



## WHAT'S INSIDE

- PSR Convention 2014, 1
- From the Conductor, 2
- Achievement Program, 3
- Backshop, 4
- New Members, 4
- PSR, 2014, Report 5
- Tools and Tips, 9
- Mearsburg Extension-DRGW RR, 10
- NMRA Cleveland, 13
- Cajon Division Banning Meet, 15

## TIME TABLE

October 11-12, 2014  
**Banning Train Fest and  
 NMRA Cajon Division  
 Fall Meet**  
 Banning, CA

October 10-12, 2014  
**October Railfair**  
 McCormick-Stillman  
 Railroad Park  
 Scottsdale, AZ

October 29- November 1  
 2014  
**Decks Over Questa**  
 Southern Pacific Historical  
 & Technical Society  
 Convention  
 San Luis Obispo, CA

November 15, 2014  
**Cajon Division Nevada  
 Meet**  
 Henderson, NV

# THE ORDER BOARD

Volume 42, Number 3

September 2014

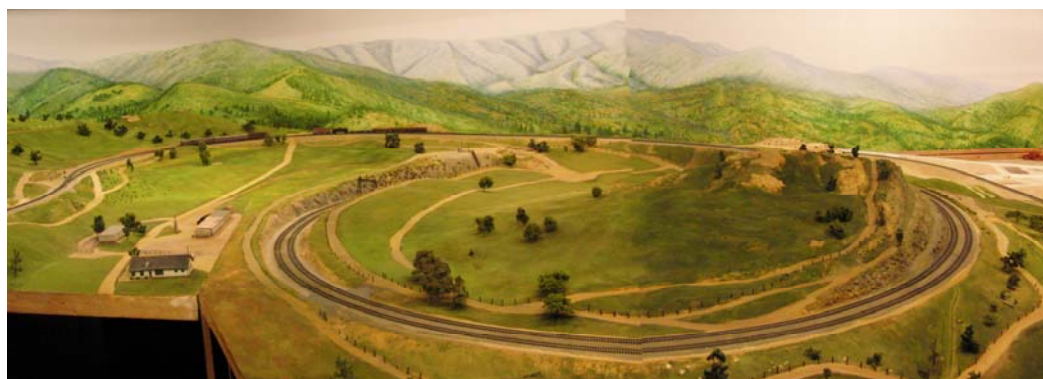


## Pacific Southwest Region Convention 2014

**San Diego Division**

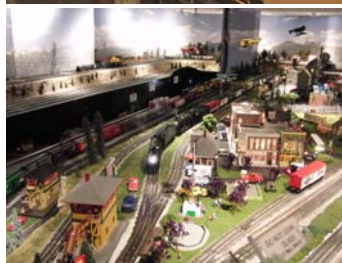
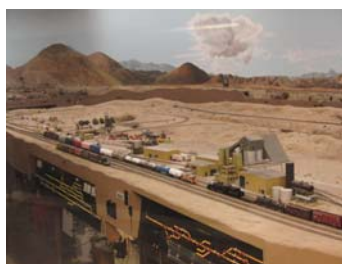
**“Uniting Railroad Modelers”**

Event Report by Gary Butts



**San Diego Model Railroad Museum's Tehachapi Loop**

The Convention Welcome party at the San Diego Model Railroad Museum was a great way to start off the convention. The evening party followed some great Clinics for the early birds presented by Morrie Fleishmann, Bruce Deck, David Willoughby and Tony Burzio. The museum was open exclusively for the attendees of the 2014 PSR convention which gave all who attended an opportunity to view all of the layouts at the museum at their leisure without the pressure of the general public. Lots of model railroad conversation was the norm for the evening, not to mention the hosted bar and guided tours of the museum by the museum and club staff.



Several  
 Clubs  
 layouts  
 were all  
 open for  
 up-close  
 viewing  
 by the  
 NMRA

→ San Diego & Arizona HO  
 → Bakersfield HO  
 → Carriso Gorge HO  
 ← Carriso Gorge N  
 ↑ Pacific Desert Lines N  
 ↑ Tehachapi Pass HO  
 ↑ Toy Trains  
 → Operation Lifesaver

[See Convention pg. 5](#)

## CAJON DIVISION DIRECTORY

### Division Director

Per Harwe  
2182 Sycamore Ave.  
Tustin, CA 92780  
714 832-2469

[Director@CajonDivision.org](mailto:Director@CajonDivision.org)

### Division Superintendent

Tom Boyles  
949 831-7591

[Superintendent@CajonDivision.org](mailto:Superintendent@CajonDivision.org)

### Assist. Superintendent-CA

David Pantoja  
714 397-0974

[AssistSuper-CA@CajonDivision.org](mailto:AssistSuper-CA@CajonDivision.org)

### Assist. Superintendent-NV

Edwin Hall, MMR  
702 564-6176

[AssistDuper-NV@CajonDivision.org](mailto:AssistDuper-NV@CajonDivision.org)

### Paymaster

Ed Treaster  
1639 Wrentree Way  
Hemet, CA 92545  
951 282-2825

[Paymaster@CajonDivision.org](mailto:Paymaster@CajonDivision.org)

### Chief Clerk

Martha Treaster  
951 282-2825

[Clerk@CajonDivision.org](mailto:Clerk@CajonDivision.org)

### Order Board Editor

Gary Butts  
2950 Airway Ave #A-16  
Costa Mesa, CA 92626  
714-843-9590

[Editor@CajonDivision.org](mailto:Editor@CajonDivision.org)

### Webmaster

Gary Butts

[Webmaster@CajonDivision.org](mailto:Webmaster@CajonDivision.org)

### Contest & Achievement

#### Program Chair

Bill Jacobs  
702-456-4476

[AP@CajonDivision.org](mailto:AP@CajonDivision.org)

### Membership Chair

Gary Butts

[Membership@CajonDivision.org](mailto:Membership@CajonDivision.org)



## From the Conductor's Desk

I learned in school that “The one who travels has something to tell” (freely translated from German). With that in mind I should not have any problem to fill my column in this issue.

I started off the quarter by going to Cincinnati for the NMRA Convention. A rather long trip on Amtrak’s “*Southwest Chief*” and “*Lakeshore Limited*” got me there only a few hours late. The Chief was the worst with a delay of several hours due to an engine failure. I did get to see Argentine Yard in daylight because of this, so it was not a complete waste of time after all.

I mention the delays because they are in such a stark contrast to my next trip: a 10-day trip through Europe on both ICE trains and regular EuroCity (EC) trains. The delays were counted in minutes and the riding comfort was fantastic! We did 155 mph with the ICE and not much of bumps or rattling at all. One EC train from the Czech Railways had a real Dining Car with stove and all. It was like going back 40 years in time, except for the increased comfort. There is more about this trip elsewhere in this issue of the Newsletter.

Our webmaster, Gay Butts, has been very busy during the summer with scanning old issues of our Newsletter. Please take a look at our website and check out the earliest issues of *The Order Board*. We are slowly, but surely, getting to the point when we have all of our back issues will be scanned and published.

Our Fall Meeting will not be in Barstow this year. The Barstow train event is scheduled for the same weekend as the Banning TrainFest (October 11-12) and with almost all of the modular clubs showing their layouts in Banning, we would have very little to show in Barstow. What we did was to join the Banning group and our fall meeting (or Event) will take place there instead. It will be about the same content as Barstow used to be, but we will have a Hobo Auction instead of our regular auction. Once you participate you won’t notice any difference, it is just the name that has changed.

Our fourth meeting this year will be held in Henderson, NV on November 15. That will make it two events per year in the eastern part of our vast Division and two in the western part. When you read this the PSR 2014 Convention is one for the history books. I have great hopes for this convention and I hope many of you decided to participate. And remember that the 2015 National Convention is in Portland, OR (August 23-30), and the PSR Convention is in Scottsdale, AZ (September 16-20) It is never too early to start making plans.

I hope that some of you have seriously considered sharing your train-related vacation memories in an “*On The Road Again*” feature for “*The Order Board*”.

*Per Harwe*

Director, Cajon Division, PSR

[Director@CajonDivision.org](mailto:Director@CajonDivision.org)

## Achievement Program

By: Bill Jacobs



In the last issue we touched, a little, on this issue's topic, Conformity, box 3 on the Judges Score Sheet. Conformity is worth a maximum of 25 points

or 20% of the total points possible. So let's take a look at our old friend, the Judging Guidelines, page 5 this time, to see what this conformity is all about.

First, a quote: "Conformity deals with achieving prototypical appearance or following prototype practice in construction and application of parts." And another: "The key to conformity is whether or not the model is logical." So, what does this mean? Let's think up an example- how about a locomotive? Consider the time period that this locomotive was in operation and what parts (like air compressors, head lights, and generators) were commonly used in that time period. These items, and many others, were updated with new technology over the years. So, you had better not mix new parts, say common in the 40s or 50s with a locomotive that is supposed to represent the 20s. Now there is, as usual, an exception to this, because many railroads overhauled and/or rebuilt locomotives a number of times over the years and applied new equipment, which brings us to our next really big thing in conformity-backup documentation.

Documentation is considered such a big deal in the Judging Guidelines that it is suggested that a model, no matter how great it is, should receive no more than 15 points if there is no back up conformity documentation. And now, to get the point across, a really long quote "Prototypical models lettered for fictitious railroads should be supported with references to the corresponding prototype. Freelanced models of imaginary prototypes, including structures, should be supported with evidence of conformity to prototype practices (such as photos or drawings of prototypes with similar features) to be awarded more than a few points. If the model has a load it should have an accompanying plans or photographs." If you have built a model using magazine plans, attach a copy of those plans. If you have deviated from the plan in any way

tell what and why- I've been burned on that. Remember, don't let the judge guess at what you did.

Back to our locomotive- let's (because I'm a narrow-gauger) pick D&RGW 463. It is over 100 years old and is still running, after a recent total rebuild to the specs when it last ran on the railroad. I have a batch of pictures, mostly in books, of 463 and the other 14 locomotives of the same class. The changes over the years are stunning. The valve gear, cylinders, air compressor, even the tender are different. So, if you model the '50s, as I do, find a picture with a caption that includes the date, Xerox it and include it with your description. You can also find plans from that era that were drawn from the actual locomotive measurements of that time.

A few other tidbits: couplers, wheels, and axles as well as trackwork dimensions are exempt from consideration under conformity because NMRA Standards direct deviations from prototype practice for better model operation. Structures should follow prototypical architectural practices with regard to wall thickness and window and door type and construction.

I'm going to give you a bad conformity example or two that I have actually seen as a judge years ago. An entrant had built a structure model that included a flag pole. The model was HO and the flag pole was a quarter inch dowel. That's a little over 2 feet in diameter. When asked (curiosity is a really bad habit) he explained that it looked okay to him and besides he didn't have anything smaller that was round. In another case the entrant had built a dwelling that was a pretty nice model. Unfortunately, it had a wall around it which was constructed with a 1x2. This was also in HO. So his wall was somewhere in the neighborhood of 8 feet thick and 16 feet tall, which I guess would be okay for a castle.

Next time it's going to be Finish and Lettering which gets just as many points as Conformity, and there are some quirks in that category, too.

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)*



## The Backshop



By: Gary Butts, Editor

I am just back from the Regional Convention in San Diego and am still basking in the glow of the great Clinics and amazing layouts presented at this year's Convention. See my detailed report elsewhere in this issue. If you were not able to make it to this year's convention, be sure to mark your calendar for next year's in Scottsdale, Arizona September 16-21. These regional conventions are truly a lot of fun. All of the members are friendly and interesting and the modeling information is priceless. I hope you will plan to make it next year.

On another topic, the Cajon Division Store is now open. Not only that, but we have added ball caps to our inventory. So, if you need to replace that Cajon Division T or Polo shirt that you spilled Grimy Black on or just need to get one for your relative, visit our web site and follow the links to our store under the "Resources" tab and click on the Order Form link at the top of the store page. Print a copy of the order form, fill it out and send it in with your check written to the "Cajon Division" to cover the amount of the order. Be sure to use the "Including shipping" price if you don't want to wait until the next meet to get your gear. Of course, we will have the store open at all of our Division meets as well.

It has become apparent that the number of members submitting models for the model contests at our meets and conventions is a lot smaller than we think it should be. It seems that over the years the number of members actively modeling is either shrinking or they are just not interested in showing their work to the other members. As part of the management team for our Division, I can say that we, as well as the Region management, want to understand the reason for this trend and want to be sure that we are doing all that we can to make this important aspect of our hobby vibrant and interesting. When I tour the local layouts near the Division and Regional meets, I am always amazed at the quality level of the models I see, and when I am asked to judge at the contests, I see not only great models but many potentially great

modelers just getting started in model railroading. It just doesn't seem like the number of models in the contests is representative of the skill level of our members.

**To this end, I would like to solicit any comments from our readers regarding possible reasons for the apparent lack of enthusiasm for the model contest.** Also, any ideas that you might have regarding ways that we can make the contest modeling experience more interesting to more of our members (possibly you?). We are tossing around ideas such as a comprehensive multi-clinic, multi clinician 1-on-1 instruction type- one day start-to-"contest ready" clinics with free model railroad cars and details. Or maybe dry-run judging evaluations and comments outside of the contest room, or maybe a comprehensive modeling reference manual with photos and descriptions outlining the difference between a good or OK model and one that can qualify for an AP merit award. What do you think about tiered contest categories like: Novice, Experienced and Expert?

Please send or email me any ideas or thoughts you may have on the subject, and I will see that they get traction with our Division and Region leaders. Get to me at [Membership@CajonDivision.org](mailto:Membership@CajonDivision.org).

Gary

## New Cajon Division Members



Carl Dawson, Rancho Cucamonga  
Nancy Hill, Riverside  
Mark Mayer, Temecula  
Steve Melnyk, Upland  
Bill Messick, San Bernardino  
Robert Miller, Anaheim  
Gordon Remala, Orange  
Dennis Rice, Las Vegas

**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.

# PSR Convention 2014

by Gary Butts

After the Welcome party Wednesday evening all awoke to a continental breakfast in the Banquet room and subsequent membership meeting. Although maybe a little early for some, the information on how the Region is doing financially and what is in the works at both the region level and National level is interesting. A report by Kim Fowler brought us up to speed on the Railettes activities as well.



Registration and Thursday morning breakfast started early



Our newly elected Region President, Carl Heimberger, addressed the meeting attendees at the Membership meeting.

After the Meeting, Barney Rosen heads off to catch a couple of morning Clinics.



## CLINICS

With some 45 great Clinics to choose from the only problem was one of scheduling. Not all clinics are given twice so it comes down to individual priorities as to which clinics to attend. A couple of the Thursday morning clinics presented were about detailing and model railroad operations.



Secret Techniques for Detailing by John Fiscella



Basic Model Railroad Operations by Dick Roberts, MMR

## Layout Tours

Twenty four layout locations were available for viewing during the Convention. Thursday's schedule included a mix of really great layouts. All scales and eras were well represented. Although the self guided tours were pretty well scattered about and around San Diego, the layouts were well worth the driving.





Burton and Patricia Maxwell's Westside Lumber Company layout was worth the trip to Chula Vista to get the personally guided tour of the logging operation layout from Burton.



My Clinic on "Advanced Layout Track Wiring" was well attended which is an indicator of the number of layouts under construction within our Region.

Pete Stienmetz's clinic on "Weathering With Mixed Media" left everyone with some great ideas for enhancing the weathering of their models.



A drive to the other end of town brought us to James Kuhn's outdoor layout: the Owl Creek Pass RR featuring running water and large scale operation.



## On Site Layouts

Several large Club Layouts were set up and operating during the Convention. They were available for viewing at all times during the convention hours. Many thanks to the Poway Station MRC, the ZoCal Model Railroad group, the Boy Scouts, and the San Diego S-Gauge Model Railroad Club for presenting their layouts at the Convention Hotel.



Boy Scouts of America Modular Layout

Back at the Convention Hotel for the afternoon Clinics where Jack Hamilton, MMR (our NMRA Western District Director) presented his clinic on "What's in my Tool Box?"



San Diego S-Gauger Model Railroad Club





ZoCal Model Railroading Group Z scale layout

Friday clinics also included subjects from backdrop painting (held outside in the parking lot) to Detailing a transition era gas station to Surface Mount LED's to hands on structure building.



Bob Mitchell directs the artists in "Backdrop Scenery Painting"

"Building the Triple J Repair" given by Jimmy Simmons



## Model Contest

Although a little slow to start, this year's model contest had more models than last years! All of the models were excellent examples of the of modeling talent that we have in the PSR. The judges were Don Stewart (Chief judge), Chuck Hammond, Gary Butts, Lowell Spooner, James Keena, Tom Boyles, Per Harwe, Rodger Gredvig, Gary Robinson, and Terry Dorsett. There were 17 models, 21 Photographs, and 2 Arts and Crafts entries. Six models were awarded

Achievement Program Certificates of Merit (CM).

### Photographs

#### Black/White Model Print

1st-Pete Steinmetz, On30 Dead Rail / Onion Valley RR

#### Black/White Prototype Print

1st-Pat Raymer, ATSF 3751

#### Color Prototype Print

3rd- Gary Butts, LIRR #35

2nd- Pete Steinmetz, CP intermodal on Donner Pass

1st- Robert Batt, Big Boy #4001

#### Color Prototype Print

3rd- Robert Batt, Edison #1

3rd- Pete Steinmetz, Amtrak Sand Diegan

2nd- Mona Raymer, Sierra Railway 1262

1st- Mona Raymer, ATSF 3751 Cab controls

#### Best in Show (Color Model Print)

Gary Butts, Madera Sugarpine #1 "Betsy"

### Models

#### Steam Locomotive

1st- Gary Butts, Madera Sugarpine #1 "Betsy"(CM)

#### Diesel Locomotive

3rd- George Gibson, Box Cabs

2nd- James Keena, ATSF Alco S-4

1st- Duane Buck, GN #258 A/B (CM)

#### Freight Car

1st- James Keena, NVNO Boxcar #1025

#### Caboose

1st- James Keena, Caboose conversion

#### Non-Revenue

1st- George Gibson, Ditcher (CM)

#### Structure, On-Line

3rd- Lee Stroemer, Octagonal Signal Cabin (CM)

2nd- Duane Buck, GN Icing Complex (CM)

1st- Frank Baker, Chester Station (CM)

#### Structure, Off-Line

1st- Neil FernBaugh, Paddle shop

#### Levity

Bruce Deck, Donut Don's

#### Best of Show & Favorite Model-Popular Vote

Gary Butts, Madera Sugarpine #1 "Betsy" (CM)





1st Place, Steam / Best in Show, Gary Butts



1st Place, Diesel, Duane Buck



1st Place, Freight Car, James Keena



1st Place, Caboose, James Keena



1st Place, Non-Revenue, George Gibson



1st Place, Structure, On Line, Frank Baker



1st Place, Structure, Off Line, Neil Fernbaugh

## Swap Meet

The Saturday morning swap meet was a big success. A large selection of vendors representing all scales and price ranges were there to tempt the members. I know I couldn't resist the two engine kits I found and many others were carrying around their proud purchases found at good prices. I did manage to let the beautiful Brass logging 2-6-6-2T go. But it was hard, and I do have that vendor's phone number... My birthday is only in a month or so....hmmm..





Saturday morning Swap Meet

## Banquet

Of course the Convention isn't over until the Awards Banquet and Hobo Auction have wrapped up..



Awards Banquet

Guest Speaker:  
Jack Hamilton, MMR,  
The current Western  
District director, spoke  
about current areas of  
interest and directions  
being taken by our  
NMRA Headquarters.



Gary Butts,  
Cajon Division  
Member of the  
Year

Carl Heimberger  
LA Division  
Member of the  
Year (Carl recently  
moved into our  
Cajon Division)



-gb



## “Tools & Tips”

### Cutting Tools

by Ed Hall, MMR

When I returned to the model railroad hobby in 1981 I was, well let's put it this way, I did not have much money least for any good tools. When building plastic kits I resorted to using my toe nail clippers to cut parts from the sprue, in fact I still have two clippers sitting in my tool crib although I don't use them any longer, yes I still cut my toe nails. My friend Al C. saw my need for a little more sophistication in the tool department and GAVE me three tools, one was a white handled 4.5" smooth jaw pliers, one a 4.5" carbide tip flush cut pliers, and the other tool was a 4.5" carbon steel cutting tweezers. These tools were "left-overs" from a build he did for NASA. The 4.5" carbide tip super flush diagonal cutting pliers were sharp enough to "shave" skin. I really liked this tool and used it all the time. One evening I accidentally dropped them damaging one side of the carbide tip. This started a "HUNT" for replacements that lead me to an expensive turn but that's a story for another day. Some of the diagonal cutters cost up to \$246.50, I did not buy those but I may later, I did buy about a half dozen lesser valued ones that are very useful.



Let's talk about the tweezers, at first I did not use them at all, I thought they were unsophisticated, too simple, I thought they were clumsy. Today I use them almost every time I work at the "wurkbench".

This started me thinking about that "HUNT" I did for the diagonal cutters years before, what if the tweezers broke? Would I have to go back to my toe nail clippers? I picked up the tweezers and looked for any stampings, marks, or indications of what I could use to search on the "inter-web". I noticed a stamp EREM on one side so I typed it in and WAHOO!! I found the website, I was in tool ecstasy looking at all those pliers, cutters, and tweezers.....yes you know what I'm talking about. I

*See Tools pg. 14*



Another Great  
**Cajon Division Layout**  
 September 2014

## Mearsburg Extension-DRGW RR

*Article and Photos by Jeff Herrmann*

**Layout Owner:** Jeff Herrmann

**NMRA:** Cajon Division # 122034

**Layout Location:** Orange, CA

**Scale/Gauge(s):** HO/Standard & 3' narrow

**Overall Size:** 14' x 24' Double Deck

**Modeled Location:**

Freelance: Rocky Mountain Region

**Time Period:** 1950

Did you ever dream about having a layout that incorporates all of the aspects of the hobby that interest you and includes about as many scenes of different kinds of industries as you could? Well, that's what I set out to do with the Mearsburg Extension of the DRGW. It has become quite an ambitious project, especially since I am building it mostly on my own. Because of my career as an executive with the Boy Scouts of America, we have moved a lot: 7 times over the past 34 years. We have lived on both coasts and a few places in between. This is my fifth serious layout and by far the largest yet.

As my experience in the hobby has grown over the past 30 years or so, my taste and skill level has refined a bit. Despite my age, I am fascinated by steam locomotives, and after nearly 7 years of living in Colorado, the lure of the Rocky Mountains and all things related to mining, logging, small industries and mountain towns have become the focal point of my modeling interests. I have always modeled in HO and have accumulated a lot of locomotives, rolling stock and buildings in that scale. I am also a longtime fan of narrow gauge railroading, and the reliability and price of products made by Blackstone Models have made getting into HOn3 relatively affordable. So, from the start, I knew that the Mearsburg Extension would be a dual gauge layout focused on what could be in the Rocky Mountains. Since it is really a free-lanced layout, I picked the name Mearsburg Extension depicting a fictitious area in Colorado that is named after Otto Mears, the famous railroad builder (Rio Grande Southern among others) and entrepre-

neur who developed much of southwestern Colorado.

The layout got started about 3 years ago, shortly after we moved to California from the Denver area. I am sure most of you will chuckle when I say that I was disappointed to find out that basements were not available, and the cost of housing in "the OC" made the prospects for a large layout pretty bleak. Fortunately, my wife, although not a model railroader, recognized that finding space for a layout needed to be a high priority in determining where we would live. When we found the "perfect" house for our family, we determined that there really wasn't a room conducive to housing a layout, and the garage, for a variety of reasons which included needing a place to park the cars, just wouldn't work. The good news was that we had space in the backyard to build a custom building for the layout, so that's just what we did! With the help of a local custom shed designer, we were able to house a layout that would end up being 14' X 24'. As you could imagine, the city building inspector was more than just a bit curious about what I was going to do with a building of this size that had no windows and only one "oddly placed" door!



Once the building was completed, I got started on the construction of the layout. The bench work is L-Girder made mostly of 1x3 lumber with 2x2s as the vertical supports. I used carpenter's glue and drywall screws to hold it all together.



This is a two-deck layout with the top level at 58" and the bottom level 34" from the floor. After the bench work was mostly completed, but before laying track, I installed backdrops made of 20" by 48" Masonite panels. Where the panels meet, I covered the



seams with drywall tape and spackle so they are hidden. I found that once I put a good layer of primer on the Masonite, it accepted latex paint quite nicely. I used a mixture of light blue and white paint on a roller to make my impression of the sky. I created the clouds and mountains on the backdrop by spray painting over some homemade cardboard stencils.



The road bed is made of cork supported by a  $\frac{3}{4}$ " plywood base with  $\frac{1}{2}$ " Homosote to help deaden sound. The track is a combination of Micro Engineering and Shinohara flextrack. The HO mainline is code 83. The HO sidings, dual gauge track (HO/HOn3) and all of the HOn3 track is code 70. All of the turnouts are

manufactured by Micro Engineering or Shinohara and are mostly #6 with a few #4's on the HOn3 section of the layout. When both levels are completed, the HO mainline will be about 350 linear feet, and the HOn3 and dual gauge will add another 150 linear feet.



There is a reversing loop at one end of the upper level and there will be one on the lower level. HO trains will be able to traverse the entire layout without having to be turned on the turn tables in the major yards.

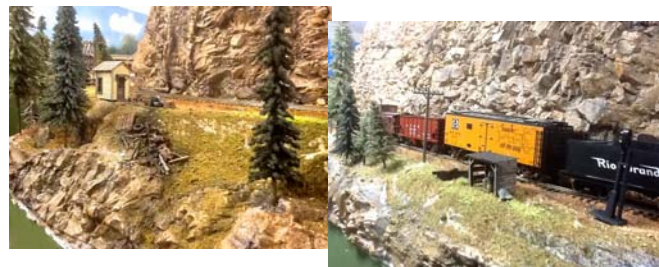
The layout is powered by a Lenz DCC system with 5 power districts using walkaround throttles with plugs every 6-8 feet. All of the turnouts will soon be powered and most will be switched by DCC commands using Tortoise and Hare combinations that are available from Tony's Train Exchange in Vermont. All of the locomotives have sound.

The two levels of the layout are connected by a helix hidden within a mountain. The helix was designed and custom built by my buddy



from Colorado, David Vande Casteel, and was also used on my last layout. We looked at a lot of helixes and by learning from others, developed a design we like and works for us. It is made of a series of 17  $\frac{1}{2}$ " x4" pieces of  $\frac{1}{2}$ " plywood all cut to the same hexagonal dimensions. When it was all glued together, we ended up with a 20" total vertical climb/drop with a 2.5% uniform grade on a 22" radius. It takes 5 rotations of about 162.3" each to get from one end to the other on almost 73 feet of code 100 flex track!

Building scenery and craftsman structures has really become my favorite part of the hobby! On the Mearsburg Extension, I have been using Joel Bragdon's



Geodesic Foam Scenery ([www.bragdonent.com](http://www.bragdonent.com)) and really like it. Rather than the old tried and true paper towels and plaster technique, this method uses a two-part resin Joel calls "cast satin" spread on nylon window screening to make the hard shell. I then use his cast satin in rubber molds (just like you would with plaster of Paris) but the results are many times better with much greater detail than you get from plaster castings. The resin is really easy to work with and gives off no fumes! One mountainous section of my

layout weighs about 10 pounds using this method, where it would have weight a hundred times that using plaster!

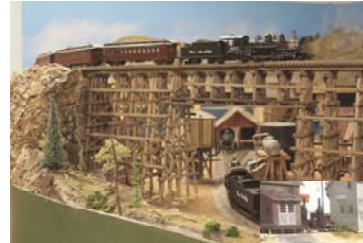
I tied all of my rock castings together using regular acrylic latex caulk from Home Depot. Next, I painted over the whole area with artist's gesso which made the castings able to accept latex paint. Once the gesso had completely dried, I was able to add layers of acrylic paint, powders, sifted dirt and ground foam until I got the look I wanted. I have found that the secret to making rock castings and other scenery look good is the use of a lot of light layers and shading. I have found that this same principle works well on weathering buildings (wood, plastic, resin, plaster) as well. It's all about texture, texture, texture in many light layers. Lately, I have been incorporating various weathering powders along with washes. Also having recently discovered PanPastels, I am getting some great results!



I use real dirt that I transported from Colorado. I baked it in the oven thoroughly to kill anything that might have been living in it, then sifted it over and over again, separating it each time until I had lots of different sizes from which to choose. Products from Woodland Scenics, Silfor, and Scenic Express are added as well. I make all of my deciduous trees from a base of sage brush (cut near home) or from Super Trees (from Scenic Express) with Woodland Scenics ground foam combinations to get the look I need. I have made a few evergreens by hand, but, because I need so many, I have added specimens from Bachman, Grand Central Gems, and a few others. I look for bulk packages on sale, then paint or add ground

foam coatings to get a customized match to my layout.

I have been building the layout with the intent of being able to have operating sessions with friends and, when I like, to be able to "just run trains" by myself. I am using the car routing card system from Micro Mark, and it works quite nicely for me. Having used it on prior layouts, I am getting better at it as I go along.



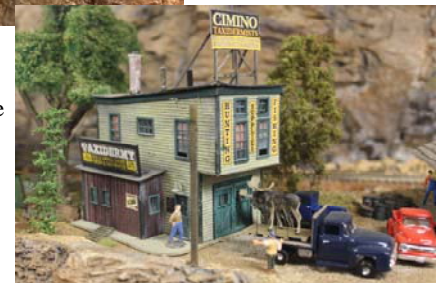
K27 461 with Pullman Coaches crosses over Mountain camp bridge Dual gauge shop is in background

Locals get coal and grain at Crosby and Sons



Schmidgens Fire Arms

How to ship a moose at Cimino Taxidermists



Clearly, I have a long way to go, having about half of the track laid, and less than a quarter of the scenery done. I have many more craftsman building kits from FSM, South River Models, Master Creations, Campbell, Bar Mills and others that I still need time to get around to constructing, but I find that half the fun is looking forward to what comes next in my design! Ultimately, though, the relaxation I gain from working on this layout is the best part of the hobby for me.

-jh





## Cleveland, OH, July 13-20

By Per Harwe

The annual National Convention was held in Cleveland, OH this year. This report will be my random thoughts of what happened; if you want a more detailed and factual report, there are a couple of good articles in the latest NMRA Magazine.

In getting to Cleveland I decided to stick with the train theme so I took the Amtrak *Southwest Chief* and the *Lakeshore Limited* to get to Cleveland. As always with Amtrak, it was an experience, but well worth the cost of the ticket. We made it *almost* to Barstow before one engine broke down. After a couple of hours we had a third engine hooked up to the train and could continue our trip. I did get to see the Argentine Yard because of this, a place that otherwise is passed during the dark hours.

The Cleveland Convention Center is a partially underground building with a great view towards Lake Erie and the museums along the lake. The NS mainline also goes right passed the windows of the Center and NS parked their convention SD-40 loco there one day (Someone in the organizing committee must have some very good friends inside NS). The shiny band in the picture below just above the locomotive is the roof of the Amtrak, shall we say, “contemporary” station. That one is not much to write home about, really. It is actually rather ugly, If I may say so.



The convention had gone “high tech” and had the schedule (clinics and tours) available on-line. It was a handy little feature which allowed quick updates and made it very easy to find the right room for the clinics.

## Clinics

As usual, the convention was packed with excellent clinics. I attended as many as I could, including one on Arduino in Model Railroading, Cleveland Union Terminal (the fantastic train station in downtown Cleveland), NYC’s experimental jet propelled RDC (what a train!), hands-on airbrushing (it isn’t as difficult as I thought it would be...) and one on the Miniatur Wunderland layout in Hamburg (good information in preparation for my own visit there just a few weeks later). One very interesting clinic was the Operations Roadshow, a rather larger modular layout that offered TT-TO operation in 3-hour passes.

## Tours



Several tours, prototype, layout, non-rail and others, were available to the delegates. I have been thinking of joining CPA (Certified Procrastinators of America) for several years now, so it is no surprise that I tried to sign up a bit too late. The one tour I really would have liked was the walking tour of the Union Terminal. The clinic gave enough information so I could do a walk-through myself (of the public areas only, unfortunately). This great, 52-story building was built between 1922 and 1928. It hosted all of the railroads in Cleveland, except PRR. It served as a terminal until 1973. The Greater Cleveland RTA is still using it for its trolleys, but otherwise it is now a shopping mall and office tower.

## Model Contest

This model contest hit several records this year. 113 models were judged and 460 models were displayed in the room. I had the privilege and honor to be one of the assistant judges, which was a great experience. It taught me several valuable lessons, but one in particular: It will be a long time before I enter a model in the National contest!

The first place in scratchbuilt steam locomotives and Best in show went to Karl Kobel for his live steam model of a Milwaukee L3a locomotive.



## Auction

The silent auction had several interesting and rare items to bid on. I managed to score some good deals and now have a few additions to my car and locomotive roster.

## National Train Show

The National Train Show is probably the premier show of the year and this year's show was no exception. It was considerably larger than last year's in Atlanta. I think the picture below shows some of the size. This picture shows about half the of the floor space during the setup. Just about all manufacturers were there, most of them presenting new goodies. One (I forgot to take down the name) showed some square-foot dioramas. This could be something to look at if your club ever should have a contest like that.



Some of the layouts I noticed were the Free-mo layout, combined of modules from 11 different Free-mo groups. It offered great public access due to the way Free-mo groups set up their layouts. And of course LEGO had a big and great one. There has been so much talked about LEGO in NMRA this year, but here was a layout that was just loved by the kids (both the young ones and the older ones).



## Epilogue

The 2014 Cleveland Convention was a great success. It was a bit far to travel for just a week of trains, but next year will see Portland, OR as the host of the national convention. That's just a short hop up the coast for many of us, so I hope to see more of you there. -ph

### Tools, from pg. 9

ordered my replacement oblique cutting head tweezers for soft wire up to 0.25 mm diameter that were on sale for \$42.55 and received them in a few days, oh they are so beautiful. Even the case was nice, a compressible square tube with foam at one end protecting the sharp tip.

Yes there are "replicas" similar to the look of this tool but don't be fooled these are the real deal cutters, all, I mean ALL of the other cutting tweezers are cheap copies and you would waist you time and money buying them.

This tool is so useful when building plastic kits (yes you remember what a kit is), removing parts from the sprue, especially that brake wheel that has to be cut out sooo carefully. I use the very tip of the tool and nip the gate just enough to not distort the brake-wheel. It also will cut soft wire, I use it whenever I install a decoder because it gets into small spaces nicely. Remember though do not under any circumstances cut hardened wire with this tool, you will, I repeat you will, damage them and they can not be repaired so be careful with them and treat them with respect.

I am a tool junkie, yes I admit it "I are", but I never get stuck in a "build" wishing I had made that tool purchase when I had the chance to buy a nicely designed tool.

Here is a link to find EREMcutting tools..... enjoy.... I know I did!

<http://www.testequipmentdepot.com/erem/index.htm?gclid=CNPcienNuMACFUJqfgod0gwAKA>

-eh



# Banning 2014

October 10-12

## The Cajon Division Fall Meet

The Cajon Division of the National Model Railroad Association will hold its annual Fall meeting in Banning, California this year. All members of the NMRA as well as the public are invited to participate in this three day event. There will be educational model railroad clinics open to all, a model Contest (NMRA members models only), a model railroad equipment swap meet (Saturday only), Hobo auctions and raffles and more.

This Meet will be held in conjunction with the **Annual Banning Train Fest** and will feature two Gymnasiums full of modular model railroad layouts, children's riding train, TimeSaver switching game, food and train vendors, etc.

The meet will be held in the comfortable surroundings of the Banning Community Center, pool office and Banning Schools Gym, so attend the meet to hook up with old friends or meet new ones and see what our members have been up to.

Regular and Rail Pass membership applications will be available for those interested in becoming members of the NMRA.

The Cajon Division company store will be open for those wanting to pick up their free Cajon Division T shirt\* or those wanting to purchase a second embroidered Cajon T or Polo shirt or our new Official Cajon Division ball cap.

\*One free T shirt/member. You must attend a Cajon Meet to receive your shirt.

## Meeting/Fest Schedule

**Friday 6:30pm-9pm**

Bingo for Trains

**Saturday 10am-5pm**

8am-2pm: Swap Meet\*

10am-5pm: Modular Layouts\*

11am-3pm: Clinics / Contest

Afternoon / Evening:

Business Meeting & Auction

**Sunday 10am-4pm**

10am-4pm: Modular Layouts\*

11am-2pm: Clinics

Clinic Schedule to be announced.

\*Event organized by the **Banning TrainFest**, see their website:

<http://banningtrainfest.com/>



Banning Community Center



Banning Schools Gym



Pool Office (Contest Room)



**Cajon Division Meet & Module Layouts**  
Banning Community Center

789 N San Geronio Ave, Banning, CA

**SwapMeet & Module Layouts**

Banning Schools Gym

564 N San Geronio Ave, Banning, CA





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

Return Service Requested