

The Order Board

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Coming Events!

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.

Breaking News!

Bob Chaparro is the Group Owner and Moderator of a new hobby group devoted to modeling the citrus industry. The Citrus Industry Modeling Group is located at <http://groups.yahoo.com/group/citrusmodeling/> and membership is free!

MR. JACOBS GOES TO BOT
A REALLY BAD PUN ON AN OLD, OLD MOVIE

By Bill Jacobs, Editor and PSR Trustee for nine months.

For the first time since my tenure as Editor and for at least 14 years prior, you guys and gals get a real scoop-what it is that the Board of Trustees really do. So this article is going to be a little bit funny and a lot factual-and you will get the news two or three months before the region or national organization gets it to you. First, a little set up, model railroaders have an atrocious record for voting. I won the Trustee position by getting 24 votes out of the 26 cast. This is from a population of over 700 members of the PSR-there are about another 500 who live in the



The last BOT meeting. Front row, l. to r.: Bob Gangwish, Bill Jacobs, Ray deBlicke, Dave North, Clark Kooning. Second row: Steve Park, Howard Smith, Jim Anderson, Les Breuer, Bob Beaty, Paul Allard. Back Row: Jack Hamilton, Roger Cason, Dave Thornton, Jim Packer, Reid Kahrs, Frank Gerry. Not pictured: Kurt Kramke. Photo: Dave Burman.

PSR boundary who will not or do not want to be members of the PSR-and also get the opportunity to vote. Okay, maybe that happened because the BOT is being dissolved. All the other regions with new Trustees had less than a 2% voting record too, with the exception of a very contentious 58 to 53 vote in the North Eastern Region, that was about 5%, where it was all about dues. More about this issue later. The first thing you realize is that you are suddenly inserted into this Trustee "chat room," anything that is sent to one goes to everybody. And since I already belong to the NMRA HOn3 chat room, that ran my e-mails up to 85 or 100 a day. Then-comes the files for the NMRA Executive Handbook and Regulations of the NMRA. Be neat to print that out and put it in a three-ring binder-right? My printer doesn't readily do two sided copies without a lot of manual operations so I decided to just do it single sided. One-half ream of paper later and several nights of just hitting print and doing something else, I was the proud owner of a three inch binder of stuff. Somewhere, about then, I found out that I was supposed to submit a report-and I was already late. Not only that, but there seemed to be a format, judging from the "chat room" e-mails. Not to worry, I just made it up, using the last few *PSR Dispatches* as input, sent it to the secretary with a lot of regrets about being late and it seemed to fly. Okay, the last ever BOT meeting was held in Phoenix starting Thursday, January 13, through Sunday, the 16th. So, about a week earlier-comes the agenda, reports, and all motions that have been submitted for consideration. (go to Page 7)

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PSR Home Page: www.psr-nmra.orgTrainnet.org: www.trainnet.orgDivision Website: www.cajondiv.org

Membership

By Martin A. Judd, Cajon Division Membership Chair

HEROES

Hero: 1. **A man (or woman) of distinguished courage, moral or physical;** 2. The chief character in a play, story, or poem; 3. **The chief personage in any great event;** 4. In myth and legend, a man, usually a warrior, possessing superhuman qualities and aided by certain deities: often regarded as a demigod.

In previous issues of the *Order Board*, you have read two articles by me discussing some of our shortcomings as members of the Cajon Division in our efforts to recruit younger members. I'm sure that there are some of you who got ruffled feathers after reading those articles. If you did, I'm glad. That tells me that you are either working on getting kids into the hobby or helping someone else that is. Those articles were about US as a group, not any specific individuals. WE, as a group, are not getting the job done.

BUT, we do have a group of individuals within our area, both members of the Cajon Division and not, whom I consider to be heroes. Definitions 1 & 3, highlighted above, can be attributed to several people that we have known over the years. I'm only going to mention a few here though I'm sure that we all have a little 'hero' in us somewhere.

My first hero is Jan Wescott. Since the Cajon Division last hosted the PSR Convention in Las Vegas, how many great events have we had that wouldn't have happened if Jan hadn't been there cracking the whip? A bunch! She'll be the first one to tell you that her 'board' did all the work, but I can tell you from experience that

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LIKE TO PLAY GOLF?

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HAVE YOU SEEN A 614 YARD PAR 5?

SEE PAGE 7


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Railroadiana with a Needle?



This year's "Cajon Country" PSR Convention, September 7-11, 2005, will offer a "make n take" class open to all attendees interested in some unique railroadiana for their favorite railroad.

Presented by graphic artist Jan Altizer, the class features **Railroad Herald Coasters**: needlepoint adaptations of prototype railroad heralds that are created with worsted weight acrylic yarn and a 4 inch square of plastic needlepoint canvas. The finished product is the perfect size for a drink coaster. They have no complicated stitches and are easy to make.

The **Railroad Herald Coasters** are not precise replicas of heralds but highlight the basics and give you the feel and flavor of the originals. The class will include materials and instructions to create one design. A booklet illustrating 60+ completed designs will be available if you want to find other designs for your favorite railroad. Or you can go to www.TRAINNET.COM to see a complete list of coaster designs with images of the finished coasters.

Join us for some fun in creating railroadiana with a needle. Hey, you might even decide to try your hand at designing your own coasters. Check the Convention Timetable for date, time and location.

Pacific Southwest Region, NMRA®

2005 Convention — September 7-11, 2005

Radisson Resort Knott's Berry Farm
Buena Park, California

Details & Information: www.psr-nmra.org

Convention Chair: Jan Wescott, (702) 566-0856, wescvegas@cox.net



DIRECTOR'S NEWS CAPSULES

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

Photo by Dale Tripp

2005 TO BE BIG YEAR FOR CAJON DIVISION!

On the horizon will be lots of events including the hosting of the Region's convention and lots of changes affecting the membership. This issue of your newsletter will try to bring you the latest news on all fronts.

First, note in this issue the event flyers on upcoming events plus several articles on our Cajon sponsored PSR 2005 convention. Folks, I really am counting on your support to attend this convention. Together, we can do this! We can show the PSR our Cajon pride, show that we know how to put on events and have a barrel of fun. Won't you please send in your registration right away? Everything we do is dependant on the numbers but more importantly, you are the sponsoring hosts, this is your convention and I so want you to come and enjoy.

Second, in my usual news format I will try to provide further insight on all the rest as I know it. My primary focus has always been communicating and keeping you, the members, informed.

National News

The National committee tasked with implementing the LRP and restructuring the one dues membership really tried to have the welfare of the Regions and membership at heart. Yes, changes are forthcoming but I think what they propose makes sense and personally do not see any undue hardship being placed on the Region or its membership.

I'm impressed at the great stride the NMRA is making to improve our organization. If you look at the Association's Directory in your Scale Rails, you'll see that many volunteers have stepped forward to offer their expertise to help move our organization in the right direction. In a volunteer organization it is the membership and its volunteers that make the organization what it is. These folks volunteer because they hope to make a difference. Their efforts makes the real question become what are you doing to help and keep it strong, not the constant what is the organization doing for me?

To give you a brief synopsis of our new Department Heads...Rutger Friberg from Sweden now heads our Technical Dept. He has recruited a team of over 70 members to work with manufacturers to tackle the intricacies of standards, conformance, and consumer issues in all scales. They are currently writing a new Tech handbook and conformance issues on the fast moving DCC areas. We have a new publisher, Larry deYoung, a really experienced guy who will try to juggle the delicate balance of improving Scale Rails within financial constraints. Dave Burman is head of our Marketing, Advertising and Promotion Department (MAP); he's also really talented. Former NMRA President Allen Pollock will now head our Development Department that deals with all the corporate and industry sponsorships, liaison, grants, etc. Of course, most of you have met or heard of Clark Kooning from Modeling with the Masters, he will now head our Membership Promotion. Personally I think we need to find ways to bottle Clark's energy and enthusiasm and market it.

You too can make a difference. Please participate in the voting process to elect a Western District Director that will represent you at the National level. This is important because they are the ones that will make future decisions and policy. There are four candidates running for this one position. One candidate is from the PNR, one from the PCR, one from the Mid Continent Region and Cajon's own Bill Jacobs from the PSR. All candidate profile statements and ballot are in the February Scale Rails. You will be asked to vote for only one candidate in the WESTERN DISTRICT. Voting for more than one District will make your vote null and void.

PSR News

The PSR Board Meeting was held February 12th at the Radisson Resort Knott's Berry Farm. All Board members were in attendance except two. I give much credit to the Board members from Arizona who drove in some pretty inclement weather conditions to get there. And yes, our President, known for his penchant of hobby shopping, got there

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five minutes early after scoping out all of the “going out of business” bargains at All Aboard Emporium.

The bulk of the meeting was consumed in revising the current PSR by-laws. This was necessary to fall in line with the new NMRA regulations. The newly revised draft is now scheduled to be in the April Dispatch issue for membership approval.

Candidates for Directors from the Cajon and San Diego Divisions were presented to the Board and received approval. Arizona and LA were given an extension until March 15th to firm up their selections. Candidate profiles are also scheduled for the April Dispatch issue. Please be sure you vote for only one candidate in your own home Division; voting for more than one candidate or in more than one Division will make your vote null and void.

Other business included Roundtable reports, final reports of the 2003 Arizona Convention and 2004 Los Angeles Convention. San Diego received approval to host the 2006 Convention. They announced it will be held at the Ramada In in Kearny Mesa with the train show to be held at the Al Bahr Shrine. I gave an update on the Cajon sponsored 2005 convention. Carl Heimberger impressed the Board with his scaled floor drawing of the Union Hall that included the train layouts and tables.

Cajon News

The year 2005 will see a new Director takeover the helm of Cajon Division. Carl Heimberger has stepped forward and agreed to take on the Director’s position. Carl is no stranger to the Division and his work and leadership abilities are well documented. He said “yes” when you couldn’t or wouldn’t. So please show him your support by taking time to cast your vote. He is running unopposed.

As for me, I couldn’t be more pleased and heartily endorse his candidacy. I believe he will serve the Division and PSR well. After many years of having the directorship come from the Cajon Nevada side I think it is a welcome change to have someone from the Cajon California side. The current Board Team have pledged to do all things necessary to ensure the transition is a smooth one. I’m also happy the Division will soon have a Director that understands the technicalities of model railroading, a skill I definitely lacked.

Carl will take office at the end of the convention on Sunday, September 11th at the General Membership Meeting. It would be heartwarming if all of you would attend the convention, join together on Sunday to bid me adieu and give Carl a big hearty welcome in show of your support.

Convention News

Ugh, nothing is easy when it comes to hosting a big event. Unforeseen circumstances always seem to crop up. We just received word that effective April 1st the Radisson Resort Knott’s Berry Farm will change its name to the Knott’s Berry Farm Hotel & Resort. Supposedly nothing changes except the name of the hotel. We are crossing our fingers this holds true, time will tell.

Registrations continue to come in gradually. By press time we should be at 60 and need 100 more to break even. We have 16 confirmed clinicians, door prizes for everyone including the non-rails, great layouts to visit, and a great Train and Trade Show in the making.

I was scheduled to meet with the California Team and the hotel folks the day before attending the PSR Board Meeting. Unfortunately Mother Nature interfered and I was left at the LV airport for 8 hours facing cancelled flight scenarios. However, Carl filled in admirably for me. Again, if not for Carl and the California Team this convention would not be possible or even happen. Carl and I met after I finally got there and I am more than pleased that all things are coming together nicely and most things are on track.

Please remember that the deadline for early bird registration is April 15th and the deadline for the special hotel room rate is July 1st. I’m reserving the better quality door prizes for those registering before April 15th and these will be distributed by your preference of scale. The hotel deadline is important because the facility meeting room fees are determined by the number of hotel rooms used in our block by this deadline. You can help by making your room reservations early.

I think that pretty much covers the news for this quarter. I look forward to seeing everyone soon. Happy Model Railroading!

Hey Guys...Bring the Gals!

By Jan Wescott, PSR 2005 Convention Chair

Plan now to share the PSR 2005 convention experience with your significant other? Need some help in the Convincing Department? Show her this article.

I'm writing this article to all "significant others" that are tied to avid model railroaders (especially the gals). Honestly, I really believe this convention can be fun for you if nothing else because of where it's being held. It is my hope that after reading this little article, you'll consider attending. There is so much to see and do in Buena Park (besides that train stuff) and it's all right in the neighborhood of the Convention hotel.

Knott's Berry Farm is one of Southern California's premier attractions. You couldn't get any closer than staying right on the property with the main entrance just out the hotel's back door. You'll be able to feel the energy and excitement just standing there in the parking lot. You could almost smell Mrs. Knott's Chicken-Chicken and the wonderful aromas coming from the full scale bakery next door. Yummy! The Knott's Berry Farm Marketplace with all its shops is located outside the main entrance and you do not need an admission ticket to browse or shop there.

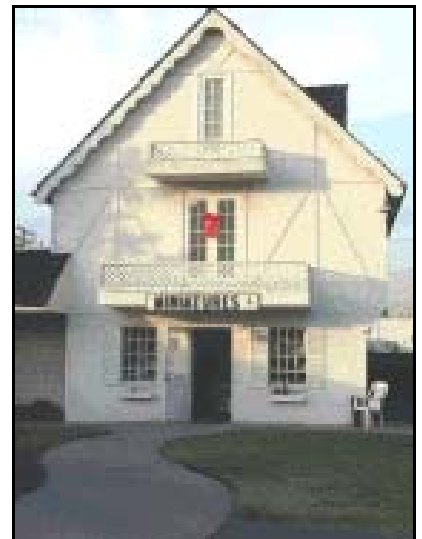
But read on, there's more. Besides Knott's Berry Farm (and probably because of it) there are so many other neat attractions nearby, something to satisfy every personality. The best part is you won't need to pay for a structured tour to take in the sights. You can browse leisurely at will, on your own or with others and yet still kind of coincide your time away with his convention schedule.

For a taste of history check out Independence Hall, located almost across the street. Of course there are other touristy attractions within a short walking distance; places like the Movieland Wax Museum, the Crystal Factory (pictured below, left), the Medieval Times Tournament, etc. And for shoppers, the Buena Park Mall is just a mile down the street.

Not to be missed is a visit to Hobby City (also about a mile down the street). Hobby City is a complex containing over 20 hobby and collectible shops. They sell and showcase everything from models (yes, trains too), shells, reptiles, Indian made things, stamps, coins, rocks and gems, etc. I personally enjoyed touring the Doll Museum (upper right), Bear Tree (right), and the House of Miniatures (below, right) all located there.

Of course we will have a full schedule of "other" activities at the convention hotel and these will be open to all attendees. At this time it's not all finalized yet but some are confirmed and include: Jan Altizer's needlepoint "make n take" Railroad Herald coaster class. (Side note: Lots of guys attended her last class session). Loretta Block will present a hands on demonstration of how to have some Scrap Bookin' fun and our dedicated PSR Railette Chair Janet Spooner plans to continue the convention tradition and will host a couple of Arts/Crafts sessions. You'll also have a chance to win some fun prizes and cash at a real Bingo session coordinated by Dale Tripp.

I think the PSR 2005 Convention can be a fun getaway vacation. Why not make plans to come along this time? Take a break from the home routine. Non modeler me is spearheading an invasion. I think it would be so neat if we had lots of gals invade the convention scene. I can hear our laughter now. Don't know anyone? Fear not, you know me and I'll do my best to make you feel welcome. Seek me out, (caution, I may put you to work) but I promise to introduce you to others who'll make you feel equally welcome. I'll be easy to spot. Just look for the one running around like a chicken with her head screwed on backwards. Feel Free to contact me if you have any questions and do try to make it. Sure hope to see you there!



(Continued from page 1)

Do you want to know how I knew I had used a half ream of paper before? Well, this used the rest of the ream-and a little more. Anyway, on to Phoenix-supposed to be a new Trustee orientation at 1 PM, on Thursday, so I get to the hotel about 11. Well, of course, the room won't be ready for a few hours (and by the way, my roommate is conducting the orientation) so I parked myself in the lobby at a convenient desk and wrote two columns for the *PSR Dispatch*. Enough small talk, the orientation did take place-in my room-at 3:00-lots of discussion of Robert's Rules of Order and Fiduciary Duty. The real meeting began at 5:00. There were usually about 30 people in attendance-the Trustees, the Executive branch, and the Department heads. These meetings really do take time, we ran until 11 Thursday, 8:30 AM until 6 PM on Friday, and 8:30 AM until 11 PM on Saturday with only breaks to eat. And speak of eat-meals are like a contest-he who can eat the most wins. Lots of jokes about why layout aisles have to be 36 inches wide. So, what really happened that concerns us average members? Most of the business was focused on tuning up the Executive Handbook and NMRA Regulations as a result of the LRP. The thing that will probably be of most interest is the single dues structure set to start on September 1, 2005. Dues will be \$33.00 for everyone with the exception of family and student categories, which are less. If you want to subscribe to Scale Rails and the NMRA Bulletin, you can decide to do so for \$12.00 more. So if you have been paying \$45.00, there is no change. There are no more Affiliate memberships. Additionally, Region publications will be available for an additional subscription price, still being determined. One plus, the NMRA Bulletin will be available online at no additional cost. A very significant change was made to Life memberships. Effective at the close of the BOT meeting, no new Life memberships will be accepted, with the exception of those that had requested a quote 60 days prior to that time. Existing Life members will still have the same benefits as before. The reason for this is that Life membership fees were calculated based on standard insurance company actuarial tables. The flaw in that logic is that those tables are based on a much larger population than the NMRA membership base and as a result the fund that pays the dues of Life members is dwindling at a faster rate than anticipated. Apparently model rails just naturally live a lot longer than everyone else.

Would I do this again? Well, I was nominated to run for the Western District Board of Directors position, and I accepted. The Western District is defined as the states of Alaska, Hawaii, Washington, Oregon, California, Idaho, Nevada, Utah, Arizona, New Mexico, Colorado, Wyoming, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Louisiana, Arkansas, Missouri, and Texas. There are three other candidates running for this position; all current Trustees from the Pacific Coast, Pacific Northwest, and Mid-Continent regions; so there will be a real choice for the members, which is not always the case. The BOD ballot will be in the February issue of Scale Rails. I urge you to read the candidate's statements and vote for the one that you believe is the most qualified!

COME ONE-COME ALL MODEL RAILROAD GOLFERS

The First Pacific Southwest Region Golf Tournament

Dad Millers Golf Course, 430 N. Gilbert, Anaheim Thursday, September 8th, 2005

**TEE PRIZES-CLOSEST TO THE PIN-
LONGEST DRIVE-AWARDS!**

Rumor has it that Tiger Woods played this as his home course during high school. The course also boasts a 614 yard par 5. Come and enjoy a pleasurable round of golf with your railroad friends!



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Robert's D— Column

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



Because there hasn't been a lot of activity during the holiday season, Part III 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.

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

"MASTERING" MODELING BY TNT

Tracy Mitchell (with a little help from Terry Mitchell)

This time we are going to describe the detail portion of the contest form. This part of the contest judging is worth 25 points. This is one of my favorite categories to judge. Terry and I have always had an eye for detail. Other modelers have come up to us and say "Our models look so real, because the detail is authentic How do you do that?". How we do that is by observing the world around us and add what we see to the models. Look to the real world for inspiration.

As we said before when we talked about contests, the judging is divided into five categories with a judge for each category. The Detail Judge or DJ is not concerned with how well the detail is made, that's the Construction Judge's job. What a DJ looks for is the amount of detail on the model. This can be factory installed, commercial detail parts added, or scratchbuilt parts. So write as many details as you can on the contest form. If you assume that because you can see it, the judges can, then you might not get all the credit that you should. As we said before, contrary to what some may believe, Contest Judges are not stupid. But they have a lot to look for, and they might miss a critical detail if you don't point them out.

Rolling stock (or as you learned in the last column, those models that roll) has lots of opportunities for detail .On car sides; Is all of the lettering on the car? If not add some. That means adding reporting marks, and ACI labels to cars in the 70's. Don't forget to add numbers on the car ends. Are there rivets on the car sides? If so list that. If not you might want to add some. Hand embossing is not to difficult to do. Practice on scraps pieces until you get the hang of it. We use dental picks and a straight edge. Remember that for embossed rivets, you work from the back side and press the dental pick into the styrene but not so hard that you puncture it.

Also, look for the underbody detail. That means the full brake rigging and air lines. Older rolling stock has truss rods, and all the parts associated with them, like needle beams, queen posts, and turnbuckles. One of the best modelers to be a detail judge is Cecil Stewart. Cecil has an incredible knowledge of brake rigging and airline piping. He can spot any slight mistake on brake rigging. I thought I knew a lot on brake rigging but after teaming with him as a contest judge one year at the LSR, I didn't know as much as I thought I did. He taught me very much in the contest room that day. That is why we say "Become a judge, it will help your own modeling skills".

A simple way to add detail is to put a wood deck on flat cars or on the inside of the boxcars. Leave the door open on the boxcars so you can see the decking. Add scrapes and scratches to the decking also. We use dull X-Actos, screwdrivers, and dental picks for that. Throw a chain on it and some scrap boards and you have a more detailed flatcar. Contrary to what some modelers think, a load as far as I am concerned, is a part of the model and should be judged. Add a load whenever possible.

On motive power you want to add as much detail as you can. On steam locomotives add cab details if they are not already on the model. Tool boxes, pumps, hoses, axes, can all be tossed on the walkways of the locos. Bob Clarke even added a set of golf clubs in a cab for a nice effect. My brother, Terry built a caboose, with full interior. On one of the tables next to the two guys playing checkers was a half-eaten sandwich. Details like that really attract judges attention and make your model noticed. Try to

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add things that distinguish your model from the others. Jim Barron, one of the big winners at this year's LSR contest in San Antonio, is a real pioneer in detailing models.

Diesels you can add detail too as well. Lloyd Keyser is probably the best detail modeler of diesel power ever. He applies huge amount of detail parts on a locomotive. We've seen a model of his that had over twenty details parts on the fuel tank only. That didn't count all of the other detail located elsewhere. Hobby stores are full of detail parts for every brand, make, and railroad ever produced. They literally have every bell and whistle ever put on a diesel. The only decision you have to make is do you want a metal or plastic part.

Some of these parts can be scratchbuilt. One of the easiest details to scratch build are cab shades. They are made from styrene cut in a trapezoid shape. Other details that can be scratchbuilt are grab irons, and coupler lift bars. Grab irons are formed from wire bent with a set of pliers. We use floral wire (available at crafty type stores in the flower department) because it is easier to bend. Coupler lift bars are a little more complicated but can be done too. Buy a commercial one and use it as a pattern for where all the bends take place. Rotary beacons can be made from a gold yellow or orange jewel bead glued to a piece of styrene. We take a straight pin and stick it through the hole in the bead. This makes it easier to mount on the cab roof. We also make our own mu hoses from hair brush bristles. Cut and bend them to shape. Drill a hole in the pilot and attach with ACC. Flatten the exposed end and paint that end silver. Other details that you can add are windshield wipers, rubber gaskets on number boards, and lift rings. Remember to weather the windshield in the pattern of the wiper blade.

Structures are under as much scrutiny as the rolling stock and motive power and they can have many more details too. Roofs are the most visible part usually, and are wide open for extra detail. For the shingles it is better to use individual shingles than the molded in one piece roofs. You can make the lick and stick shingles resemble individual shingles by pulling and tugging on the shingles. Pull out some and have them placed on the roof to resemble shingles blown off. Add as much roof details as you can. Chimneys are an easy way to do this. Remember though if you add a chimney make sure it is located in a logical spot where it can have a breeze blowing across it. If a chimney isn't, it won't draw well and will look out of place. This might cause you to lose points in conformity. Air vents and air conditioners are another way to add detail. On false front buildings. Add detail to the back of the false front. The easiest way to is do not paint the back side of the wall leave it unpainted showing raw weathered wood. Most False fronts are that way anyway. The owners don't want to waste paint on an area that won't be seen.

DJ's also look for nail holes. Nail holes are made with either a pounce wheel, a dental pick or a homemade tool. The homemade tool is nothing more than a "T" pin with the T cut off and poked into a hole drilled into a dowel. The pin is inserted into the hole and ACC is applied. We have used all three for making nail holes but prefer the homemade tool the best. You can also have loose fitting boards on a model. Make sure you explain they were meant to be that way or the CJ might take points off thinking they were a mistake. Take a razor blade and cut and lift under the board slightly you don't want to break the board only bend it out. Add "Gingerbread trim to the building if you can. If you are so inclined, make a house from the seven Gable time period. But you don't have to. You can add a little to most houses and depots. In a future article I will describe an easy but very effective way to make gingerbread trim.

Modelers also need to add what we call window dressings. A shade in a window is a great way to add detail. Open a window and have a curtain blowing out of that window is better and requires about as much work as making a shade. Take Kleenex any color will do and brush on a liberal amount of diluted white glue to the curtain Glue it in place and let it dry. The diluted glue will hold the curtain shape. You could use fabric stiffener on the Kleenex instead. Break a window pane or two by carving and hacking the "glass" with an X-Acto. You can also place a piece of wood in a window to simulate where the window was fixed temporarily. Dirty windows also are a neat trick. Make sure you say you fogged the windows on purpose or a judge might think it is a mistake. (Don't say we said this, we'll deny it. But if you accidentally fog the windows, don't panic. Write in your contest form that it was dust from last weeks dust storm that hasn't been cleaned up yet.)

On plastic structures one of the easiest ways to add detail is to add mortar to the bricks. The method we are using now is to use baking powder for the mortar. Brush on baking powder until you get the amount of mortar you want. It helps to spread the baking powder with your finger tips to get it deep into the mortar line grooves. After that, spray on Dullcote to seal it. If you do not like the results take a damp cloth to remove some of the excess. If there isn't enough mortar repeat the process with a second coat of baking powder. It is important here to do this before the building has glass inside the windows. (See above)

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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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Pacific Southwest Region, NMRA®

2005 Convention — September 7-11, 2005

Radisson Resort Knott's Berry Farm

Buena Park, California

Details & Information: www.psr-nmra.org

Convention Chair: Jan Wescott, (702) 566-0856, wescvegas@cox.net

The Train Exchange



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Try to also add small details like gutters, electric meters, and drain spouts. You can also add fire escapes or outside staircases for more detail. Mops, brooms, buckets, tools, and any other devices add clutter to a model. Don't forget to add crumpled up newspapers and leaves along the edges of buildings. Try to make them look like the wind blew them into the corners. On freight docks add as many crates, bags, and pallets as you can. A couple of figures on the model goes a long way to add realism and seem to imply more detail.

Signs on buildings are a great way to add detail and color to a model. They are so easy to do too. You can purchase decals and dry transfers for signs, however, what we like to use are paper ads. Old magazines and catalogs are a great source for these. Sand the back of the printed paper to where the sign is almost falling apart. You want to get it as thin as you can without tearing it. Apply diluted white glue to the back and place it on the model. Press the sign into the mortar grooves or wood seams. You want the sign to look like it was painted on the building. This technique works great on wood but it also works on all surfaces, even styrene. We will go into more detail on how to make and use signs when we get to finish and lettering.

Display models are where the detail category really comes into play. For a display to do well in the contest they must really have lots of details. The larger the base the harder it is to detail it no matter what scale it is. I don't care if you put a thousand details on a large base, one that has a small base and only half of what you put on seems to be more detailed, because the space between the details is less on a smaller base, thus giving the illusion of more detail. When building a display try to keep the base as small as you can and still get all you want on it. Explore alternative shapes like kidney beans, or amoeba shapes to eliminate "dead" areas..

Also try and put the structures and track skewed to the base instead of parallel to the edges. It will help with the illusion of more detail.

Both Terry and I feel that weathering is a detail. There is a pattern developing here. We talked about weathering in the construction part and now we bring it up in the detail too. I hope you get the idea. To us, weathering is important! We feel that models that are weathered tend to do better in contests. In future articles we will go into more detail of how to weather, not just for the contest room but for your whole layout as well. Look to the real world for inspiration. See how buildings are weathered by nature and time. Look at a structure and see that paint peels the most where the paint is exposed to the elements. That means the paint shows less wear under the eaves, porches, and window sills. Paint peels more on the areas that see abuse more, either by nature or man made. In colder regions of the country where snow is more prevalent, it weathers paint differently than the hot Texas sun. Also elevation plays a big part in how things weather. In the high country of Colorado, corrugated metal weathers to a purple or maroon color. Wood has rich brown tones in Colorado, whereas here it is mostly gray. Notice also that the North side of a building weathers different than the South side of a building. By adding all of these subtle things to models it will greatly enhance realism,. As well as increase the points.

In summary add as much detail as you can on a model. Look at the real world to get ideas. Write down on the contest form every detail that is on the model. Remember commercial, scratchbuilt, or pre-fab details all count the same in the Display Judges eyes. Where they are different is with the construction or scratchbuilt judge. If you add an interior to the model, make it open to show it off. Have it so the judges can see what you did.

Next time we will describe the conformity category in greater detail. Until then, look around your home community and try to notice some of the details we talked about.

Until Next time. Back to modeling now.
TNT

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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.

There is no cost to play! We will provide initial bingo card and perhaps even a dauber. Additional bingo cards will be available for purchase for those desiring to play with multiple cards.

Pacific Southwest Region, NMRA®
2005 Convention — September 7-11, 2005
Radisson Resort Knott's Berry Farm
Buena Park, California

Details & Information: www.psr-nmra.org
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Special Convention Room Rate: \$99.00 (you must specify that you are attending the PSR Convention to receive this special room rate. **Special Room rates valid until July 31, 2005.** For Hotel Reservations phone: toll free (866) 752-2444 or locally (714) 995-1111.

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- 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)

overseeing the job getting done is almost, if not harder, than doing the job yourself. Jan is also a hero in my book because she cares about getting the kids involved in our hobby. It started with that Lego Disney train that you have seen at several of our shows and has grown to national programs that she is currently involved with. As an aside, I want known that Robert Wescott is my personal hero just because he has been able to keep up with Jan.

My second hero is Lynn Austin. Not because he has a little store where you can go and order things from Walthers, but because he is always there. For almost every event that we have, Lynn is in the background ensuring that we have plenty of participation, lots of door prizes, a place to have our event, and when no one else steps forward, he's always good for a clinic or two. Lynn loves modeling trains and he doesn't mind sharing his knowledge with others.

My third hero is "The Board." This is a group of about 20 people that Jan has coerced into participating in the Cajon Division from all over Southern Nevada and Southern California. These people have given of their time and their money to make our Division something that people are proud to belong to. For a long time the Division was kind of dormant, but under this board it has risen once again from the ashes.

There are two other people that I want to mention here that I consider heroes. The first is a gentleman who is no longer with us-Joe Corey. Joe lived for his trains. He loved to model and was particularly well known for some of his humorous scenes. Joe's hands were not very steady when I knew him, but that didn't stop him from modeling. Even though some of his later stuff didn't look as nice as you would expect from a master modeler, Joe had something else going for him. He was an idea man. He would come up with techniques for different modeling situations and pass them on to anyone who would listen. Joe may not have built the best looking models around but there are not too many serious modelers in our area that don't have at least one of his rolling stock or buildings in their collection. The last hero I want to mention has recently been forced to get out of the hobby for reasons beyond his control. Of course, I'm talking about Royal Ream. I was introduced to this gentleman by Joe Corey. His natural rock layout was well on its way at that time and Royal was looking for help from anyone who was willing to assist him in modeling the scenery. Almost all the modelers in the Las Vegas area that I know contributed something to his effort. It's almost as if his goal was to get a piece of all of us in that layout. Unfortunately I got involved at work and other things and didn't get to spend very much time with Royal over the past few years. I regret that. Royal was another idea man. He'd come up with all sorts of ideas and techniques and we just couldn't wait to try them out on his layout. Royal is a hero in my book because he couldn't wait to share the hobby with anyone who would listen to him.

As you can see, all my heroes have one thing in common. They all wanted to share their love of model railroading with others. Maybe if you and I work at it, we too, can become heroes!

CAJON CREATES DVD MEMORY PHOTO ALBUM

The Cajon Division would like to share with you the dozens of photos taken of all our events in the years 2002 through 2004. Dale Tripp, our webmaster, has skillfully combined these photos into a DVD Memory Album. It features many layouts previously shown on our layout tours that are no longer in existence. Each year is separated and each event is titled.

A limited quantity of the DVD is now available for sale at \$10 each plus \$4 priority mail postage. Send check made payable to the Cajon Division to Jan Wescott, 180 W. Middleton Drive, Henderson, NV 89015. Arrangements can be made for pick up at future events.

HELP! At the premier showing of this DVD in Barstow some members handed me \$10 without filling out an order form and/or didn't give me money but wanted a copy. Being of senior mind and prone to senior moments I cannot remember who you are. If you gave me money as prepaid, please contact me and I'll get you your DVD. Others, please reorder. Thanks, Jan

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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

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