.

*This is the Long and Short of it-
Happy Holidays
From your
Cajon Division
Board Team*

Photo by Bob Jones



(Continued from page 1)

Barstow: WOW

The silent auction on Friday evening-running into Saturday morning-brought out the competitive nature of the members-there were several close bidding wars! Saturday evening featured the awards presentation. The model contest judging outcome is in RDC elsewhere in this issue. All the



Barstow Clinicians: (L to R) Brian Block, Charles Nauman, Mark Carnigham, Jim Furman, Dale Tripp, and Carl Heimberger. Not pictured: Bob Chaparro and guest clinician Ken Seipp. (Ed's note: After looking at this crowd, they may have run off.) Photo by Bob Jones.

clinicians and train show participants were honored. The Cajon Division Spikette Award was presented to Shelly Mathews for her many hours of volunteer service. Once again, the Chinese



Edd Mathews describing his new Shay at the "Show and Tell." Photo by Robert Wescott.

auction on Saturday night was a big hit. There were a super variety of articles, over 109, ranging from signed train art prints, to one-of-a-kind Barbie dolls, to over 80 great pieces of model railroading items in all scales. Marty Judd is becoming the favorite ticket drawer/auctioneer for these things-his ad libs are hilarious-he makes you wonder why you aren't that fast!

There was time to squeeze in a Division Board Team meeting early Sunday, where plans for the next PSR Convention, hosted by our division, were thoroughly discussed. The board meeting was followed by a general membership meeting where topics of general interest were presented and the ever popular "white elephant" auction took place.

In the meantime, the train show on Saturday and Sunday at the Harvey House has drawn the attention, and participation of, the whole city of Barstow! This year the Chamber of Commerce and the Western America Railroad Museum combined with us to present the "Barstow Rail and Craft Fest." Lawrence Deutsch, president of WARM, was instrumental in coordinating the "Fest." The craft vendors, bands, fire department, "kiddie" train rides (sponsored by WARM and the Cajon Division), food vendors, and of course, 70 trains a day rolling through the yard, really pumped up the attendance, which was at least five times more than last year! Participating and exhibiting in the main lobby were the Harvey Girls from Riverside, who brought their railroad china collection, and the Women in Railroading, who also presented a very well received video at our Saturday night awards presentation. In the lunch room, the Orange County Module Railroaders and the Southern Nevada Engineers displayed extensive HO layouts. In the formal dining room, the Southern Nevada N-Trakers and the Orange County N-gineers combined to run a really large layout. Lynn Austin displayed his On30 Sedona Pacific in that room, too. Special kudos to the Barstow High School Key Club, particularly Andrew Kitts and Ryan Lee, who helped us manage the traffic flow through the Harvey House. A great event and fun for all!!



One of a kind Barbie Dolls donated to the Chinese auction by Carol Hayes. Train Art prints were also donated by Las Vegas Artist Tom Daniel. Photo by Robert Wescott.

Robert's D— Column

By Robert Wescott, Cajon Division Contest/AP Chair
E-Mail: RDWescott@cox.net Robert's photo by Charles Nauman



Congratulations to Robert Olds who entered not one, but three locomotives for judging at the Barstow Meet. He not only had the most, but he also earned enough judging points to receive an Achievement Award for all of them. Now all he needs is one more that is scratch built to earn his Master Certificate in Motive Power. (Pictures are on pages 3 of this issue of the Order Board).

We had a total of five models entered and I was lucky enough to earn the required points on my Abandoned Shack for an AP Award. We also had a member who entered a model for the first time. He did not get enough points required this time, but then there are not too many that do get an award the first time. I just hope that he will learn from this and continue on. All the paperwork has been submitted to higher authority and the awards will be presented when received.

On the subject of Contests, I also received the consolation cash prize for being the only entry in the Popular Vote "Contest."

Also, we had a new judge added to our roster. Bill Flinn stepped in to help out on the judging. It was a first for him and I think he found it interesting. It is a good way to learn what is being looked at and why. It also gives you an insight as how to make your own modeling better.

Don't forget that we can judge any model at any meet. Just let me know that you have one for judging and it will be taken care of.

The next big contest will be held next September at our 2005 Convention. I hope that there will be many models or the people to look at and give our judges something to do.

Part II of Mastering Modeling continues below. These fellows really have a good insight into what it takes for prize winning models! That's all for now, see you in the next issue.

Robert

(Editor's note: As in the first installment, there are some grammatical and spelling errors in the manuscript. It is printed as received.)

"MASTERING" MODELING

By TNT

Tracy Mitchell MMR (With help from Terry Mitchell MMR)

In this installment, we are going to describe how to build a contest model to get the highest points for construction. Remember this section of the contest form is by far the most important. It is worth 40 points. In order to make a high score on this category, you must do your best work and don't expect judges to give you the benefit of the doubt.

There are two types of models that we as Model Railroaders build...Models that roll, and models that don't! I know some of you wisecracks out there are saying, "But TNT, models that aren't intended to roll sometimes do roll, like the time the cat jumped up on the layout and knocked three structures on the floor. They made a good roll as they hit!" We'll ignore those comments and

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move on. Those two types of models can be broken down further into many different types. For instance, the models that roll can be separated into, models that don't roll by themselves, (except when they are spotted on grades). These are freight cars, passenger cars, cabooses, maintenance of way. There are also models that roll on their own (when power is applied) and these usually don't roll on their own on grades. These are called motive power and are separated into different types too. Diesels, Traction, Steam Locomotives, and Others. The models that don't roll (or shouldn't roll) are separated into categories also. These categories are, Online and Offline Structures, and Bridges. Displays are another category, and these can combine all the other types of models that roll and don't roll, adding a sceniced base. Generally speaking, the "Construction Judge" looks for the same kinds of things in all the categories.

The main thing that the "Construction Judge" or "CJ" looks for is, if the model is clean. Clean doesn't mean, did it just come out of the dishwasher. Clean means is the model nicely and finely constructed. I remember back as a youth building plastic auto models. I used a whole tube of cement for each car. It wasn't a very clean model, with extra glue spots, and my fingerprints preserved for posterity. What I am trying to say is, there should be no trace of glue on the model. Is the model crisply put together? Does the model have fingerprints?

Another thing the "CJ" checks is, do the parts fit together cleanly? This is true for kits as well as scratch-built models. Some kits are poorly designed and the parts don't fit together tightly. Make sure the parts go together nicely, cleanly, and tightly. In the process of cleaning the parts, you shouldn't leave any sanding or file marks. To keep this from happening, it takes much sanding with progressively finer grits of sandpaper. Sometimes making the parts fit together requires filling the gaps with some type of putty or other filler material. (Stay tuned for a future article on Putties.) No matter what material you use to fill the gaps, the filler must not dip below the surface to form a pit, nor can it be above the surface forming a bump in the model. The filler must be absolutely flush with the surrounding surfaces. And the surrounding surfaces must be smooooooooth. (Add a few more "o's in the smooth if you are doing a crack, varnish, passenger train.)

When Terry is the "CJ", he especially looks for square corners, and parallel and symmetrical lines. Not to say other "CJ's" don't check for those things. It is just Terry has a critical eye for that. He got it from our Mother as well as her eye for detail. Square corners don't always have to be on building or freight car walls.. Square corners can fall on things like the hood on a kit-bashed diesel, or the steps on a caboose. You can check to see corners are square by using a small machinist's square. Parallel and symmetrical lines are pretty similar. Parallel lines are lines that remain the same distance apart for their length. Symmetrical lines are lines that converge together to a point. Picture a church steeple. The point of the steeple should be directly above the center of the steeple. Parallel and symmetrical lines are easier to see on things that are close together, but more difficult to discern on larger parts. In this case, it helps to take a photograph of your model. Some things that are hard to see in person are easy for the camera to see. In fact, it is a good idea to take photographs of your model throughout the construction. It will help you to see things differently, before you get too far along. Plus with a set of "in progress" photographs, an article would be very easy to write, especially considering that writing a contest form isn't that far from writing an article. Looking at a model through a mirror helps to find things that are out of whack also.

There are the exceptions to some of the things that "CJ's" look for. One notable exception is to build a rundown, dilapidated structure or freight car. On this model, the tight fitting joints as well as parallel lines are not as critical. However, in this case, the clean look must still be evident. No glue or fingerprints allowed. I think it is much harder to build a believable rundown model than it is to build a clean square model. On a clean model, you have benefit of using squares to make sure everything is right. On a rundown model, there are no modeler's aids to make it look right.

Doing all the right things to build a model for a contest isn't enough to do well in a model contest. What this means is you as the contest model builder must convey what you did to the judges. Contrary to what some may believe, contest judges are not stupid. But unless you tell them everything you did to build a model, they have no way of knowing what you did. Worse, they might assume how you did it and not give you credit for doing something. That means writing everything you did from start to finish, to build that model. The contest form used currently by the LSR is a much simplified version of the one used by the rest of the NMRA. As easy as the LSR's form seems, it is still better if you write on the form "See Attached Sheets" and explain on the attachment. When you write out the attachment, separate it into categories for each judge to read on his own category. Write as much as you can.. If you ever decide to take a model to a national contest you will need as much information on it as there is possible. Terry has placed first in national contests and his contest forms are nearly twenty pages in length.

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SUBSCRIPTIONS

The Order Board is sent Free to all members in the Cajon Division. This newsletter is available to PSR Members outside of the Division for \$3 per year and to non-PSR members for \$5 per year. Make your check payable to "Cajon Division" and mail to Bill Jacobs, Editor, 4813 Plata del Sol Drive, Las Vegas, NV 89121.

ORDER BOARD PUBLISHING DATES

The Order Board is published during the last month of each Quarter (Mar, Jun, Sep, Dec).

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DIVISION INFORMATION

All members with Internet access are invited to visit our private Cajon Division website. View photos taken at recent events, purchase items from our Company Store, or obtain copies of event flyers. Our website is updated regularly.

Visit: www.cajondiv.org

ADDRESS CHANGES

There a number of ways that you can let us know that you have moved. This is very important, because: (1) you won't get your newsletters and flyers; (2) we get your publications back which we have to pay first class postage for; and (3) nobody knows where you are.

So, Here is what to do: E-mail our Membership Chair—that's Marty Judd, who's address is on page 2. If you don't have e-mail, drop a letter to Marty, his USPS address is also on page 2. If for some reason you don't want to let Marty know (he really is a nice guy) let anybody else on page 2 know. So there!

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Now wouldn't these two lovely ladies entice you to buy a ticket to our train show? Loretta Block and Shelley Matthews are shown here manning the admission table at the Harvey House entrance in Barstow. Photo by Robert Wescott.

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You do not want to assume the judges can see all of the work you put into a model. Tell them what you did. For example: Don't say board by board const. Using 6x6 covered with 2x6 planks. Describe it like this: The platform was covered with 2x6 boards. Each board was pre-stained, sliced, and feathered with an X-Acto knife. Random planks were broken and gouged to show years of abuse. Al Boos has a way of telling how to write a contest form. He says, "Start out with a little seed, plant it, nurture it, water it, and watch it grow into a tree. When it gets big enough, cut it down, and then saw the trunk into strip wood on a saw that you made yourself." That is a little extreme but that is almost what you have to go through to do well in a national contest.

On the contest form, check as many of the boxes that apply. The more materials used the better. (Remember wire is metal.) If you can draw your own plans, do so. They don't have to be works of art. Sketches will do, but a drafted plan would be better. Computer drawing programs like AutoCAD are a good choice. If you bring drawings in the contest room make sure they are in a different scale than your model. Many times judges will set a model on the drawings to see if the model matches them. If the drawings are in a different scale, then they can't do that. You want to give enough information to the judges but not enough to hang yourself. If you followed a construction article in a magazine state so. But you don't need to bring the magazine. If the model is one of a kind and unusual, and there is a prototype for it, bring a photo to help show what you are modeling. Judges don't know everything about every Railroad that ever existed. Nor do they know everything that is available in every scale. That means list all of the commercial parts used from "A"ngle iron through "Z" bracing.

It might not matter to some, listing quantities of parts, like 850 boards for instance. But it turns me off as a judge and I tend to be more critical of that model. I feel that it makes you look like you spent your time counting the pieces and not paying attention to the construction of the model. Good judges can tell approximately how many pieces you used, especially judges that are scratch builders. But if you have to say it in your write-up then give an odd number. Don't say over a hundred pieced were used in the construction of this outhouse. Say 137 pieces of lumber were used.

Here is a tip, pre-stain your wood before starting. This helps prevent glue spots from showing up later. If you used unstained stripwood and glue the wood together then come back and stain the wood, you might have a spot that shows new wood. This is like sending up a flare to the judges. While we are discussing hiding potential flaws, there are many ways to do so. The key is to be subtle. For instance, when the roof doesn't sit down tight against the side of the building, add a piece of stripwood trim to hide that joint. An extreme solution is to have a trail of ivy using ground foam, up the side of the building. Remember, subtle is the key. A little goes a long way.

Even though weathering is covered in Finish and Lettering. Judges usually like to see weathered models. Besides, weathering covers small mistakes. But remember on large mistakes weathering compounds the mistake. So in those cases it is best to go ahead and rebuild. My brother and I believe weathering is part of the construction process. And as such, it should be considered in the construction category. To clarify, weathering shouldn't be an afterthought, but should be considered from the planning stages of the construction of a model.

Next time we will describe Detailing a contest model. This is something that we both excel in. Until next time. Back to Modeling now.
TNT



Here is Robert Olds, who was the "star" of the model contest at the Barstow meet. The three locomotives he entered all received Merit Awards. Photo by Dale Tripp.



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Our gambling folks from Las Vegas just couldn't resist inserting a little of its hometown flavor into their convention. Dale Tripp is our guru Bingo person and he has agreed to host a special Bingo Session at the Convention. We have been rounding up numerous souvenir token prizes from the Casinos and these will be given away in the spirit of fun for each game. The big prize is the final game in the program that will be a black out Bingo for a cash prize.

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2005 Convention — September 7-11, 2005
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Details & Information: www.psr-nmra.org
Convention Chair: Jan Wescott, (702) 566-0856, wescvegas@cox.net

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- Walking distance to Independence Hall, Soak City USA, Medieval Times Dinner and Tournament, Wild Bill's Western Extravaganza, and the Movieland Wax Museum.
- Buena Park Shopping Mall is just minutes away (about a mile).
- Hobby City with its 20+ hobby and collectible shops (selling everything from trains to shells, reptiles, Indian made things, stamps, coins, rocks and gems, etc.) plus Doll Museum, Bear Tree, House of Miniatures are all in one complex and just down the street.

Make Plans to attend the PSR 2005 Convention in Buena Park, Register Today!

(Continued from page 2)

Getting The Kids

never checked, but maybe the Girl Scouts have a similar merit badge. We might also start putting together mini-clinics for kids to be offered at our Cajon Division events. A car kit or a simple wood and glue project that would only take a few minutes to do might go a long way to securing us a future modeler. Kids like to build things. They like having someone show them 'adult' things. They would get 20-30 minutes of hands on in the clinic in addition to all that they would see at the rest of our event. We could probably find enough stuff in our closets that we could donate to put together a number of these mini clinics.

But all the clinics in the world won't help if we don't start looking elsewhere for young people to become involved in our hobby. If you look at our advertising, we seem to put it in hobby publications and hobby shops. The people that see our advertising already know what we are about. Yet, we continue to preach to the choir. I don't know where we can put our flyers/advertising and where we can't but I do know that we need to broaden our horizons. Some suggestions might be toy stores (not specifically hobby shops), grocery stores, libraries, churches and/or newspapers. I know that some of these places won't allow us to place advertising with them but we need to try something new.

Maybe Jan, who just happens to be the head of the NMRA Education Department, might have a couple of ideas that we could work with in the local area. Maybe there is a way we could adapt the NMRA JCP Youth Program being used in Seattle to something on a smaller scale that we could use locally. Her position may make her privy to information about many other attempts to solve this problem across the country. We are not the only ones wondering how to get the kids involved. We can sift through this information and pick out the best stuff to try locally.

The bottom line is that for the past number of years the Cajon Division of the PSR of the NMRA has been used by us as a means to make our hobby more interesting to us. It's been all about what can I do to make myself a better modeler. Ask any current or past leader of the Cajon Division about how hard it is to get someone to give a clinic. Jan has embarrassed a number of us into giving clinics but we fought her every step of the way. We don't want to teach people what we know, that stuff is supposed to be our secret so we can keep other people interested in us and our modeling. We just want to learn what everyone else knows, not share our knowledge with them. It's time to start reversing this trend. We need to start using our time to start reversing this trend. We need to start using our organization to share our love of model railroading with others both currently in and outside the hobby. With all the RTR equipment and buildings that are available out there, fewer and fewer people are modeling. If we don't start bringing back scratch building, many of the techniques that we spent years learning may just disappear, sort of like the way railroads are. Most of us have ties to the railroad either through direct contact with a railroad or being just one generation removed from someone else who worked the railroad. The kids coming up now are two to three generations removed from these real railroad workers. They don't that connection to the real thing. The only connection that they have is us and our modeling when we make it available to them through our shows and other events. We are the ones that will have to get them interested in learning about railroading and make that interest take root and grow. Our organization is destined to die if we don't start working on replacing our aging membership with the youth of today.

This won't happen overnight. It usually takes years to change how people think. Before you can change thoughts, you have to start thinking. I can only hope that this piece gets you to thinking about and talking about the lack of youth in our hobby, especially on the local level. If that happens, then we have a chance to meet this problem head on and develop solutions.



If we would have had a long distance award at the Barstow meet, it would have gone to John Thomas of Minnesota. Photo by Dale Tripp.

Membership Application
Pacific Southwest Region – National Model Railroad Association®

Date _____

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone () _____ Occupation _____

Primary Scale _____ Email _____ Date of Birth _____

New [] Renewal [] PSR # _____ NMRA # _____ Exp. Date _____

<u>Class of Membership</u>	<u>NMRA</u>	<u>PSR *</u>	<u>BOTH</u>
Regular	\$45.00 []	\$7.00 []	\$52.00 []
Youth (Under 20 Years)	\$30.00 []	\$2.00 []	\$32.00 []
Affiliate (No Bulletin or Local Publications)	\$23.00 []	\$4.00 []	\$27.00 []
Family	\$ 9.00 []	\$1.00 []	\$10.00 []

* YOU MUST BE A MEMBER OF THE NMRA TO BE A PSR MEMBER.

Send this application and your check (made payable to "Pacific Southwest Region, NMRA" to: Marty Judd, Cajon Division Membership Chair, P.O. Box 12598, Las Vegas, NV 89112. Phone: (702) 458-8159. E-mail: mjudd7@cox.net

Referred By: The Order Board

The Order Board
4813 Plata Del Sol Drive
Las Vegas, NV 89121

Return Service Requested