



THE ORDER BOARD

Volume 41, Number 2

December 2013

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TIME TABLE

November 29 thru
December 23, 2013

"Christmas Train"

Irvine Park Railroad
Irvine Park
Orange, CA

December 7-8, 14-15,
21-22, 2013

"Santa Train"

Nevada Southern Railway
Boulder City, NV

December 7-8, 2013

"The Great Train Expo"

Model Railroad Train
Show

Del Mar Fairgrounds
Del Mar, CA

December 14-15 & 21-22

"Santa Train"

Orange Empire Railway
Museum
Perris, CA

January 11-12, 2014

"The Great Train Expo"

Model Railroad Train
Show

Anaheim Convention
Center
Anaheim, CA

March 28-29, 2014

Cajon Division Convention

Temecula Senior Center
Temecula, CA

Highlights of the "Gateway to Cajon Pass" Pacific Southwest Regional 2013 NMRA Convention

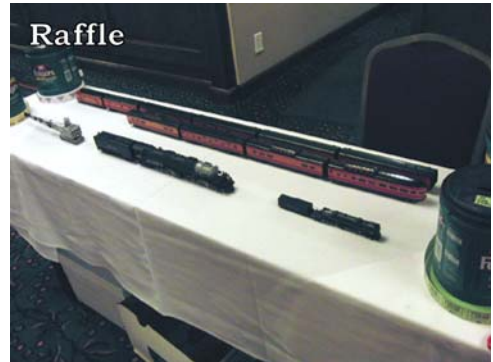


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Registration



Raffle



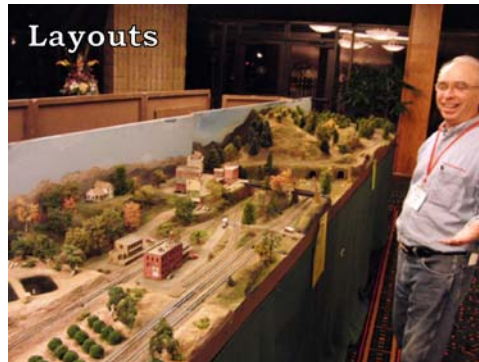
Hump Yard



Repair Facility



Layouts



Clinics



Model Contest



Run-1



Per Hanwe photo

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From the Conductor's Desk

I welcome all of you to Director's column with a brand new name. First I would like to thank you for the confidence you have showed in electing me to be your Director for the next two years. Please join me in thanking Bob Mitchell for the four years he served as Director and wish him good luck in his future model railroading endeavors. He is working on a fantastic layout and I hope we will see progress reports in coming issues of the *Order Board*.

My Board is already working in a couple of areas to make the Cajon Division grow and become a very active division in the future. You should have noticed the all-new website (www.CajonDivision.org) that has been up and running for a while now. Additions to the website will come throughout the year and if you like to see something that isn't there yet, please contact our webmaster, Gary Butts (Webmaster@CajonDivision.org).

In addition to the traditional *Order Board*, I have also started an electronic news bulletin, the *eNews*. The first issue is already out and more will come. The purpose of this bulletin is to get news out to all of you much quicker than what we can do with the regular *Order Board*. Any comments on the format or content of the *eNews* are certainly very welcome.

We have changed all email addresses for the Board members. Our new addresses follow the pattern <title>@cajondivision.org. This enables two things: It is easier to reach us if you want to talk to the editor, you just send an email to Editor@CajonDivision.org and he will get it. Secondly, it removes the necessity to remember to change email addresses in your contact list when we change persons on the board.

Furthermore, we hope that we pretty soon can publish the *Order Board* on a bi-monthly schedule. Most of the issues will be electronic only and we will therefore need to have an up-to-date email list within the Division. My goal is to have a better than 99% of our members with a correct email address in our roster.

Traditionally we have had two annual meetings in California: Temecula and Barstow, and one in Nevada, in Las Vegas. My hope is to add one more annual meeting somewhere in California, ideally at different locations every year. If at all possible, we should also add a couple of Mini-meets throughout the Division to give every member at least one meeting per year within easy driving distance from home.

There you have it. A lot of new activities are in the plan. But if we are going to be able to make all of this happen, we need input and help from you. Please don't hesitate to volunteer your ideas, organization skills and writing skills. Every little bit you contribute, in time, effort and write-ups, will count towards AP points somewhere in the AP program. That will get you closer to the MMR certificate, and you will find yourself listed on the MMR page sooner than you thought was possible.

Per Harwe

Director, Cajon Division, PSR

Director@CajonDivision.org

The Backshop



By: Gary Butts, Editor

Having attended the first board of directors meeting for the new Cajon Division board, I have to say that I am enthusiastic about the prospects for this upcoming year in the division. All of the new board members are of like mind and all are unified toward common goals. Primary in these goals is the further unification of the Cajon Division. We all understand the problems we face due to the relatively large geographical area our division covers, but we are determined to increase the sense of camaraderie between our members. Starting with geographical board member representation, we are off to a good start.

Another of the primary goals of the new board is retaining current and recruiting new members in our division. My assignment as the new membership chairman puts me near the center of this effort, and I intend to push for more membership interaction as well as more individual recognition as paths toward these goals.

Unfortunately for our NMRA division, membership interaction is largely confined to the Regional and Divisional conventions. For some members, this means only two or three meetings each year. For this reason it is very important that our members are encouraged to attend these meetings. Simply put, if they don't come to a convention, they may not meet new NMRA people and will not have the opportunity to exchange modeling experiences with the other members of our organization. I hope to increase the awareness of each member of our division about what is available to them at the meetings and maybe even facilitate transportation to the meets for those that must travel long distances to attend. Starting with new members, we need to reach out to these people in a personal way to let them know what our organization is about and to invite them to increase their modeling enjoyment by attending one of our meetings. I intend to make this happen. I know that I invariably learn something new that I can apply to my modeling hobby from every new member that I meet, and the exchange of information with the other

See Backshop pg. 12

Elections '14!

**Cajon Division
Superintendent**
elections to be held the first
month of 2014!
Don't miss it!



It is that time of the year. Up for election this next year are the normal Superintendent position as well as two newly formed Cajon Division positions.

In addition to the normal Superintendent position, geographically significant Assistant Superintendent positions have been added to this year's board of supervisors. The aim is to have personnel with Superintendent status located in our two major member locations.

Since our division covers a large geographic area, it is thought that having board members physically located near these areas will bring better cohesion to our division. Problems, desires, ideas and suggestions for the Division operation should be more easily brought to the board's attention by the actions of the local Assistant Superintendents. Having local knowledge and personal contact with our members should help to make this happen.

The two new position titles are Assistant Superintendent-CA and Assistant Superintendent- NV for California and Nevada respectively. As of this time, two of our members have stepped forward to run for these new positions. Our current election slate:

Candidates for Superintendent, Cajon Division, PSR
Tom Boyles
Candidates for Assistant Superintendent- CA
David Pantoja
Candidates for Assistant Superintendent- NV
Edwin Hall, MMR

Should you desire to run for any of these positions in the upcoming election, contact Per Harwe, Division Director Director@CajonDivision.org as soon as possible.

Look for your ballot in the mail in January which will include candidate statements of qualification
See Election pg. 12

Achievement Program

By: Bill Jacobs



The Cajon Division did well at the recent PSR Convention in San Bernardino. There were 37 entries across the three categories of models, photos, and arts and crafts. There were 21 awards presented out of the field

of entries and 11 of them went to Cajon Division members! They are:

Model Color Photo

Margrit Stallings

2nd Place: "Maintenance of Way"

Prototype Color Photo

Eric West

3rd Place: "Fillmore Railfest"

William Buss

2nd Place: "Union Station"

Best in Show, Photographs

Annette Palmer: "Niles Canyon Coupling"

Steam Locomotives

Gary Butts

1st Place: "LIRR G5s #35"

Diesel Locomotives

Bob Olds

3rd Place: "T&W F3A/F3B/F7A"

Ed Hall

2nd Place: "SP PA2 #6041"

Structure Off-Line

Charlie Abbott

1st Place: "Butte Mercantile"

Favorite Model-Popular Vote

Charlie Abbott: "Butte Mercantile"

Thumbs Levity

Jim Fuhrman

1st Place: "Wicked Witch of the West"

Jim Fuhrman: "Dracula Diesel"

Additionally Gary, Ed, and Charlie received Merit Awards for scoring more than 87.5 points in judging. Congratulations to you all.

I receive many questions about how the judging of models is done, what the judges look for, how to fill out paperwork, and what is necessary to get the best possible score. To that end, over the next five issues of the Order Board I will describe each of the five

[See Achievement pg. 15](#)

Banning Train Festival

By Per Harwe

"Reaching Out"



"The specific purpose of this Corporation is to promote, stimulate, educate, and foster all aspects of the art and craft of model railroading".



That phrase is taken directly from our Articles of Incorporation and if we are really honest with ourselves we probably haven't done too much to live up to that lofty statement. The Cajon Board discussed this at our first meeting in September and we decided to participate in the Banning Train Festival with an information booth aimed towards the general public.

We were lucky enough to get a space among the modular layouts that were on display so we had a good number of people coming by. The interest was great, maybe enhanced by the always-full candy dish and free magazines. We also had a drawing for some model railroad car kits, which attracted over 60 hopeful contestants. It is too early to say how many new members we got because the numbers have not gone through NMRA HQ yet, but I am sure we did get at least a few new Rail Pass members. Based on the success in Banning this is something the Cajon Division will try at many more train shows in the Southland.

I like to thank all of you who helped making this a success, especially Mike Allee from the LA Division. Marty and Ed Treaster, Gordon Roberts and Todd Scott from the Cajon Division.



Some of the booth staff, from left to right: Todd Scott, Mike Allee, Per Harwe

ORDER BOARD REPORT



Pacific Southwest Region Convention

"Gateway to Cajon" *by Gary Butts*

By all accounts this years PSR Convention was a great success. The attendance was up and all of the events were well received. With over 50 Clinics available, there was plenty of modeling information for all levels of modeling skill and all topics of interest. As always, the convention was a great time to re-connect with modeling friends made over the years and to make new friends with like model railroading interests. The prototype tours allowed members a chance to experience activities not normally available to the individual. When else can you actually be the engineer in control of an 1000 horsepower Alco switch engine or be in the control tower of one of the worlds largest hump yards when a broken coupler sends a whole train into the classification yard out of control? The CEMEX plant tour including their relatively extensive private railroad operation turned out to be a real bonus for those that took the tour.

The Friday night happy hour and "Chinese" auction was a full house situation with so many prizes that there were few that didn't win some model railroad treasure to take home. A visit to the contest room was rewarding as usual. Although the number of models entered was down slightly, the quality of the modeling was up. It is always inspiring to see what our fellow modelers are capable of when it comes to reproducing full scale railroading in miniature. It is in the contest room and the layout tours where we get to see the products of our fellow modelers efforts first hand, up close and personal, and come to appreciate what can be done with research, attention to detail, patience and of course skills learned over the years from clinics, tips from modeling friends and personal achievements.

This year's layout tour itinerary was no exception. On behalf of all of the Region members, I want to thank those of you that took the time to finish off that last little detail and clean up the railroad room and most importantly, open up your houses to allow us to see the beautiful work that you have put into your hobby in the form of your model railroad layouts. It is said that duplication is the sincerest form of flattery and I hope that you will take that to heart when you see hints of your ideas show up in other modeler's efforts.

This year's convention also featured four modular layouts set up right at the hotel. Special thanks to the Circus Model Builders, 20's-30's, Free-Mo and Group 160 groups for displaying your great modular layouts. All four of these layouts showed an extremely high level of quality and detail and a level of scene coherence not normally found in many modular layouts. It appeared that all of the modules within each layout were from the same source, with conformity of texture and colors the norm across the modules.

Saturday morning gave everyone a chance to look for that long "needed" car, book or other model equipment at the Round House Gang swap meet. The meet filled up the entire Banquet room, the patio and the complete hall between the two with tons of vendors offering all types of model railroading for bargain prices.

They say that if you want attendance, don't skimp on the food (or as they say in Michigan: "It's all about the food!"). Well, this years banquet was right in there. The dinner was well prepared, on time and tasty. Followed by Stuart Forsyth's excellent presentation on the role that Cajon and its associated railroads played in the WWII effort made for a great evening. The Awards presentation gave us all a chance to see just who was behind those special models and photos brought to the convention as well as those members on track toward their Achievement Program goals. Presentation of the Division member of the year perpetual awards was followed by presentation of certificates of appreciation to those that helped with the "behind the scenes" work required to put on this great convention.

The Sunday morning General Membership meeting conducted by our Region president Don Fowler, featured installation of the new Cajon and San Diego Division Directors Per Harwe and Pete Steinmetz respectively.

Along this line, a very special thank you must be extended to Bob Mitchell, our Cajon Division director of the past 4 Years and his Convention committee, for their outstanding work in putting on this year's outstanding convention.

Event Details:

Wednesday Night Bingo *by Charles Fisher*



Joe Parrino Photo

Wednesday night found Mike Allee and crew sitting at a table calling off Bingo numbers with great abandon. They were having fun popping off one liners and numbers and infusing the scene with loads of fun. The room was set up with the large round tables and most of them were full with players, many of whom had many Bingo sheets and were seriously stamping away as the numbers were being called. Bingo when played with lots of cards does require one's attention and everyone in the room was laughing and enjoying themselves.

Modular Layouts

Four modular groups set up their modular layouts right in the hotel lobby and one of the convention rooms and had trains operating during the entire convention. These were all first class modules

featuring high quality track work and completed scenic details. The Circus Builders layout featured a complete circus scene including the circus parade, Big top under construction a great town scene with hundreds of scale onlookers. Of course the circus train was operating close by.



Circus Builders Modular Layout

Also located in the front lobby of the Hotel the Group 160 N-Trackers modular layout featured a double track main complete with long trains running in both directions through wonderfully scened mountains, tunnels and towns.



Group 160 N-Trackers Layout

Next to the banquet room the Free-Mo modular group set up a large HO layout using the high profile Free-Mo standard module design. Featuring desert canyon scenes and the LA Union station and a service facility.



Free-Mo Modular Group Layout

Also next to the banquet room the 20's/30's Group set up a wonderful HO modular layout featuring fully scened modules with excellent trackwork, multiple fully detailed structures with lighting and CTC signaling.



20's & 30's Group Layout

Prototype Tours

The Union Pacific Cajon Hump Yard tour featured visits to the control tower with views of the entire classification yard as well as a chance to see the process in action and ask the Hump yard manager detailed operational questions. Watching the individual cars continue on for literally miles at walking speed gives one an appreciation for the lack of friction that leads to the practicality of shipping on the railroad. The second group of visitors were witness to a runaway train (thanks to a broken coupler) that had the tower crew hopping to prevent any damage or injury.

A visit to the engine repair facility was equally impressive. Standing close to the prime movers that the facility replaces in the engines and seeing the wheel turning facility (they actually machine the worn tires of engine wheels right there in place on the engine) and transfer table in action was truly eye opening for some of us.



Joe Parrino Photo



Colton Hump Yard and Repair Facility

CEMEX Tour *by Carl Heimberger*

Those members who went on the convention trip to CEMEX were surprised that it was not just a cement plant. CEMEX is one of the largest producers of cement in the country and owns its own railroad with about 14 miles of track from the processing plant to the quarry. Members got to tour the quarry, see the mining operations and how the raw materials are turned into clinkers, which are then moved by rail to the processing plant in Victorville where they are ground into various cement products. CEMEX also has its own shops for maintaining their railroad equipment which the group also was able to tour. This tour was quite educational for all who attended.



Joe Parrino Photo

CEMEX Tour

Several groups of Convention attendees visited the Orange Empire Railway Museum in Perris, California to take part in their Run-1 event. In groups of four they mounted into the cab of the Museums' 1952 Alco SW-3 (or maybe -4) 1000 horsepower switching engine for a go at the throttle. After a brief explanation of the basic controls of the engine to include the bell, horn, motor switch (series, series-parallel or parallel connection), the rheostat control and the operation of the air brake system and control, they were off. Each member of the group was able to signal the bell and horn, throttle up and release the brakes for a short trip up the tracks and reverse back down to the engine house. Talk about an experience: these engines are little more than a huge diesel engine with a small place to sit and control them. The power under your control is instantly obvious as soon as you notch up the rheostat to the first or second notch.



Per Harwe at the controls of the SP #1474

Clinics

The great variety of clinics available left one constantly trying to plan his schedule to be able to attend the clinics of their choice. Virtually all facets of model railroading were covered from history to construction to manufacturing. All of the clinics were well attended which speaks well of the quality and modeling enthusiasm of both the attendees as well as the clinicians.



Joe Parrino Photos

Friday night found most of us in the banquet room eyeing up all of the model railroad goodies, trying to decide just how many tickets we were going to have to buy to insure we won that prize steamer or diesel engine we wanted. With prizes outnumbering the attendees, almost everyone won some prize that they had put up a ticket for. It was a great time to visit with old friends and meet some new ones as well.



The Round House Gang Swap meet had over 50 vendors filling up the banquet room, hotel patio and hallway between selling all types of model and full scale railroading. There was everything from brass engines to books to new and used railroad cars of every description. You could buy model people and DCC and CTC signaling components in all of the popular scales. Truly an event to catch to find that item you had been looking for.



Joe Parrino Photo

Round House Gang swap meet

HOBO Breakfast by Ed Hall, MMR

15 hearty souls were in attendance at a very early 7:00AM. Both the food and service excellent. I gave away some buttons and patches for questions I asked like “who came the farthest”, Duane Buck was the winner. A tradition we have at every HOBO breakfast is signing the place mats, my favorite part is reading them to see who I recognize. We passed the hat, asking for the traditional penny donation and collected \$9.14 (thank goodness it wasn't all pennies). I'm looking forward to the next breakfast in San Diego, hope to see you there, I guarantee you'll be having fun!

Model Contest and AP Awards

One of the highlights of every NMRA convention is the model contest. Members bring models to the convention that they have built or modified to be as realistic as possible to be judged in both a popular appeal contest as well as a sanctioned NMRA Achievement Program merit award qualification judgment. Photographs and other items are entered into the popular appeal contest with commensurate



Chuck Nauman Photo

1st Place, Steam Locomotive, Gary Butts



Chuck Nauman Photo

2nd Place, Diesel Locomotive, Edwin Hall



Chuck Nauman Photo

3rd Place, Diesel Locomotive, Bob Olds



Chuck Nauman Photo

1st Place, Structures-Off Line, Charlie Abbott

awards presented to the best of all of the normal categories. This year was the norm with many models qualifying for AP Merit awards. Following strict guidelines, the volunteer judges go through an exacting procedure to insure consistency with NMRA National guidelines during the judging and grading process. For specific category winners listings see [Bill Jacobs column](#) in this issue.

Banquet / Guest speaker / Awards

Following the meal on Saturday night in the banquet room, the convention was treated to a detailed presentation on the part Cajon and its related railroad played in the effort to win the second world war. Stuart Forsyth's in-depth knowledge of the events surrounding the operation of the Cajon bomb assembly operation and the related railroad efforts during the war kept all of us riveted to the historical slides and maps he has gathered during his extensive research on the era.



PSR Banquet



Joe Parrino Photos

Stuart Forsyth, Speaker

After Stuart's presentation Awards were presented to the popular vote model contest winners, and NMRA Achievement Award certificates were issued

[See Convention pg. 14](#)



Another Great
Cajon Division Layout
 November 2013

APPALOOSA CANYON RR

Article and Photos by Charlie Abbott

Layout Owner: Charlie Abbott

NMRA: Cajon Division # 111169 0A

Layout Location: Las Vegas, NV

Scale/Gauge(s): HO/Standard

Overall Size: 10'x22' + adjoining 2'x11'

Modeled Location: Fictional High Desert Utah-Arizona

Time Period: 1959

Layout Achievement Awards:

- Golden Spike
- 3 Merit Awards for scratch built structures

The Appaloosa Canyon Railroad started 17 years ago on a 4X8 piece of plywood in my home office and expanded into the garage. The layout depicts the red rocks of Utah and Northern Arizona in 1959 with all the towns being fictional. Part of the requirement for a new home we were looking for in 2000 was a large 3 car garage. A 10'x22' bay of the garage was enclosed and AC added to become the layout room for around the wall "L" girder bench work attached to the wall studs. A peninsula was added also using "L" girder bench work supported by 2"x4" legs. In 2008 the layout was further expanded into the main garage with a 2'x11' enclosed area used primarily for staging with some industrial sidings.

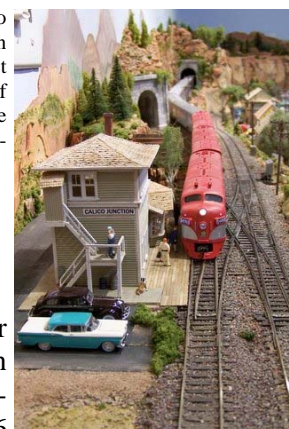
I used Atlas code 100 flextrack on a cork roadbed for the 115' of mainline track on two levels. Atlas, Shenandoah and Peco turnouts were used with #4 and #6 on industrial sidings and #8 for passenger sidings. The minimum radius is 22" on the mainline and 18" in yards. The MRC Prodigy Advance DCC System with 2 LCD Cabs is used for control.

Current motive power consists of a Broadway Limited Jle Hudson 4-6-4, Broadway Limited SP Cab-Forward Articulated 4-8-8-2 steam locomotive, and a Broadway Limited SP E7A/E7B/E7B Passenger Unit all with sound. Proto 2000 Series diesels include: a UP E6A and E6B Passenger unit, SP E7A and E7B, 2) UP SD7s, and a UP SD9. Other diesels include an Athern SP GP9 Black Widow, an Alco UP S-3, a Walthers SP EMD SW-1, a Bachman SP GE 60 Ton, and a Spectrum EMC Gas Electric Doodlebug.



SP E7A 6001 climbs slowly behind the Ferndale business district.

SP E7A 6001 and two E7B units pull a seven car passenger consist up the grade out of Ferndale and into the Calico Junction station.



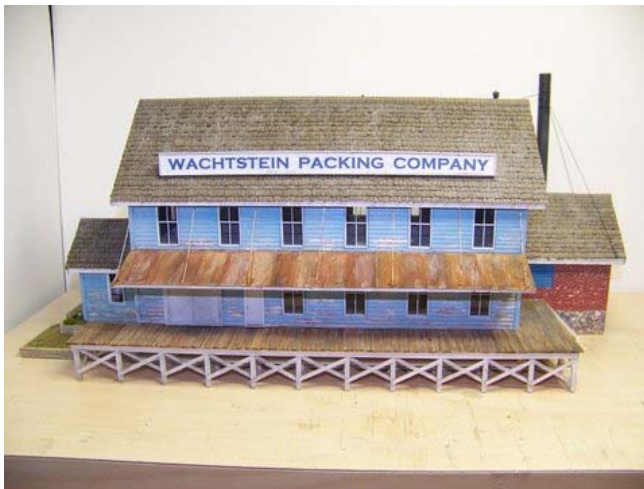
Rolling stock found either behind the locomotives or in staging yards include 16 passenger cars, 42 box cars, 16 reefers, 14 tank cars, 10 hopper cars, 8 flat cars, 7 cattle cars, 3 maintenance of way cars, and 8 gondolas. All are weathered to some degree before being put into service.



A very tired UP steam pulls a mixed freight past the Fearndale station where passengers are boarding the morning Doodlebug to Abbottsberg.

The layout scenery is primarily Bragdon Enterprises Geodesic foam and resin rock castings over shaped Styrofoam painted with multiple washes and then covered with various Woodland Scenics blended turf, ground foam foliage and over 400 trees. Dirt and small rocks have been collected from the areas modeled and are used extensively for top soil, gravel roads, river beds, and rock talus. The backdrop includes spray painted clouds and mountains over blue walls, plus cut out commercial scenic and industrial backdrops.

Although I love to put on open house events at Christmas and let kids from the neighborhood and our church run the trains, my greatest interest in the hobby is scratch building structures. I am in the process of replacing all those molded plastic kit structures that seemed so cool 15 years ago with at least laser wood or brick kits. Still have 45 to go. I have enjoyed assembling 4 Campbell craftsman kits, 19 laser wood kits, kitbashed 15 others, and to date have scratch built 22 structures.



Merit Award winning Wachtstein Packing Co. Overall weathering and peeling paint got the judges attention as well as the detail including turnbuckles, nuts and washers, electrical meter box, control boxes, and signage.

My scratch building projects have utilized many of the materials available including Northwestern Scale Lumber siding and structural wood, styrene siding, roofing and structural pieces, Grandt Line and Tichey windows, and many different roofing materials. I usually start with a set of plans, or photographs from which I draw my own plans. My brother is an architect so I try to play my ideas by him before I get into too much trouble starting to construct before really

doing a good job of laying out the project first. One large residence that I built had seven different roof lines which I never would have completed without some professional help. Like most modelers I didn't start out constructing award winning buildings. I still have that model of a detached garage I built as my first scratch built project.

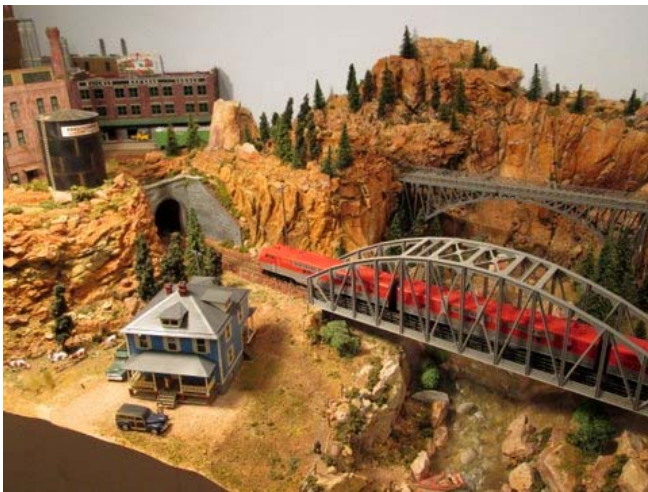
Over the years I have copied or cut out every weathering article I came across and refer to this collection of ideas tested by my peers for my various projects. I'm a bit anal when it comes to weathering and am somewhat amused when I see shiny plastic buildings as part of a layout article in one of the trade magazines. The plastic kit buildings that I still have too many of at least have been dulled down with some Dullcote. Brick buildings deserve at least mortar lines which can be accomplished with commercially available paints thinned into washes or my favorite; a combination of grimy grey and ash ground chalk mixed with alcohol. This dries quickly and is very forgiving since you can add more to get the desired effect or just brush on alcohol to remove your work if you don't like it. I try to pay attention to rooftops (which everyone sees) making sure they are dirty, full of stains and appliances are adequately rusted or grimy.



Cactus Flats is a busy area with a grain processing plant, ore transfer operation, and the UP maintenance facility. SP switcher 1010 is pushing a loaded hopper car to a siding.

With a layout modeling the late 1950s I have displayed 114 automobiles and pickup trucks with the newest being a 1959 Porsche 356 Convertible and the oldest a 1935 Ford. 65 trucks, 2 buses, and 5 motorcycles round out the vehicles located throughout the

layout. Then there are the figures; I have 142 passengers seated next to the windows in the passenger cars. The towns and cities are well populated with just about every packet of figures that Woodland Scenics has put out plus many more from Preiser. I try to group these accessories into recognizable scenes such as a sandlot baseball game complete with players, people watching, cars pulled over and an ice cream vendor with a push cart. My corny sense of humor came into play with a drug bust scene in front of a church complete with a trunk sniffing German Shepherd and the congregation coming out just in time to witness the action.



The SP passenger train crosses the bridge over the Appaloosa River behind a prosperous rancher's house

The details that are available seem almost endless and I admittedly have more than I will ever use, although I never seem to have enough trash cans or wood flats. Appropriate piles of junk around industrial areas and railroad maintenance facilities help to create a scene that is both realistic and familiar to the viewer. Although I enjoy putting together all the components for these scenes I have had more than one of my peers complain that I have just too much to see during a single visit. Did I mention that there are telephone poles on every street as well as phone booths, mail boxes, newsstands, fire hydrants, a dog peeing on a fire hydrant, and a biker bar.

Since I have run out of space in my layout room I have begun working on a 2x4 modular layout section to be home for my latest scratch building projects. I also have those 45 plastic structures to replace. Should keep me busy until they put me in an assisted living facility. I've heard some of them even have small layouts.

-ca

Backshop, from pg. 3

members is always rewarding. I am sure that I am not alone on this.

I feel that gratification for an effort comes with the satisfactory accomplishment of a task followed by expressed recognition of that effort. In short, we like a pat on the back when we do well. The NMRA offers a wonderful opportunity for receiving this type of satisfaction at several levels. Whether it is an award for a well built model, the applause for an appreciated clinic, or recognition for a service performed, it is important that these efforts not go unrecognized. Look for more personal recognition along these lines at our Regional and Division meetings as well as in our Order Board newsletter and our Cajon Division web site. The NMRA Achievement Program is a unique program that provides recognition of modeling efforts for all level of model railroaders and even reaches out to solo modelers in a way not found in most other organizations. Look for increased visibility for these AP achievements in the Order Board and on the web site as well.

I am sure that with a relatively small effort in these directions and a favorable leadership environment, the natural tendency for like-minded model railroaders to share their experiences will bring more opportunity for exchange and the desire to participate will follow. -gb

Election, from pg. 3

from each of the declared candidates. Write-in candidates are allowed and provision for casting write-in votes will be provided on your ballot.

Ballots may be cast only by members is good standing of the Cajon Division (Rail Pass members do not qualify) and must be returned within 30 days of the ballot mailing. If you do not receive your ballot, contact Gary Butts

Membership@CajonDivision.org

or

Per Harwe

Director@CajonDivision.org.



Vector.me



“Tools & Tips”

MOONLIGHT MADNESS

or

WHY AND HOW I BUILT A LIGHT VALENCE

by *Charles Fisher*

I guess you could blame Sacramento. Until the NMRA conference in the state capital I had never given much thought to a moonlit landscape but the clever planners responsible for the convention must have known I would be "easy pickens" and had arranged some clinics devoted to the topic. And if that wasn't enough the California State Railroad Museum even had a working model railroad with lighting that transitioned from full daylight to full moon.

"What does this have to do with running trains?" you ask. Well, nothing really but it simply looks terrific and visitors love the show as buildings, signs and streetlamps come to life all over your layout. By the way, once you start adding lights there is no going back, it sort of becomes addicting but it is so much fun.

As soon as I returned from Sacramento I started planning how to add moonlight to my HO railroad. Unlike our east coast and Midwest brethren my situation is typical southern California, ain't no basement, so the layout had to be in the garage. My wife who strongly supports the hobby was not keen about giving up a room in the house for a model railroad and we all know that "a happy wife = a happy life" so the garage it was.

Fortunately, we have a three car garage so the third stall became my railroad space. Because the garage had built-in cabinets on both sides that we sorely needed to keep I built an island type table top layout 5'2" wide and 11'5" long. It has a removable module that is 4'6" long by 12" wide that attaches at one corner and adds about 18' of additional yard tracks and makes a huge difference when operating multiple trains. The ceiling section above the third stall in the garage is vaulted and the layout is lit by two standard

48" shop light fixtures that hang one behind the other about 2 feet apart or ten feet end to end. I have found that the four bulbs provided adequate lighting.

My valence design framed in the two hanging shop lights and on the inside of the valence I strung two blue rope lights that look great and simulate a bright moonlit night.



My friend who lives three blocks away has a table saw AND nail guns (what a difference a nail gun makes) so he and I ripped the plywood. We cut two 4"x8' and two 4"x40" strips to make the 11' 4" side frames. Two 4"x30" strips for the end plates. Three spacers 30-3/4"x4". Two splice plates for the side frames 6"x4" and Four gussets for the top corners that are 5" long on each side.

We cut all the wood before assembly, which was amazingly quick using the small nail gun. Use the 1"x2" for corner bracing and under the spacers for additional strength. I found 4" sections were adequate.

The 30-3/4" spacers were placed evenly across the length of the valence and again three were entirely adequate.

The interior of the frame was painted bright gloss white and the exterior the same color as my fascia sort of a Santa Fe olive drab. The frame was hung with the shop lights in place squarely in the framework. This took careful measurement so take your time.

You want the hardboard to lay just barely above the shop lights so you may have to adjust the height by a link or two to get this right as you proceed.

I then carefully measured each section where the hardboard would fit and made the cuts with my sabre saw. The end sections were the easiest, just cut the corners for the gussets and drill a hole to accommodate the chain holding the shop light. The center sections required using a hole cutter so I could pull the shop light plug through to the outlet above the entire assembly. I used a handheld staple gun to attach the whiteboard and as long as you had it lined up correctly there was no problem with staples sticking out. I camouflaged the circular holes I had cut by using

small square sections of the white hardboard. Start by drilling a hole in the middle large enough to accommodate the cord (not the plug) and then using your saw just cut a narrow slot to the hole and place this white side down over the circular hole and no one will notice.

The last step was to attach two strands of blue rope lights to the inside of this valence run the cord through the top up to the outlet and now I have a wonderful moonlit setting.

Oh, I also had to light up my buildings, streets and installed some Miller animated roof signs.

-cf

Convention, from pg. 9
to those who qualified for NMRA Achievement Program Awards.



Achievement Awards. From Left, Don Fowler
Carl Heimberger, Assoc. Volunteer
Morrie Fleshman, Golden Spike
Gary Butts, Civil, Electrical and Scenery



Contest Winners. From Left, Don Fowler
Edwin Hall, 2nd Place, Diesel
Gary Butts, 1st Place, Steam
Duane Buck, 1st Place, Diesel



Contest Winners. From Left, Don Fowler
Duane Buck, 1st Place, Structure, On-Line
Charlie Abbott, 1st Place, Structure, Off-Line,
Favorite Model, Popular vote

Joe Parrino Photos -all



Clinician Certificates

Clinicians:	Char Densford	Michael Gross	Bill Jacobs	Chuck Nauman
Jerry Allen	Barry Draper	Edwin Hall	George Konrad	Chris Palomarez
Dave Arendes	Stuart Forsyth	Per Harwe	Jim Lancaster	Gary Robinson
Brian Block	Don Fowler	Carl Heimberger	Lloyd Lehrer	Todd Scott
Tom Boyles	Kim Fowler	Linda Irick	Bob Libbey	Ben Sevier
Gary Butts	Jim Furman	Nancy Irick	Duncan McRee	Joe Villaryo
Mark Carnighan	Rodger Gredvig	Andy Jackson	Bob Mitchell	Joe Warren



**Harold Whiteley, Cajon Division
Member of the Year**

Contest Room Judges

Tom Boyles	Jim Keena
Duane Buck	Chuck Nauman
Gary Butts	Bob Olds
Jack Eierman	Gary Roninson
Dave Irick	Todd Scott

-gb

New Cajon Division Members



Gary Giddens

Rodney Luker

Gaylon McSmith Gaylon has been a model railroader for over 24 years. Gaylon models in HO scale with particular interest in operations and favors the Santa Fe Railroad. Although he does not have a layout at this time he is a member of and operates with the Coachella Valley Model Railroaders.

Chris Payne

John Rajca John prefers N scale but has recently acquired some G scale rolling stock and is looking at modeling in both scales. He has been a model railroad fan for 20 years and in the planning stages of a multiple level shelf layout in N scale. His is particularly interested in modern High Speed rail.

Richard and Heather Rodriquez

Martha Treaster "Marty" has been around model trains for most of her life starting with her fathers model trains. Along with her husband Ed, they have a substantial HO layout occupying a room of their house. She is a member of the San Jacinto Model Railroad Club, and was recently appointed Chief Clerk of our NMRA Cajon Division.

Bruce Turner Bruce has been interested model railroading for over 14 years. He prefers HO scale during the steam-to-diesel transition era of the 50's. His main interest is in operations and he enjoys the Santa Fe as his prototype inspiration. He is a member of the loose-nit Pacific Railroad Club and is helping to rebuild their layout lost to fire.

New Members: On behalf of all of the Officers and Members of the Cajon Division, Welcome to the Cajon Division of the National Model Railroad Association. Whether you have just recently joined the NMRA or are an "old hat" transferring into our Division, we look forward to meeting you personally at one of our Regional conventions or Division meetings soon. We encourage you to visit our Web Site: www.CajonDivision.org to get more information about our Division's organization and activities. Should you have any questions regarding your membership or your participation in the many events that take place in our area, please don't hesitate to contact our [Membership Chairman](#) or any of our Cajon Division Officers. Their contact information can be found on the masthead of this publication and also on the Division Web Site.

Regrettably, we were not able to contact all of our new members due to missing telephone and/or email addresses, vacations, holidays, etc., however, we will endeavor to post background information about our new members when possible to enable all of us to get to know them better..
-Gary

Achievement, from pg. 7

sections of the Contest Judging Score Sheet in some detail and try to explain what judges are looking for in each section. To get a head start on this, I urge all of you who are interested to look at the Contest Judging Guidelines on the national NMRA website. These Guidelines make an attempt to remove as much subjectivity from the judging process as possible and make it as uniform as it can be across the NMRA landscape.

As many of you know, I am the PSR Contest Chairman, as well as your Division Contest A/P chair. In the former capacity I am the author of proposed changes to the PSR Contest Rules. We follow these same rules in the Cajon Division. The PSR likes, as much as possible, to closely follow what the national NMRA does, relative to contests. I have been tasked by the PSR Board to look into several things, among them whether the Photo contest should be judged or

popular vote and whether NMRA membership is a requirement to enter arts and crafts. I am well on the way to completing this proposed group of changes for presentation to the PSR Board of Directors for approval. The changes will not be radical and I will notify you when changes are made. -bj

(Look for these 5 future columns on model judging to be added as a permanent part of the Reference section of the CajonDivision.org web site as they are published. -ed)

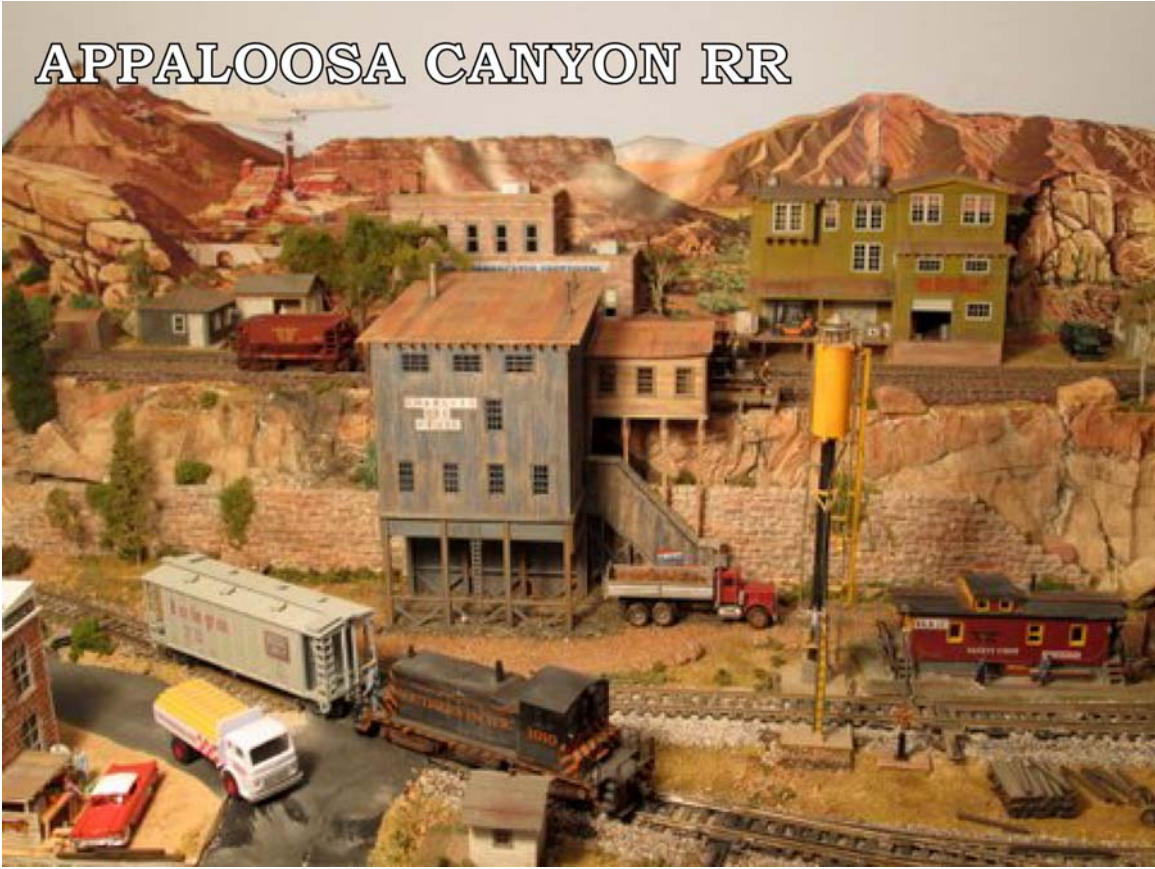
Cajon Division Convention



March 28-29, 2014, Friday & Saturday

Mark your calendar now so that you don't forget to attend this great meet!

APPALOOSA CANYON RR



**The Cajon Division, Inc.
c/o Per Harwe
2182 Sycamore Ave.
Tustin CA, 92780**

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