THE CAJON DIVISION, INCORPORATED

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The Order Board

Inside this issue:

Coming Events	1
29 Palms Meet	2
Mastering Modeling, Part V	3
From Carl's Workbench	5
New Orange County Club	5
Robert D. Wescott, Jr.	6

Coming Events!

Two meets are in the planning stages for this spring, one in 29 Palms and one in Las Vegas. Details will be in the next issue, or see www.cajondiv.org for the latest information.

BARSTOW

Once Again, A Stellar Event

By Carl Heimberger

Okay, Cajon Division, congratulate yourselves for the successful fourth annual Barstow Model Railroad Celebration. I had real concerns about staging this event just sixty-one days after the 2005 PSR Convention, but as always, the Cajon membership can make things happen. Over 80 members attended this event, including the LA Division, guests from High Desert Modular Model Railroad Club, and members from the San Diego Division who were promoting the 2006 PSR Convention, "Back to the Future." We had one attendee with a very interesting story: it turns out our Barstow weekend sometimes coincides with a really big air show at Nellis Air Force Base in Las Vegas. Some of you may remember that a couple of years ago a young fellow showed up that was just spending the night on his way to the air show-and he attended many of our events. Well, his name is Harvey Brown from Delray Beach, Florida-and the same thing happened this year. Turns out he flies himself into one of the Southern California airports near to his parents, visits a while, and then takes off towards Las Vegas, spending the night at the Ramada. Serendipity, huh? Our special thanks go to Lawrence Deutsch, President of Western America Railroad Museum, his staff and volunteers, and the Barstow Chamber of Commerce for putting on a successful Craft Fair.

Friday night started off with registration, Bingo, and a special "Hands on Weathering Clinic." Thanks to Loretta Block for organizing the Bingo event *(24 people played Bingo and this time it was mostly rails, in contrast to the sessions in Buena Park. Loretta reported that "those guys" sure are slow. Maybe numbers and letters aren't their game.)* and Robert Wescott for pre-painting the storefronts for the Weathering Clinic. Saturday morning the boys from OCMR dominated the program with clinics on how to build modules, tricks of track geometry, wiring for DCC, as well as

"Tin Foil Man" Bob Mitchell. Photo by Bill Jacobs.

Dave Arendes module building clinic. Here he is answering a question for one of the attendees. You can see that this was a "hands-on" clinic. Photo by Bill Jacobs.

(Continued on page 4)

From Carl's Workbench

By Carl Heimberger, Cajon Division Director

As Model Railroaders we are associated with a unique group of individuals. Each of us has our own reasons for being in the hobby and we have our own techniques and methods of modeling. It is this diversity that makes model railroading such a great hobby-and an acceptable solution can be obtained through a variety of methods. For those of you who may be new to the hobby, most old timers are willing to share their ideas and methods; all you have to do is ask. For well over 50 years my involvement with this hobby was doing my own thing working on my various home layouts. Six years ago I saw a newspaper article about Orange County Module Railroaders, who met on a monthly basis in the Anaheim Library. For about a year I kept thinking that I should go see what this club was all about-heck, it might even be fun. Joining OCMR was the one pivotal move that took me from just being a guy who played with trains to being a Model Railroader. There I met Steve Connelly, who convinced me to join NMRA and to attend the PSR Convention in Las Vegas in 2001; little did I know that at that convention I would meet Jan Wescott-and, well the rest is history.

By joining the NMRA, I really got an understanding of the true depth of this hobby. In these past four years since the 2001 convention I have expanded my knowledge of this hobby tenfold by first attending clinics and talking to other model enthusiasts, but the real learning experience came when I was asked to do a clinic. To say the least, this was something that I was less than thrilled about. But in retrospect, it really made me a better modeler; first I had to do the preparation and then I had to come up with a method of conveying my ideas to other modelers. So my challenge to the membership of Cajon is that the next time you have the opportunity to give a clinic, step up to the plate, I think you will find the experience rewarding, as each of us have some unique or different way of pursing the hobby.

That thought takes me to my next concern for the Cajon Division-there are still key positions on the Division Board that need to be filled. Therefore, the Division really needs some of you to step up and take on a Board Position. I think that you will find your commitment rewarding. Like Jan, my philosophy is that if we are not having fun, then something is wrong, and you have my word that for the next two years we will have fun. So do not miss out on the opportunity of a lifetime to help chart the course of the Cajon Division for the next two years-volunteer to be on the Board.

In closing, while writing this article over the Thanksgiving weekend, I was unaware of the serious health problems of Robert Wescott. Unfortunately, Robert passed away on November 29, 2005. My thoughts and prayers are with Jan and her family, Robert was a good friend and an excellent modeler-and we will all miss him.

Your Director, Carl Heimberger

New Orange County Club From Bob Chaparro

A new model railroad club is forming in Orange County. The club already has a good-sized layout room and is looking for members to help design, build, and operate an HO-Scale layout. The layout will be built in the finished office space above the Streamliner Café in Laguna Hills.

The café is located in an office/light industrial complex at 23151 Verdugo Drive, Suite 112, and is operated by the club organizer, Bob Walker. This location is near the intersection of Moulton Parkway and Lake Forest Drive. The complex is on the west side of Verdugo, almost where it dead-ends into La Cadena Drive. Interested parties should contact Bob at: bobwalker1@netzero.net.

The Café itself has a railroad theme, an operating overhead G-Scale train, and even sells a few hobby items. The website is: http://www.streamlinercafe.com/. When you get to the website click the logo at the top to enter the rest of the site.

Robert D. Wescott, Jr.
11/07/29-11/29/05

As most of you know, this space in the Order Board would normally be occupied by **Robert's D*** Column**. The Cajon Division lost our Contest and AP Chairman, all around good guy, and excellent modeler on November 29. Robert had two passions in life beside his family-the Marines and model railroading. Many, many of the Cajon Division folks came from afar to his funeral-what a family we have. Robert was well known for his great structures-and, he was awarded, unfortunately posthumously, the Achievement Award for Master Builder– Structures on December 13, 2005. We salute you, wish you were still with us, and hope that the rest of us can live up to your standards. To a great and good patriot, Semper Fi. You were a real friend. We know that you will rest in peace. Watch after us at all our next contest rooms, old buddy.

(Continued from page 3)

raises an important point: Having a perfect finish is only part of Finish and Lettering. There is the other half, Lettering. There are many different ways to apply lettering to your model; decals, dry transfers, or lettering by hand. All have pros and cons.

Decal lettering is widely available, for nearly every prototype ever made If there isn't a set for you, there are alphabet sets to piece together your own lettering. Or, there is now the ability to create your own using a computer and printing on blank decal paper. The drawback for decals is: there is always the extra film that must be hidden.

When it comes to scoring the lettering part of the F&L category, there is a hierarchy on which method scores the most points. Well done hand lettering will score higher than using decals or dry transfers.

Notice in all the discussion, there hasn't been any mention of how the point is applied; airbrushing, hand brushing, or even a paint roller. As far as the judging is concerned, it doesn't matter one over another. The result is what counts in F&L. Our philosophy has been to use the same media to apply paint or stain as the prototype would have used. Diesel locomotives are usually sprayed, so an airbrush is appropriate. Of course, there are some special tricks to make plastic look like wood. But for the most part with us, metal surfaces are sprayed and wood surfaces are brushed.

An unconvincing finish will detract from an otherwise perfect model. To keep this from happening to you, use these simple steps. Practice applying paint on other pieces before you try it on that "special" model. Trim as much decal film as you can before you apply the decals. Apply the lettering on a smooth model surface. Rough surfaces make the decal go on harder. Use a decal setting solution to help the decals snuggle down into the model. When we apply decal setting solutions it is not uncommon for us to apply it 20 times-even more for wooden models. Apply a coat of sealer, we prefer Floquil Plat Finish. These simple rules will help you achieve a higher score and more importantly, a better finished model. Back to modeling now, TNT

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).

PLACE YOUR AD HERE!

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Business Card Size Ad
Only $15 per issue or $50 per year! Other size ads are negotiable.

For more information contact Bill Jacobs, Editor.
4813 Plata del Sol Drive
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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 any body else on page 2 know. So there!

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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

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