



THE ORDER BOARD

Volume 42, Number 2

June 2014

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TIME TABLE

June 14, 2014
Tropicanna Village Model
Railroad Train Show and
Meet
Temecula, CA

June 14-15, 2014
"Rods and Rails"
Orange Empire Railway
Museum
Perris, CA

July 22-27, 2014
Santa Fe RR Historical &
Modeling Society
Convention
Fresno, CA

August 2, 2014
Hemet-San Jacinto Rail-
road Club Swap Meet
Hemet, CA

September 3-7, 2014
"Uniting Railroad
Modelers"
PSR Annual Convention
San Diego, CA

September 20-21, 2014
"Anaheim Citrus
Celebrations"
Anaheim, CA

"Henderson 2014"

Cajon Division Mini Meet



The Henderson mini-meet was a great success. The attendance at this meet was up: as well as the normal Nevada group, six members came from California to participate in the fun. All who attended enjoyed a good swap meet with coffee and doughnuts followed by a couple of great clinics, Cajon membership meeting and Board of Directors meeting (open to all members). Free Tee shirts went to all of the attending Cajon Division members that had not already received them. A show and tell session highlighted some great models under construction from a couple of our members and the Door prize raffle and White Elephant auction added to the fun. If you missed this intimate meet, keep an eye on our Web Site for the next one and be sure to put it on your calendar so you don't miss the next Nevada meet.



Marty and Ed Treaster greeted attendees and doled out the raffle tickets. Three huge tables of swap meet items had something for just about everybody.



Bill Jacobs Clinic on "Found Items" for use on model railroad layouts and structures left everyone with some great ideas.



Ed Hall (this Henderson meet Organizer) gave an informative clinic on air brush painting tips.



Door Prize table



Don Stice presented the scratch built warehouse and turntable models he is building.



Charlie Abbott talked about his plans to modernize his Campbell sand house kit-bash.



Henderson Convention Center 2014 Meet Venue

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From the Conductor's Desk

Happy Birthday, Cajon! As I was reading the old copies of *The Order Board*, preparing to scan them, I noticed that the division was formed on June 24th, 1973. It was originally called Division 8, and was later renamed to *Cajon Division*. I am sure that further reading through old issues will reveal when that change took place. It is too bad that we missed the 40th Birthday Party last year, but 41 will have to do.

I invite you take a look at our website and check out the earliest issues of *The Order Board*. There aren't too many issues there yet, but as time allows all of our back issues will be scanned and published. It is some very interesting reading to find out what happened in the formative years of our division.

On the meeting front I can report that we had a very successful Temecula Spring meet. It was very well attended and the arrangements were well received. When you read this we will already have had our Henderson meet and we are now looking forward to the Barstow meet. The time for this meet is not finalized yet, but it will most likely be in late September.

We have talked about a fourth meeting this year but we have not been able to find a suitable location for it yet. If you know of a good place to meet, please let us know and who knows, that may be the place for our meeting after Barstow.

With the Superintendent election behind us, we can now start to look at revising our By-Laws and creating a Manual Of Operation (MOO). Our By-Laws need to be better aligned with those of the other Divisions within the Region and with those of the Region itself. We don't have an MOO so there is a need that must be met fairly soon.

And with that I wish you all a very good summer and if we don't meet at the National Convention in Cleveland in July, I hope to see all of you at the Regional Convention in San Diego in September. Both are going to be very good and you will definitely miss something if you don't attend at least one of them (and I know which one our friends in San Diego will recommend). And when you visit a railroad oriented place this summer, please remember our *On The Road Again* feature. Write a short article about where you were and what you saw! All of us will appreciate it and you will get points towards your Author Certificate for your MMR.

Per Harwe

Director, Cajon Division, PSR

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Achievement Program

By: Bill Jacobs



I hope that you were able to gain a little knowledge into the judging approach to box 1-Construction on the Judging Form from last issue's column.

This time we are going to consider box 2 on the Judging Form-Detail. Right off the bat you will notice that detail is only worth 20 points or 16% of the total number of points (125) available. Why is this?

To answer that question let's take a look, once again, at our judging guidelines, page 4 this time. You will notice that box 2 only considers the amount of detail added to the model. Construction of details are considered in box one, scratch building in the second box 4, and paint and color detail in the first box 4. The box 2 instructions say "Describe complexity, difficulty, refinement & quantity of detail parts added. Identify all commercial parts." So let's consider each one of these words in some detail (pun really not intended).

First is complexity. The judging guidelines seem to favor detail that works, like moveable parts (for example, doors). Other forms of complex detail might be nut-bolt-washer castings, simulated nail heads, and door knobs. For cars, brake rigging is a red letter item and it would be even better if it works in some fashion (although this is pretty tough in the smaller scales), also coupler cut levers that look like they work. For structures, fascia, eaves, downspouts, and gutters are hot items (Hint-small sizes of solder make good downspouts). Surprisingly, accuracy, completeness, and placement of color and lettering is considered added detail although its quality is not judged here. One other thing that you might not think of is that board-by-board construction is considered more complex than scribed siding.

Second is difficulty. Let's take the example of a turn of the century (I mean 1900) gingerbread structure with ornate gables and eaves. If you built these or made molds and your own castings in lieu of commercial parts, that would be considered difficult.

Commercial parts are fine to use and will be considered as added detail, just not as difficult.

Third is refinement. This is pretty simple, everything that should be on the real thing should be represented on the model. How do the judges know this? First, you are going to tell them and second, the pictures or drawings (we will talk about conformity next time) you will attach for box 3. Remember our mantra: **do not let the judges guess what you are trying to do.**

Fourth is quantity. This is the crux of the Detail box. Judges are looking for detail that the prototype needs to function in its intended purpose. If all those are there, then you are done. However, added things such as water bags, shovels, and oil cans can't hurt and neither will junk around an old out building.

Fifth and last is to identify all commercial detail parts added. This is pretty self-explanatory, with an important caveat: if you have a really wazoo kit that comes with every detail necessary, list all those parts, those are added detail. If you replace some of those parts with some you have made yourself, be sure to note that. Although scratch building is considered later I would get a little jump on it by adding at the end of the commercial parts listed something like "all other detail parts scratch built" if that is indeed the case.

That wraps up Detail. The next issue we will consider box 3-Conformity. Since that may take a little more space, let's have a preview. Good example, let's say you are building a water tower (you diesel guys have to imagine something else on stilts) and you build the supporting structure with 2 x 4s. In real life it would collapse under its own weight plus a few thousand gallons of water and that's why the prototype used 12 x12s and plenty of them. That represents bad conformity.

Until next time.....

-bj

(Look for this column series 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)

From the office of the
Superintendent



By: Tom Boyles

We had a great time in Las Vegas and Henderson in attending the Cajon/Henderson Meet May 31, 2014. Many thanks to assistant superintendent Ed Hall for arranging and emceeing the event. There were 35 paid attendees plus 14 tables for RR swap meet sellers. Two clinics were presented by Bill Jacobs and Ed Hall. Three excellent structures models were shown and discussed by Charlie Abbott and Don Stice.

Ed Hall led a general membership meeting. Discussed items included possible future events and locations, and membership communication ideas. I asked for clinic ideas for the Barstow meet: what do you want to learn more about? Several very good suggestions were received.

We are in the process of updating Cajon Division By Laws to conform with NMRA and PSR. We are also developing a Manual of Operations for Cajon. Basically, the By Laws are the broad-brush general definitions and rules for administration of Cajon Division. Generally, any changes to the By Laws require a vote of the membership. The Manual of Operations is much more detailed and specific on how to administer the Division, and any changes generally can be made by Cajon officers without the need and expense of a membership vote. We hope to have both of these completed before the PSR Convention in September.

We do not yet have a date for the fall Barstow Meet in Barstow at the Harvey House. We will let you know as soon as we do.

Hope to see you in San Diego.

The Backshop



By: Gary Butts, Editor

Sandy and I just got back from the LA Division's SpringRail meet and I have to say I was really impressed! It was a great chance to catch up with friends but more than that, it was a chance to see how much fun and education can be put in to a single day meet. Their meet was well organized with two rooms of non-stop clinics, a great mini swap meet, good lunch, TimeSaver game, model contest and Hobo auction. All in one day, wow! The clinic schedule kept me hopping due to the diversity of topics offered and the swap meet and Hobo auction left me well supplied for my next model railroad project. The models in the contest were amazing. What a fun day. I must admit I was a little apprehensive about the 50 mile drive, but the traffic on Saturday morning was non-existent and well worth it. My advice, if you have the opportunity to attend a neighboring division's meet: do it, you won't be disappointed!

Along this same line, I had the opportunity to talk with Pete Steinmetz who is putting the Clinic schedule together for the Regional Convention this September and I can assure you that this upcoming Convention is going to be one not to miss. He already has over 50 clinics scheduled with most being new topics and new presenters. He is also putting together a presentation for the local (San Diego) broadcast media, advertising a "free, open to the public" clinic on the Introduction to Model Railroading to be presented on Saturday during the Convention. Be sure and mark you calendar for this event on September 3-7, it is going to be great.

I was happy to see several of the Cajon Division members that attended SpringRail were wearing their new Cajon T shirts. It made it easy to tell who was attending from our home turf and advertised our Cajon Division support for our sister division. If you don't have your shirt yet, they are Free! Just attend an official Cajon Division meet and your first shirt is included with the registration fee. The catch? You have to attend a Cajon meet to qualify for the free

[See Backshop pg. 8](#)

TEMECULA 2014

by Barney Rosen

I enjoy going to the Cajon Division's Spring Meets and this year was no exception. It was a chance to learn more about creating a better layout and to share time and information with people of similar interests. The bingo evening was attended by 35 or so people on Friday night, as usual there were excellent prizes and plenty of goodies to enjoy. Per Harwe did an outstanding job of calling and Ed and Marty Treaster deserve our thanks on organizing and running the registration desk both Friday and Saturday night.



CLINICS

Well over 50 people attended the Saturday morning clinics, people came from many of the Divisions of the PSR, San Diego, Las Vegas, and Los Angeles as well as the host Cajon Division. There were 7 clinics offered during the morning. Since they all were excellent it made it hard to pick the ones to attend.

BUILDING A TIMESAVER GAME LAYOUT- Gary Butts

This clinic ran from 8:15 to 11:45, it included 3 segments; roadbed layout, preparation and construction, commercial turnouts and flex track, and basic layout wiring. This was a hands-on clinic with the attendees doing the work under Gary's direction. This was an excellent clinic, and if I didn't have to attend and report on the others I would have liked to be there for the entire clinic. I would also like to see the John Allen game played sometime in the future.



TimeSaver Game Layout Construction Clinic

OPERATIONS-Werner Brandt

Werner's clinic was about giving your model railroad a purpose; it looked at options that make operations more realistic and enjoyable. His "Gateway to the Sunset Route" HO railroad functions on the concept of "The Stage, the Actors, and the Plot" in ordering his operations, and he discussed how this is done. Having seen this procedure last December I was very impressed as were the participants in the clinic.



Operations Clinic

DEAD RAIL -Pete Steinmitz

This clinic discussed the use of different battery powered radio controlled systems instead of powering the rails. One of the main points of the clinic revolved around how to use your available space. This system saves both money and time in not having to wire your layout.



"Dead Rail" Clinic

KITBASHING A COMPLETE SCENE-

Morrie Feishman

Morrie used a detailed projected presentation on how to kitbash a scene, detailing how the building was completed, what sources were used for information, and the additional items necessary to complete the scene. Maybe sometime we could do a hands on clinic and kitbash a scale appropriate building.



Kitbashing a Complete Scene

HANDS ON FREIGHT CAR WEATHERING-

James Kenna

James showed the participants how to use Bragdon Powders, soldering irons, brush painting; alcohol washes, and dry brushing to show us how weather HO Gondolas that he provided. He was his usually highly informative self and deserves an "ata-boy" for the quality of his clinic; this should be a stand-alone clinic so that all can participate in it.



Freight Car Weather "hands-on" Clinic

WIRELESS EASY DCC INSTALLATION-

Todd Scott

DCC is to DC as a CD is to a Phonograph record, some of us still have the records at home but CD's are easier to use and take less work to install. There are still many who are reluctant to go to DCC but the clinic Ted gave made a lot of sense. The hands on nature of the clinic was a big help in presenting the topic.

SCENERY-Jimmy Simmonds

Jimmy's presentations are always helpful, his tips and how to's on the "Monster Model Works" site are a great way to learn how to build high quality scenery, buildings, and do weathering. This time he showed us how to build a diorama, install structures, and scenery, hiding mistakes and using static grass and other materials to make the diorama more realistic.



Scenery Clinic

The products available on his web site are first class and reasonably priced. Perhaps we can get Jimmy to run a hands on clinic this year at the San Diego Convention in which we can build a gauge appropriate building we can use on our web site.

MODEL CONTEST

This year's model contest seemed to have fewer models than last years, or my memory is slipping. Yet all of the entrants were first class, I felt that everyone should have won since they were all so good but that couldn't be. The judges were Dave Irick (head judge), Carl Heimberger, Gary Robinson, James Keena, Tom Boyles, and Ed Hall.

Favorite Model

Todd Scott-Cajon: SP3000

1st Place Diesel Locomotive

Donald Gale-Cajon: FA-34

1st Place Structure On Line

Steve Pepin-Cajon: San Clemente Station

1st Place Passenger Car

James Keena-Los Angeles: SP 6204 Baggage Car



SP 3000 - Todd Scott



San Clemente Station - Steve Pepin



SP 6204 Baggage Car - James Keena

LAYOUT TOURS

There were 5 layouts scheduled for Saturday afternoon, before dinner and the auction. Due to distance and time consideration I only got to 3 of them. Ed and Marty Treaster's HO layout in Hemet is one that needs to be visited, their main street is what a small town should look like and is brilliantly lit up. It is amazing what they have crammed into their DCC HO layout



Treaster Hemet Layout



Hemet Model Railroad Club



Dynamic Hobbies



Ray Walton G-Scale

Dynamic Hobbies on Florida ave. East of downtown has a quality Lionel layout using Lionel's version of DCC, the owner Bob is a master modeler and his entire layout is an example of his skills. If you don't have a layout you can buy trains from him and run them on his layout.

Next door the Hemet Model Railroad Club's HO scale is well done and accommodates both DCC and DC engines on different tracks. The club has put a

lot of work into it and is working on a modular N-Scale layout.

Ray Walton's G-scale layout was unique; it operates on two levels and is very eclectic in nature-it is fun to watch and shows a lot of imagination.

I didn't get to Werner Brandt's layout this time but it is also one you need to see if you haven't seen it yet, watching the "Gateway to the Sunset Route" being run is interesting and you want to join in. I particularly like his signaling system; maybe he can do a clinic on how it operates in the future.

DINNER AND THE AUCTION

For me the best part of any function is the beginning, not the end. I guess I am like a kid on Christmas day -it is the expectation of what is in the packages that is the best part of the day. But I enjoyed the diner at Pat and Oscars and the Chinese Auction that followed, I don't have a count on how many were there Saturday night but the room was full and the people enthusiastic. Per Harwe, our division Director did an outstanding job as the master of ceremonies, the food was good, there was even leftovers to go home if you wanted. Conversation flowed and people enjoyed themselves.

The Chinese Auction had interesting prizes available and when the ticket numbers were called there were the usual super luck individuals, but everyone seemed to do well on the luck of the draw. After the auction, awards were given to the winners of the model contest and other individuals honored for their activities. So ended another enjoyable Spring Weekend in Temecula. The Cajon Division and it's members would like to thank all of the people whose collective work made this weekend a success and to all those whose presence at the affair made it a success. We hope to see you in San Diego in September this year for the convention. *-br*



Temecula 2014

Clinicians and
Volunteers

Backshop, from pg. 4

shirt. Want extra shirts, embroidered name or upgrade to a Polo Shirt for a nominal fee? No problem, just see the shirt guy at the meet. Want a nice looking permanent metal Cajon Division name badge? See the shirt guy or myself and we will get it to you.

Some good news for those of us located in Orange County and surrounds, Mile Post 38 is not going to die. I was talking with Greg and Matt of Arnies trains in Westminster, and they have purchased Mile Post 38 and are moving it right next door to their present Arnies trains location. As I understand it, both stores will continue to exist with the larger popular scale model trains (O and G) featured in the Mile Post 38 store and the smaller (N and HO) scale model supplies sold in the existing Arnies. They are advertising a grand opening on June 7th with balloons, pizza, train rides, etc.

On a final note, be sure to catch Bill Jacob's column in this Order Board featuring his second installment of the Achievement Program judging criteria explanations. I hope to see a good model contest turnout from our Division at the Sand Diego Convention and if we pay attention to Bill's explanations, I know that our models will all qualify for NMRA AP merit awards. Bill's previous AP judging columns can be found on our Cajon Division Web Site in the Resources section Library.

New Cajon Division Members



Gwen Abrams	Balboa Island
Fred and Judy Bergloff	Hemet
Zachary Dellinger	Las Vegas
Mark Harrison	Henderson
Larry Kennedy	Las Vegas
Wally Narajowski	La Quinta
Norman Suydam	Irvine

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.



Another Great
Cajon Division Layout
 June 2014

Texas & Viejo Western RR

Article and Photos by Morrie Fleishman

Layout Owner: Morrie Fleishman

NMRA: Cajon Division # 108870

Layout Location: Mission Viejo, CA

Scale/Gauge(s): HO/Standard

Overall Size: 16' x 16' Multi-Level

Modeled Location:

Freelance: Texas to California and Arizona

Time Period: 1943 to 1957

Introduction

The Texas & Viejo Western is a free-lance railroad that runs from Texas to California with a side branch to Phoenix and Tucson. The multiple level garage size layout runs Missouri Pacific, Santa Fe, and Southern Pacific equipment and the period modelled is 1943-1957. Motive power used is early diesel and late steam engines. The layout has over 260 square feet with 4 levels of track ranging from 33 to 49 inches above the floor. The maximum grade is 3% and minimum curves are 22 inches. All track is code 100 nickel silver, as the smaller code track wasn't available when construction was started and it didn't make much sense to change when later sections were added.

Layout construction began in 1986 and the latest section was added about 2 years ago. While the original configuration was kept, my developing interests in operations and scenery have led to many additions over the years. Specifically, several passing sidings were added as well as increased industrial areas to provide additional switching opportunities. While many of the locations are real, the modeling is not, as those names were added when I became interested in operations and needed to provide locations for running trains and switching cars. The Phoenix area and the Tucson areas were late additions as was the Hempstead / League City area, which was originally a Tyco trucking track.

Our tour begins at the Trabuco Yard where Railroad personnel inspect several steam locomotives prior to the start of the day's operation. Both the Roundhouse and the Turntable are Heljian kits. The locomotives are a Bachmann 4-6-0 and an Athearn 2-8-2 Light Mikado.



Roundhouse at the Trabuco Yard



MP PAs leaving Trabuco Yard with Military Train

While the inspections are being done, a military train, pulled by a MP PA A&B unit made by Protopower, leaves Trabuco Yard bound for Camp Barkley in Galvez.

The next picture shows the Santa Fe Chief preparing to start the days run from Santa Carlota to Phoenix. The engines are modified Athearn F7s with flywheels and diesel details added and the cars are also Athearn. Just to the west of Santa Carlota is the standard Oil (Mobil gas) Oil refinery.



Santa Fe Chief leaving Santa Carlota



Standard Oil Refinery

As the Chief leaves Santa Carlota it passes the Orange Industrial District, which is behind the station, and Mission Viejo. The Orange Industrial District includes several printed buildings pasted on foam core to add depth. Mission Viejo is a scratch built model of the Carmel Mission which my son and I built for his 4th grade class project.

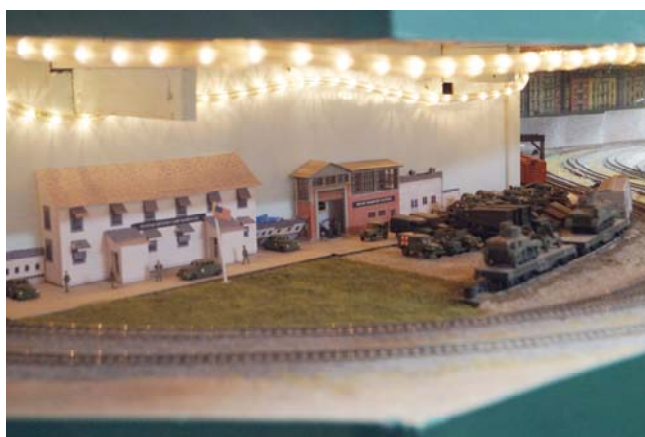


Mission Viejo and Orange Groves

The next stop is a bird's eye view of the industrial areas of Hempstead/League City. The industrial area of Tucson can be seen in the distance. The next area of note is the Galvez area with Camp Barkeley National Guard Armory.



Hempstead/League City Industrial Area



Camp Barkeley, Texas

Rounding out the T&V fan trip is a picture of the Phoenix Train station and downtown Phoenix. Phoenix, which is a major metropolis, includes an engine house and a small yard.

The layout currently operates on DC power with 4 cabs, 3 of which use tethered controllers and can operate various blocks. The fourth cab is dedicated to the Tucson industrial area. Three of the four transformers are Controlmaster 20s, and the other is a MRC Tech 20 with a tethered controller. I also have one Aristocraft handheld unit which is tied into one of the Control master 20s to allow walk around control. A central control panel has been built; however, it has not yet been fully connected as consideration is being given to conversion to DCC. At the time of



Phoenix Station

construction what would become DCC was in its infancy so the layout was designed and built for cab control and the “pass the buck” system of operation. This requires each operator to switch block assignments at local panels all around the layout. However, I never found this system to be effective in operating with multiple personnel.

The layout has the capacity to have 8 trains staged in addition to 2 yards and several industrial areas for local switching. Capacity of the layout is 25 locomotives and 200 cars on the layout.

Operations

I have two operation scenarios; one that switches all the staged trains to new locations during the session, and one that involves switching the industrial locations and running locals from the yards to pick up



Overview of layout with Orange Industrial and Mission Viejo in the foreground, Hempstead/League City in the middle, and Phoenix at the back, left.

and deliver cars to and from the yards. I periodically host small (3 or 4 operator) sessions which use switch lists but I am considering going to car cards coupled with some sort of computer based timetable.

Construction Methods

Construction on the layout was begun in October of 1986 when an eight month improvement program in the garage was completed. The improvements included; installing an attic with an insulated drywall ceiling, insulating and dry-walling all open studded walls, running additional electrical outlets for lights in the ceiling, adding more outlets in the walls, and finally adding indoor/outdoor carpeting. The extra time and expense was well worth the effort as the garage is much cooler with the insulation, and the dust and dirt levels on the layout have definitely been reduced.

The railroad was built using 2x2s for legs and L girders made of 1x3s and 1x2s with ½ inch plywood as a base and a soundboard on top. Homosote wasn't available in Southern California in 1986 when I started construction. The soundboard did the job of keeping the noise of trains running on plywood down and also allowed the easy use of track spikes which could be inserted with a pair of pliers and could be easily extracted if needed. The railroad was built in sections to allow for running trains during construction as it took several years to complete the original mainline. This was really helpful as it allowed me to test the track arrangement and just have fun running trains even though the track laying wasn't complete.



Birdseye View with Hempstead/League City in Center, Tucson in back, Santa Carlota on right and Phoenix and Galvez on left.

I became interested in Operation after I designed and built the core of the layout. While the original design had areas for switching, I was able to add some passing sidings and make additional changes to allow for more operation after the initial construction was completed. This involved adding long passing sidings at Santa Carlota and College Station and to add more operating options, Phoenix and Tucson were added. As is typical of most model railroaders, the need for more track to store cars and industries was also helped by these changes.

With my more recent interest in operations, I have been considering going to DCC. The one problem is that it would involve rewiring most of the layout as much of the original wire used is too small for DCC operations at the 5 amp level.

Scenery

Scenery was built using plaster, and hydrocal dipped paper towels and plaster impregnated gauze laid over crumpled up newspaper and cardboard formers. I use drywall mud to cover over the plaster as it dries slowly and it is easy to work with. Drywall mud does have a tendency to shrink and create cracks. However, it is easy to add a little and let it dry again. Drywall mud comes in plastic containers and is very cheap. Unfortunately, when not used for several months mold tends to develop. To prevent mold, I add a little bleach when I close up the container. For ballast I prefer Arizona Rock and Mineral material and I use woodland scenic material for groundcover. I also have used real dirt and rock pieces picked up locally and strained for size and consistency.

Buildings

Buildings are a mix of Atlas, Suydam, Pola, Cornerstone, and others along with some scratch-built structures that I have assembled over the years. I also have made extensive use of the Evans Design Model Builder computer program. This allows me to create buildings, print them out from my computer, and use them as backdrops or paste them on foamcore to provide three dimensional buildings. My plan is to eventually replace these buildings with scratch-built or kit bashed buildings. These temporary buildings allow my scenes to appear complete without having a blank spot for a completed building. They are also a quick

See T&VWRR pg. 14



“Tools & Tips”

Not all model tools come from your hobby shop!

by Carl Heimberger

We all have tools we have gotten from our local hobby shop, Walthers, or Mico-Mark. But did you know there is a vast selection of tools also at places like Home Depot, Lowes, Sears, or Harbor Freight? And did you also know not all tools we use in this hobby are small hand tools? Within my arsenal of hobby tools along with my # 1 knife, scale ruler, etc., is a 10”- table saw, 12”-chop saw, 8”-jointer planer, 12”-surface planer, 6”-lathe, a large drill press, and a milling machine. I have also found some large files and several different wood saws with very fine teeth that cut much faster than small hobby file or razor saw. Besides the obvious use of these large tools for building modules or bench work, you can also do small modeling work.

For my clinic, making an 85 foot trestle last year at the PSR Convention, I had to build a foundation for the bridge to sit on. Since I wanted the look of poured concrete with a 6° batter (*side angle -ed*), my first attempt was to make the forms from scale lumber with 6° battered cribbing. Although I was pleased with the final look I found it was difficult to keep the batter and top width of the foundation uniform.



So for my next attempt I turned to my table saw and chop saw. I started out by ripping $\frac{3}{4}$ " redwood on my table saw to build the 6° form sides.



These long boards were then cut to length using the chop saw



This is a good time to stress SAFETY; these large tools can remove a finger or hand in a split second, so do not drink alcohol while working with them and be alert. And most important keep telling yourself if I screw up I will get hurt, so do not put your fingers where they do not belong.

I then glued scale 2"x6" lumber to represent the concrete form boards onto the pre cut redwood sub forms. These boards would have been used prototypically to form the foundation cribbing for the poured concrete foundations.



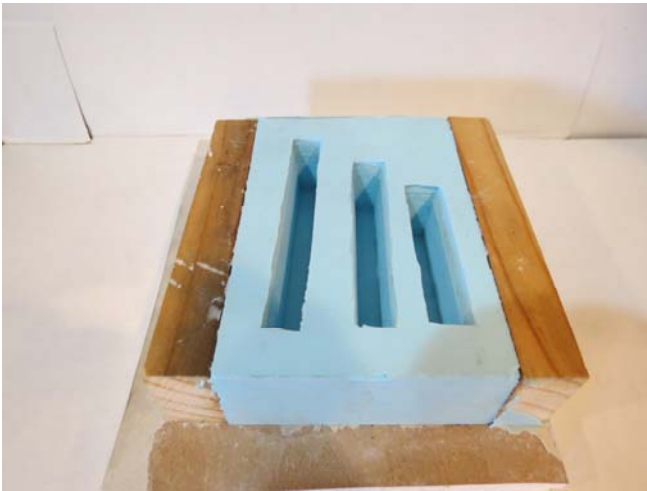
The finished form sides were then glued to a base and sealed with paint



Hydorcal was then poured into the forms to give me the master foundations needed to make rubber molds so multiple foundations could be built



Each bridge required 6 foundations 2 of each size and 15 modelers had signed up for the bridges clinic, so 90 foundations had to be built



Rubber Mold for bridge foundations



Finished cast foundations with the rubber mold

Without the use of some out of the normal modeling tools I would have never completed the foundations required to give my bridge clinic. So some times you just need to think outside the box, and get the job done in an efficient manner. *-ch*



Completed foundation under the tall bents of the bridge

T&VW RR, from pg. 12

way of mocking up a building to check for size and design.

Summary

I have had a lot of fun building the T&V and as my interests have changed I have been able to modify the railroad to reflect those changes. I have thought about rebuilding several times. However, with the exception of adding DCC, there isn't much that I would want to change. I have the ability to operate and have a continuing challenge to improve my model building and create complete scenes that fit the areas and industries I have modeled.

-mf

Do You Know About.....

The Friends of the Nevada Southern Railway?

They are located in Southern Nevada and they operate an excursion train, a 1.5" scale live steamer railroad, and a Model Railroaders car with HO and Lionel layouts. The Museum is located on Yucca Street, in Boulder City, NV. The Model Railroaders car is now conveniently located near the NSR ticket office and has been air conditioned. The MR Car is open to the public for operations on the first and third Saturdays, and most Sundays. Alternate Saturdays are work days.

<http://nevadasouthern.com/index.html>

http://www.nevadasouthern.com/FNSR_Model_Railroaders.html

FNSR is looking for additional HO and Lionel (O gauge) railroaders who are interested in assisting in the construction and operations. Please contact Scott Dam at scott.dam@comcast.net.

The Cajon Division Web Site Events and the Resource and Library sections?

Have a look to see what current events are happening in our area and find model railroad hobby shops and venues as well as past modeling tips.

Visit: CajonDivision.org



Pacific Southwest Region
2014 Regional Convention
“Uniting Railroad Modelers”

September 3rd-7th, 2014
 Courtyard Marriott, Hotel Circle South, San Diego, California

The 2014 PSR Convention is being hosted by the San Diego Division of the Pacific Southwest Region, NMRA (<http://www.sandiegodivision.org/>). The Convention begins on Wednesday, September 3rd, and ends Sunday, September 7th, 2014. Events include clinics, layout tours, prototype tours, auction and banquet.

The theme of the convention is bringing together modelers of railroading and trains, regardless of scale, interest or techniques. There will be clinics on model building, scenery and other topics, layout tours of layouts (many featured in the modeling publications), operations sessions, the PSR Contest Room, Railette events, and many other activities to keep you interested, informed and entertained. There is also another concurrent event as part of the Convention. Saturday has the Model Railroad Swap Meet sponsored by the San Diego Division, PSR, NMRA

The site of the Convention is the Marriott Courtyard in San Diego. San Diego being a major vacation destination, there are of course many activities available for you and your families: great restaurants, beautiful beaches (and September is one of the best months to visit), zoos and parks, and incredible weather.

EventDescription	Convention Schedule of Events (Tentative)													
	Wednesday 9/3		Thursday - 9/4			Friday - 9/5			Saturday - 9/6			Sunday - 9/7		
	PM	EV	AM	PM	EV	AM	PM	EV	AM	PM	EV	AM	PM	
Auctions								6 - 10						
Awards Banquet											6 - 10			
Company Store	12 - 6		8 - 12	12 - 5		8 - 12	12 - 5		8 - 12	12 - 2				
Contest Room			9 - 12	1 - 6	6 - 7	9 - 12	1 - 6	6 - 7	9 - 12					
Convention Kickoff			8 - 9:30											
HOBO Breakfast									7-8:30					
Layout Tours				12 - 6	6 - 10	9 - 12	12 - 6	6 - 9	9 - 12	12 - 5		9 - 12	12 - 5	
Ops Sessions		6 - 9		1 - 4	6 - 9	9 - 12	1 - 4	6 - 9	9 - 12	1 - 4				
Prototype Tours			Campo 9:00 - 5:30				Trolley	Sprinter		San Juan Cap.				
PSR Activities	BOD	MRRM	Mbr											
Railette			7:30-12	12:30-5	6 - 8	7:30-12	12:30-5		7:30-5					
Rail Clinics	1 - 5		9-11:30	1 - 5	6:30-9	9-11:30	1 - 5		9-11:30	1-3:30		8:30-12:00		
Registration	12 - 6		8 - 12	12 - 5		8 - 12	12 - 5		8 - 12					
SwapMeet									8am - 2pm					



**The Cajon Division, Inc.
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2182 Sycamore Ave.
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Return Service Requested