



# THE ORDER BOARD

Volume 42, Number 4

December 2014

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## TIME TABLE

- January 31, 2015  
**Workshop Huntington Beach**  
Huntington Beach, CA
- December 13,14, 20,21 2015  
**Train to Santa'a Workshop**  
Orange Empire Railway  
Perris, CA
- November 13, 2014-  
February 9, 2015  
**A Celebration of Walt's Trains**  
Walt Disney Family Museum  
San Francisco, CA
- March 13,14, 2015  
**Cajon Division Annual Spring Event & Meet**  
Temecula, CA



## Cajon Division presents

### Two Great Events on the Horizon!

### “Workshop Huntington Beach” & The Annual Temecula Model Train Event & Meet



#### Workshop Huntington Beach January 31, 2015



The Cajon Division of the National Model Railroad Association is sponsoring a Model Workshop day. The Workshop will be hosted by Gary and Sandy Butts at their residence in Huntington Beach. All members of the NMRA and their guests are invited to participate in this one day event.

The purpose of the workshop is to promote model railroad model construction. All participants are Strongly encouraged to bring a model they are currently working on along with sufficient personal tools and supplies to spend a few hours working on their models in the company of other fellow member modelers.

For more information [See Workshop pg. 14](#)



#### 2015 Annual Temecula Model Train Event & Meet March 13 & 14, 2015

The Cajon Division will hold its annual Spring Event & Meet this coming March at the Mary Phillips Senior Center in Temecula, CA. This event will be open to all and will feature a complete selection of model railroad clinics, a model train contest, local area layout tour, awards banquet and Division membership meeting at Pat and Oscar's restaurant. Lunch will be available Saturday. Friday evening will feature Bingo, John Allen's TimeSaver switching challenge and possibly the first Boxcar Drag race (more later), all for great model train prizes for the winners. Watch for the Event Flyer early next year or check our Division web site for this event details.

#### Tentative Schedule of Events:

Friday Evening  
6:00 to 8:30 pm Registration, Welcome Mixer  
Bingo, TimeSaver and Boxcar Drags

Saturday  
7:30 to 11:45 am Registration, Clinics, Model Contest

12:00 pm Pizza Lunch

1:00 to 5:00 pm Layout Tours

6:00 to 9:00 pm Membership meeting, Dinner, Awards, Hobo Auction



Temecula 2013 Contest Favorite Model  
By Todd Scott

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## From the Conductor's Desk

**W**e are getting close to that time of the year again. The normal phrase is of course “where did the time go?” It went where it always goes: disappearing in the rear-view mirror. But that shouldn't stop us from thinking of something train-related as a gift for the Holidays, both for giving and receiving. I already got my share at the swap meet at our latest meeting in Henderson. If you like a smaller meeting with lots of shopping opportunities, the Henderson meet is for you.

We are so close to the end of the year so it's safe to predict our membership trend for the year. We started the year with 354 members and as of the last count we are now 334. That's not the trend I had hoped for. My goal was to increase our membership with 10%. We discussed this in Henderson and one of our new members told us about the problems he had had to find anything “Model Railroad” in Las Vegas. Could the explanation for the negative membership trend be as simple as non-members don't know where, and how to find us? We discussed this and came up with a couple of ideas that we will try during the coming months. If you have any idea how to increase the membership, please let us know. You can send an email to either Gary Butts ([membership@cajondivision.org](mailto:membership@cajondivision.org)) or to me ([director@cajondivision.org](mailto:director@cajondivision.org)). All your ideas are certainly welcome!

As you know, our Fall Meeting was held in Banning this year on October 11-12. We held it in conjunction with the Banning Train Fest. The meeting was well received but more about that in a separate article in this issue.

Our next meeting will be the Spring Meet in Temecula. We will have it on March 13-14, 2015. Start to make plans already; we will have a great meet with all the regular events and one new: A TimeSaver contest on Friday night. It will be done at the same time as the Bingo, so you have a choice this time between two great events. After Temecula we are planning two meets in the Las Vegas area and one Fall Meet in California; maybe we will be in Banning again but that is not decided yet.

Finally I want you to take a look at our old Newsletters. Our webmaster, Gay Butts, is still scanning and putting them up on the website. All issues from the 70's and 80's are now done and he is now finishing the 90's.

I asked in the last column for some articles from your train related travels. We have not seen any, and since I seriously doubt that none of you have done any trips, I will again ask for contributions. I am sure that all members would be very interested in finding out about your trips.

*Per Harwe*

Director, Cajon Division, PSR

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

## Achievement Program

By: Bill Jacobs



In preparing for these articles I always check the NMRA website to see if there is anything new regarding the Achievement Program or Contests. Well, this time there is—they have been totally updated with a new look, and the National contest score sheet now actually is correctly numbered! This brings me to another point, if you look around enough under the Education program you will find that there are two sets of contest entry and judges score sheet forms. This, actually, has always been the case and we have accepted either one at our divisional and regional contests. However, for our divisional and regional contests we should really be using the non-National forms for a couple of reasons; (1) they are more user friendly—you can actually type them, and (2) they don't contain all the extra stuff that the national contests have. Now—this is how you find those forms: on the NMRA website click on Education at the top of the page; then, on the right-hand side click Forms; then scroll all the way to the bottom and the last two forms are what you want.

Okay, after that brief editorial, on to this edition's topic—Finish and Lettering. This category is worth 25 points maximum or 20% of the total possible points. As a starter, be sure to check all the applicable boxes on the judges score sheet, you will almost always have three. The judging guidelines for this category gives a great deal of discussion to the complexity of the finish (several colors, separation lines between colors, accurate lettering placement, and weathering realism). Note that this is not the complexity covered in construction and also why a picture or drawing which you supplied for conformity is also important to this category. I mentioned weathering above which brings up the fact that weathering is not required—maybe the model just came out of the paint shop. But if you do weather, make sure that it conforms to prototypical effects.

If you use decals (most likely) be sure there are no air bubbles, excess film, and that the decals are

straight. Close trimmed decals are mentioned as the norm in the judging guidelines. You will probably need to apply a clear coat of some type to achieve best results. Which brings up another point—glossiness or flatness of paint. Consider this—a car or locomotive in a crack passenger train would probably be glossy because they get washed down a lot (and probably not weathered much or at all), while a freight car would probably be flatter depending on its age and usage.

There is a quote in the judging guidelines, if you are reading them along with these columns that takes a little time to get your head around: “The accuracy of the paint scheme and lettering is considered under Conformity, the Finish and Lettering category on quality.” What this means (and this is my take on it) is that the Finish and Lettering category looks at things like thickness of paint, runs, number of colors and their separation, if a stencil was made, accuracy of lettering and its application—all things that denote finish quality.

In the next issue we will discuss scratch building, which I hope you will all try at least once—it's good for the soul. Also, as most of you know, I'm the PSR Contest Chairman. One of my duties is the maintenance and revision of the Contest Rules for the PSR and I am now well engaged in the next revision. I'm telling you this because we follow these same rules in the Cajon Division. There will be some minor changes and one or more major change. This will be presented to the PSR Board of Directors for acceptance in March. I expect it to be approved and it will be on the PSR website shortly thereafter. You should probably have a look at it to see what is expected.

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*





## The Backshop



By: Gary Butts, Editor

Over the last year or so, when wearing my alternate hat of the membership chairman, I have been asked by several new members and some old ones:

"how can I get in touch with other members of the Cajon Division that reside near me so that we might get to know each other and maybe get together?" My first answer is: "come to the meets and join in the activities". Well, when you think about it, this may not always work, especially during a member's first or second meeting. You will usually only get to know 2 or 3 new people at a mini-meet and they may not live near you. So I have been thinking about this and a couple of ideas have come to mind.

What if the Division maintained a voluntary email only Roster? The format would be on paper only so that no one could hack digitally, and would only be available to Cajon members by request. The Roster would display only names, cities and email addresses so there would be minimal exposure to telephone or address information, and would only carry the listings of those members that formally "Opt-in" to be listed. I noticed that the new membership form for NMRA headquarters now carries a similar "Opt-in" box so the precedent is there. Let me know your thoughts or interest on this by email, phone, letter or just catch me at a Meet. If enough interest is there, I will present it to the Board.

Another thought along this line is an old one: volunteer. I know this is a somewhat worn-out statement that usually brings thoughts of having to do some work and make commitments, etc. BUT, it works. I was somewhat skeptical when Per Harwe first approached me about taking on a committee (or two, or three) for the Division, but I have got to say that the minimal effort has been a blast. The main payoff has been making the acquaintance of so many neat members of the NMRA. Not only in our Division, but throughout the whole Region from Las Vegas to Phoenix to Ventura to San Diego! Hey, put a short clinic together or help put the food together for a mini-meet lunch or host a layout or prototype tour and I guarantee you will meet a great bunch of inter-

esting, creative and fun people all aligned in your hobby. It's easy, just email or talk to anyone on the Cajon Board about your availability and you are on your way.

My last thought on this is in parallel with another long established Divisional desire to have more models entered in our contests. I thought that this was a more current phenomenon with the advent of more "Ready to Run" models coupled with what I perceive as a modern trend away from personal manual skills. After having scanned more than 70 old Order Boards for our new web site newsletter archive, going back to 1973, I can say with some authority that this issue is not a new one. Subsequent to several discussions within the Division I think the lack of models at the contests is more likely due to a combination of the desire to enjoy the more social side of the hobby (it seems a lot of us don't like to model in a vacuum) along with an added desire to avoid the embarrassment of entering a model that does not do well in a contest. It seems that no one likes to spend time doing their best to have their efforts go down in flames.

Well, here is something we are going to try that might just let us meet other local members and get more models to the contests for all of our members to enjoy. Sandy and I are hosting a free Cajon Division model workshop at our house in Huntington Beach. No big deal, we are backing the cars out of the garage and setting up some rental tables for doing some serious? model work. An email inquiry to those within 50 miles of our house resulted in some 15 local modelers interested enough to want to attend (maybe it was the mention of bringing in some Pizza for lunch that sparked the interest?). We will have a couple of more-experienced modelers on hand to offer constructive suggestions and we will hold a mini-clinic on just what the Judges look for in the contest room. See the notice elsewhere in this issue for more information.

Assuming this event is fun (I don't see how it can't be) we will be looking for other Cajon workshop venues throughout the Division which will provide an opportunity for us to meet our neighbor modelers. The Division will buy the pizza and pop and rent the tables for any Board approved, hosted workshop that is open to all NMRA members and advertised in advance in the Order Board newsletter, so the cost outlay for the host should be minimal. Give it a thought and contact anyone on the masthead for details. -gb

## 34th National Narrow Gauge Convention

Article and photos by Jeff Herrmann #122034

The 34<sup>th</sup> Annual National Narrow Gauge Convention was held this year on September 3<sup>rd</sup> through 6<sup>th</sup> in Overland Park, Kansas, a suburb of Kansas City. This was only the second time the convention was held in the mid-west in the past dozen or so years, so I decided that this would be a great opportunity to check out what is going on in the world of narrow gauge modeling in the Heartland. And I sure am glad that I did!



While not officially an NMRA event, there are many similarities to an NMRA national convention which many of us are used to: outstanding clinics; modeling contests; a vendor area with items for sale; modular displays; a prototype tour; and of course home layout tours, most with a focus on narrow gauge. During the convention, I ran into many of the same folks I look forward to seeing at our NMRA conventions. The narrow gauge conventions are organized by groups of local modelers who would like to host a convention (similar to how an NMRA Region or Division would)



except in this case the location of future conventions is determined by vote of those in attendance. Bids are usually announced and voted on five years in advance. Next year's National Narrow Gauge Convention will be held in Houston and in Augusta, Maine the following year.

The daily format for this convention was the normal pattern: clinics in the morning and after dinner and home layout tours in the middle of the day. The vendors' area, contest viewing and judging, and modular layout displays were available to visit each night in the convention center.



The clinics were terrific: lots of variety in topics and presented by some of the best in the hobby! All of the clinics I attended were presented by well-known experts in their area of presentation. Most were also MMRs. Among the favorites that I attended were: a session on how to make rapids and rushing water by Cameron Byars; Mike Engler's session on how to detail dioramas for contest entry; and Geoff Bunza's clinic on modeling with micro LEDs.

The contest room was pretty spectacular as you would anticipate for a narrow gauge focused convention. There were literally hundreds of entries in categories that included: Rod Locomotives, Geared Locomotives, Motive Power, Freight Cars, Cabooses, Passenger Cars, M-O-W, Favorite train, Special Equipment, Structures, Dioramas, Youth Award, Animation, Photography and Square Footer (what you can model in one square foot).

While not quite as large as the National Train Show at an NMRA convention, the vendor area was pretty spectacular if you favor narrow gauge modeling. Also, in the convention center room that hosted the vendors, was the modular layout displays. Nine of the entries are nationally renowned. My personal favorite (they also won "Best of Show") was The Sundance



Central from Odessa, Florida. Their layout is in Fn3 (a narrow gauge version of G scale) and has unquestionably some of the finest detail modeling I have ever seen!

For me, the highlight of this convention was the layout tour circuit! There were over 60 layouts to tour during the convention, and a few more available before and after the “official convention dates.” The



Narrow Gauge Convention layout tour works just like we do ours in the Cajon Division: you have an address and layout description; you fire up your GPS, and get in the car and drive from site to site. This format allows you to pick and choose the ones you want to see and you determine how long to stay at each one. Several of the layout owners were also willing to let participants join in on operating their layout. One of the nice things this convention’s organizers did that was quite helpful, was to group the layout descriptions in geographic blocks, so it was easier to plan your route and not waste time driving long distances between layouts.

Most of the layouts that I visited were ones that have been featured in the national hobby publications. I



found, not surprisingly, that all of the layout owners were so glad that folks came and were pleased to answer questions, share their techniques and let me take lots of photos! I particularly enjoyed spending some time with Stephen Priest MMR (editor of The NMRA Magazine) viewing his new Santa Fe St. Louis Division HO layout. He shared his techniques for using building photos as part of his background scenery and how he used Sintra PVC board (available at sign material shops) for very believable roads. Don Ball’s HOn3 layout depicting the Stockton & Copperpolis RR in 1895 was fascinating, especially how he integrated a vintage style fast clock and vintage telephones for operations. Mike Borkon’s UP Wyoming Third Division HO layout is over 2,200 square feet (probably the largest home layout I’ve ever seen) takes a minimum of 12 people to operate! Jim Eudaly’s Hinton Division of the C & O is done in O Scale and is one of those rare 100% scened layouts. Gail Gish’s 1½’ live steam outdoor operation has over a mile of mainline track! My wife really enjoyed visiting Mike and Joyce Martin’s garden layout in F and G scale because of their warm hospitality and great sense of humor. Most of the rolling stock was made of soup cans and buildings were made of old tool boxes and cans!

While we ran out of time to see the local prototype tours, we did take advantage of visiting a few local museums and of course enjoyed some of the best BBQ we have ever had! After all, KC natives will



tell you that you can’t find better BBQ anywhere! All in all, participating in the 34<sup>th</sup> National Narrow Gauge Convention was one of the best model railroading experiences I have ever had, and I look forward to attending more in the future. -jh



## “Tools & Tips”

By Morrie Fleishman

### Building Quick and Inexpensive Backdrop and Temporary Buildings

There are many times that a temporary building or buildings are needed to fill an open spot on the layout or to be part of a backdrop. Temporary buildings are great as they allow different buildings to be tried before making a commitment to building a detailed model out of wood or styrene (see figure 1). The computer is a good tool for this application. Sources of buildings printable from a computer include specialized software, buildings on the internet, and photos that can be modified in photoshop or some other program.



**Figure 1,** Mockup of LA Union Station (to be replaced by a Cornerstone Kit)

For several years I have been using **Model Builder** by Evans Design to help create that completed look on my layout. Using **Model Builder** I can create buildings that are flat or multisided in several different scales. After designing and printing out these buildings I have several ways of finishing them for installation on my layout.

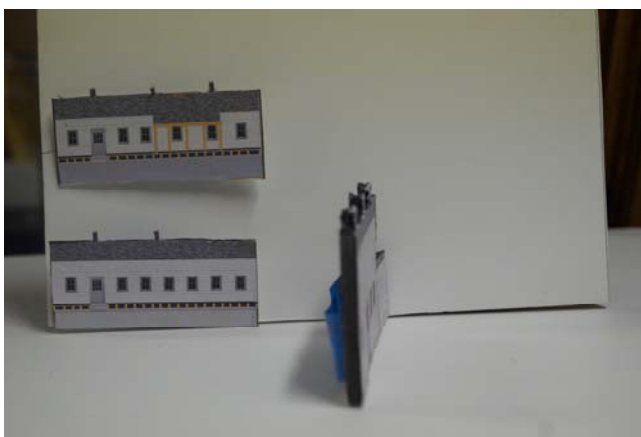
If the buildings are for backdrops, I just print out the fronts of the buildings and I glue them to cardboard or foam board. This allows them to be more rigid and

easier to adhere to the backdrop. Foam board is 2 pieces of cardboard with Styrofoam in the middle. **Michaels**, a craft store chain, carries 3/16 inch thick foam board in black and white colors and various sizes. I use the white because it is easier to see cutting marks. If I am doing several buildings on a backdrop, I often print out buildings in **Z** and/or **N** scale. This allows me to create a sense of distance on the backdrop (See figure 2).



**Figure 2,** Z scale N scale HO scale  
Different Scale cutouts pasted direct to backdrop

If I am using foam board, I usually paint the edges black or the color of the building walls to make them more three dimensional (figure 3).



**Figure 3,** Printouts from program on commercial backdrop. Flat Buildings are mounted to 3/16 foam board with the edges painted black. Note: Blue tape used to adhere the building to the backdrop.

When I do a building with full or partial walls, I glue the printout onto the foam board. When you are doing a building with sides make sure that there is siding to wrap around the ends of the *See Tools pg. 14*



## 2014 Banning Meet

by Per Harwe, photos by Robert Chaparro



The traditional Cajon Division Fall Meet was held in a not-so-traditional location this year. We held it in conjunction with the Banning Train Fest which gave us the advantage of having a very well organized Swap Meet and a large number of modular layouts at the meet. The meet was held in two locations: The Banning Gymnasium and the Senior Center.

We started our meet as usual with a Bingo for Trains game on Friday evening. It was a very relaxed event and the 20, or so, participants enjoyed the evening filled with fun, cookies and refreshments.

### Swap Meet

Saturday morning started with a clear sky and a great temperature, both of which were good ingredients for the outdoor Swap Meet. The meet was very well received and the vendors had a great time selling their wares.



Swap Meet vendors and customers

### Modular Layouts

No less than 7 module railroad clubs had answered the call to display their layouts: Antelope Valley N' Scalers, Hemet San Jacinto Railroad Club, Ken Seipp's Kerk Circus, N-Trak Express, N-Land Pacific Free-Mo N, Orange County Module Railroaders,

and the Southern Pacific Division of the Toy Train Operating Society.

Due to space limitations there wasn't room for all layouts in one location, which turned out negatively since many of the visitors didn't find the layouts in the Community Center.

### Clinics

Since the meet was open to the public we had clinics both Saturday and Sunday. The clinics were the same both days and all of them were attended by a small, but enthusiastic crowd.

### Right of Way & Trackside Details - Bob Chaparro

In a slide presentation Bob explored the use of details as a means to make your layout a more complete, interesting and unique model railroad environment. He emphasized the details that exist without the presence of a train yet they are "railroad", add realism, completeness and atmosphere beyond the train and structures, say to visitors this is not a Christmas display but a miniature transportation system, reinforce prototype or freelance railroad practice, and are simple and sometimes subtle.

### Weathering Heights - Ron Banco

Ron had a double clinic on Saturday afternoon only. He presented the three phases of weathering:

**1 - What to look for:** He shared some ideas about what targets to set before you start, and some easy parameters to hit them.

**2 - Some simple basics:** Chalks and some basic techniques to weather the majority of your rolling stock,

**3 - Detailed weathering for those featured cars:** Ron also covered some of those things for those cars that stand out above the rest.

All in all a very interesting clinic that gave the audience a good insight to how to get our cars to have that "used" look.

### Making Hopper Loads - Joe Villaryo

Joe demonstrated how to create molds for coal hopper loads and how to make the finished load. The technique he used proved to be a very simple one, and all of us should be able to make loads using this technique.

### Basic Scenery - Carl Heimberger

Carl held a very informative and easy-to-follow clinic showing how to create landforms, rocks and how to add ground cover to your layout in order to create



a realistic looking landscape. He brought a couple of dioramas in progress and one completed to show the various steps needed in creating a very realistic looking diorama without too much effort.



Carl Heimberger with a completed diorama

### Basic Airbrushing – Ed Hall

Ed discussed where the airbrush comes from, types of guns and how to use them. Without ever firing up an airbrush he gave a fascinating clinic where he talked about masking tape and different techniques he has developed over the years. He also covered different types of paint and pointed out which ones make the job easier.



Ed Hall showing one of his favorite airbrushes.

### Model Contest

Judging of the models submitted to the model contest took place on Saturday morning. This year we had five entries in the contest, all by the same person, Bob Armour. Bob took first place in all five categories: Passenger Car, Freight Car (Merit Award), Structure Off-line (Merit Award), Diesel Locomo-

tive, and Non-revenue Car. Unfortunately we don't have any pictures of the prize winning models.

### Auction

The Banning Meet ended on Saturday night with the Awards Ceremony and the ever so popular Hobo Auction. Each clinic presenter was awarded a certificate, as was the winner of the model contest. Veteran participants noticed the change in name of the auction but once it started found out that it was the same auction we have had for years. About 30 guests were present at this part of the event. Thanks to Bob Mitchell we got an impromptu "Re-gift table" where some winners promptly put their wins to be auctioned off again at a coming meet!

All in all it was a quite successful weekend. I would like to extend a warm Thank You to the organizers of the Banning Train Fest who invited us to their event and let us hold our meet there. Without their assistance we would have had a hard time coming up with a venue for this meet. I also want to thank all participants for being willing to try the new venue and for making this such a success! The financial result for the meet was a whopping \$523 that goes right in to our bank!

-ph

## New Cajon Division Members



Justin Coburn, Newport Beach  
 Ronald Core, Big Bear City  
 Carl Dawson, Rancho Cucamonga  
 Dale Johnson, Rancho Cucamonga  
 Jay Johnson, Hemet  
 James Kazlauskas, Santa Ana  
 Elaine Messick, Apple Valley  
 Richard Powell, Riverside  
 Stan Schweitzer, Garden Grove  
 Daniel Seward, Morongo Valley  
 Walter Stevenson, Palm Springs  
 Jeff Wells, Riverside  
 Paula Wells, Riverside

**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**  
 December 2014

## Gary & Sandy Railroad

*Article and Photos by Gary Butts*

**Layout Owner:** Gary and Sandy Butts

**NMRA:** Cajon Division # 146478 OA, 146478 OB

**Layout Location:** Huntington Beach, CA

**Scale/Gauge(s):** HO/Standard

**Overall Size:** 5' x 9'

**Modeled Location:**

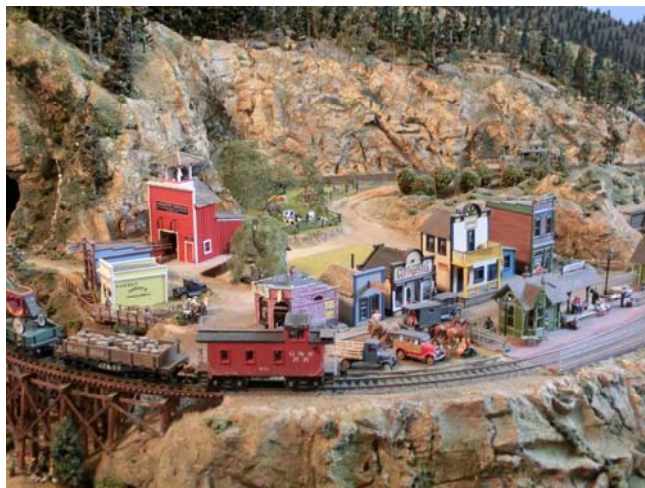
Freelance: California Sierra Mountain Foothills

**Time Period:** 1890-1920

The G&S Railroad is proof of the notion that smaller can be just as much fun. Our little layout is the culmination of over 30 years of tinkering with model trains. The G&S is the third layout of similar size that Sandy and I have built over our many years together. The first never made it to sophisticated scenery but was built before we were married in the small basement of her parents' home in Long Beach, California. Not many homes in California have basements but this house, built in the 'teens, did. The layout was HO and not too sophisticated, but did have block detection and occupancy lighting thanks to some crude circuitry designed by yours truly.

More into modeling than operations, a small layout fills the bill for us, and having an under utilized "front room" in our house provides the perfect place for the pike. A few years ago we decided that since the layout was located near the front entrance to our house and, after all, it was in our front room, we should try and dress it up. To that end, we draped the layout's legs with a velour skirt to hide all of the model train paraphernalia underneath and made a tilt up varnished mahogany bar with a clear plexi-glass splash shield on two sides of the layout. The advent of DCC train control and subsequent wiring conversion to accommodate operation with both DC and DCC modes has actually made for some interesting "micro" operating sessions. With three DCC cabs, operation centers around avoiding collisions with

other "slightly lubricated" engineer's trains as they go about their business of picking up and dropping cars spotted around the layout.



Chantey Springs

In any case, we can say that essentially 100% of the models on the G&S have been made from scratch or kits. This includes structures, cars and engines. The earlier engines and car kits came from Mantua, Round House, and the like. We still have the first HO Manuta "General" 4-4-0 engine kit I built after selling my whole Lionel equipped layout when I was 12 years old. Lately, we have been drawn to the newer "craftsman" style structure and car kits being produced using laser cutting techniques.



The small MOW yard employs several of the local workers to maintain both G&S as well as KJ Lumber equipment

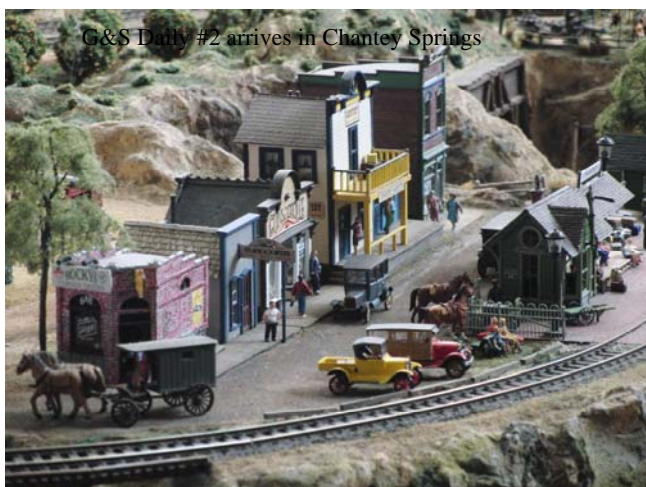


The G&SRR is a completely free-lance railroad set somewhere in the 1890-1920's. We sort of run whatever we want or anybody brings over but generally try to keep our scenery and rolling stock to the Steam era. The location for the layout setting is somewhere in the California Sierra mountain foothills.



G&S Daily #2 arrives in Chantey Springs

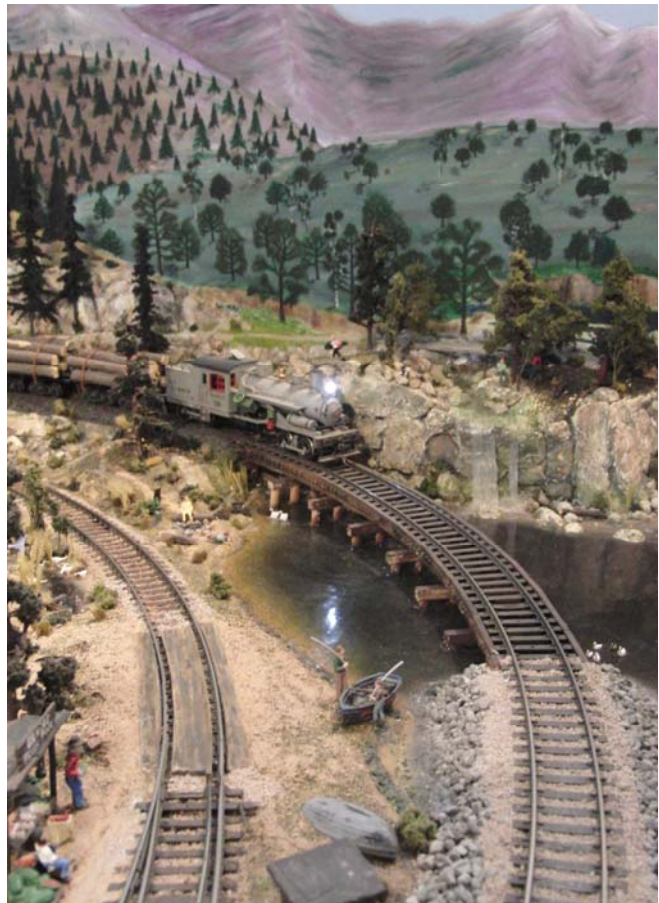
Our fictitious railroad services passenger and freight traffic to the small town of Chantey Springs up the hill from the surrounding flatlands. Trackage and repair facility rights have been negotiated with the up-canyon logging operations of the KJ Lumber Company. Their engines can be regularly seen dragging log cars and empty bogies through town on their way to and from the operations.



Main Street, Chantey Springs

The steep grades associated with the climb up to Chantey Springs required that the railroad convert a couple of logging style geared locomotives to passenger service to drag the short passenger cars up the steep grade to the town. The green paint style associated with the G&S livery makes for unusual but welcome geared engine sightings in and around the G&S territory.

Chantey Springs, located as it is in the foothills, gives the locals an opportunity for some great fishing in Vern pond at the bottom of the grade.



KJ Lumber #19 coasts down grade with a load of trees crossing the bridge over Vern Pond

The pond is a favorite gathering spot for ducks and swans and those wanting a few hours away from work in the small G&S maintenance-of-way yard. You can usually find the same few old hands gathered around the fruit stand in their usual places shooting the breeze or dipping a pole.





Paul and Mary's cabin area attracts weekend campers enjoying the trees and near by pond

A couple of the local residents live close to town and Paul and Mary's cabin is just over the trestle near Ron's pond. Paul can almost always be found on the rocks fishing this secluded pond near his cabin. The area around the Cabin makes for some fine weekend camping and you can count on a tent or two in this pleasant setting overlooking the G&S yard.



KJ Lumber #64 hauls a work train over the double trestle on its way across the valley

The new double trestle over the G&S right of way and valley tributary creek was built by the KJ Lumber Company to provides an alternate way down out of the mountains when needed. Across the cut, the homestead of the Rigney family is also located near town and laundry can normally be seen drying out-

side on most sunny days. Water for the small orange grove that they have somehow managed to get to grow at the town's elevation is brought up from the ground using the tried and true windmill to power the pump.



Rigney Family Homestead

Furlow's handles most of the freight requirements for the town and they truck goods up the hill after unloading the heavy freight cars at their facility on the flats. Passenger traffic however, waits for the daily at the small station located handily right on main street in Chantey. Smaller packages and personal freight is loaded in the baggage combine that G&S brings up the grade.



Furlow's freight station

Rail fanning can be good around the water tower situated on the long siding just out of town. Freight trains often stop on the siding here to allow the high

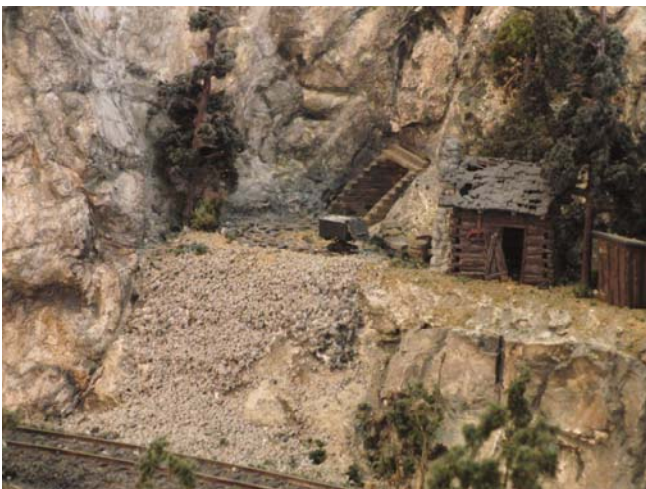


profile passenger trains the mainline right of way. Just across the tracks, under the curved trestle just west of town you can find the local hobo contingency gathered around their continuously burning campfire.



A rare encounter as LIRR #35 takes the siding for water as G&S #35 takes the main with its passenger consist

The old abandoned mine up above the railroad cut was the original reason for the existence of Chantey Springs. Long ago played out, the mine still attracts curious hikers up from Vern Lake to have a look.



The old Lost Lady B mine played out many years ago but the city continues on

Our G&S layout features lighting in most of the buildings and work areas including a couple of scratch built Coleman type lanterns. An 8 channel sound system is installed with background sounds emanating from the forests, waterfalls, campfires, taverns, workshops, etc. with individual speakers imbedded and hidden on the layout at appropriate loca-

tions. All of our turnouts are electrically controlled from a single control panel shared by the train engineers. LED indicators show the position of the individual turnouts and since the layout also supports DC operation, the condition of the various track blocks are also shown with LEDs on the control panel. The turnout switch machines are a mixture of old Twin Coil, Cobalt and even a couple of Atlas actuators. Track is entirely code 100 nickel silver with both flex and hand laid track and turnouts. A pair of dual Frog Juicers wired to a hidden hand-laid dual crossover handles train direction reversing on the layout.



G&S Railroad control panel can be operated in either DC or DCC modes



The Gary and Sandy Railroad

We are continuing to build and add details to the layout as time permits and have drawings in hand that would allow us to expand the current layout to double its size. Who knows? It could happen..... -gb

*from Tools pg. 7*

foam Board (see Figure 4). **Always use a new sharp blade in your cutting tool to avoid ragged edges.** Before gluing the printout to the cardboard or foam board, leave extra space around the edges of the printout so that your final trim will be through the printout and whatever backing you are using.

At one time I used white glue to attach the printout to the backing and then I placed weights on the building while it dried to avoid warping. The warping is caused by the evaporation of the water in the white glue. I have since changed to using rubber cement. It is easier to put on, doesn't warp and when you get a little where you don't want it, just wait a few minutes and you can rub it off without damaging the printout. I would still place weights on it until it dries. **ALWAYS** place a piece of waxed paper on top of the printout to protect it from damage as the glue dries. There are many advantages to using this process. If you mess it up, or want to make changes it is easy to



**Figure 4**, Pacific Fruit (Building with walls). The Printout is wrapped around the ends of the building.

make the changes on the computer, reprint and start over. This doesn't take a lot of extra time or money.  
-mf

*from Workshop pg. 1*

There will be experienced modelers available for consultation, guidance and suggestions for those that would like it. The workshop will start with a mini-clinic covering the basic NMRA model contest judging guidelines and explanations of the various judging and contest submission forms. Example models will also be available for viewing reference. We will be setting up in Gary and Sandy's garage, so no worries about spills or mess. Work tables and chairs will be provided and there is plenty of electrical power available if you need to run the table saw you bring with you.

It is hoped that this workshop will give several of our members local to Orange County (and the more intrepid NMRA travelers) a chance to meet and get to know one another as well as produce some fine models that will do well in our NMRA model contests and Achievement Program evaluations.

For specific Workshop information and location, please contact

**Gary Butts:** Membership@CajonDivision.org  
714 843-9590

**Per Harwe:** Director@CajonDivision.org  
714 832-2469



## Workshop Schedule

10:00 am: Mini-Clinic: Model  
Judging criteria: Cars, Engines  
and Structures, with examples.  
(Coffee will be available)  
10:30-12:00 Model work session  
12:00 Pizza and Pop  
12:30-4:30? Model work session

This event is **Free** for all Cajon Division NMRA members.

Guests and Non-Cajon NMRA  
members are asked to consider a  
**\$5 Pizza Donation**

“Micro-Layout” Tour during the  
Workshop:

“the Gary and Sandy Railroad”

**More Information and specific workshop  
location, contact:**

**Gary Butts:**  
Membership@CajonDivision.org  
714 843-9590

**Per Harwe:**  
Director@CajonDivision.org  
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# 2014 Fall Henderson Meet



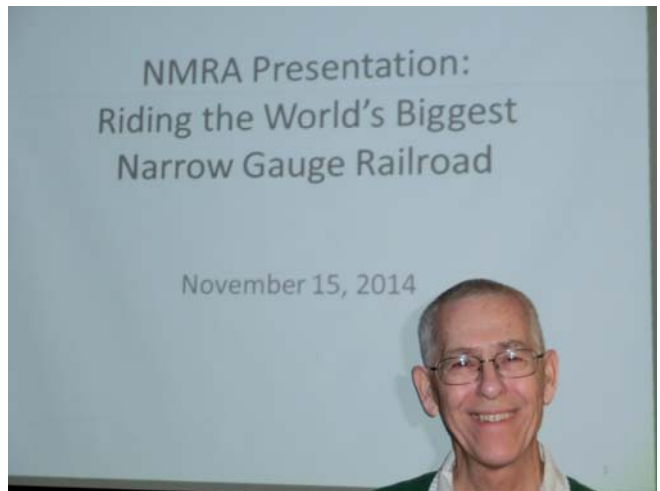
With a Welcoming Committee like this, It's a wonder we had room to move around!



Don't ever trust a Salesman wearing an Engineer's hat!



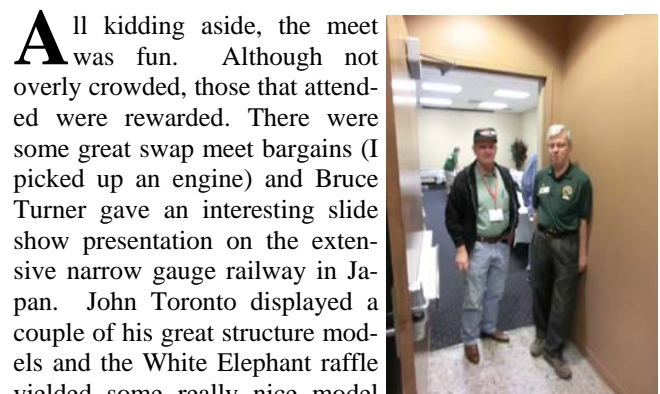
If you don't come for the trains, there's always the Donuts.....



Bruce "Charm" Turner gave a very interesting clinic covering the extensive Narrow Gauge Railway system of Japan

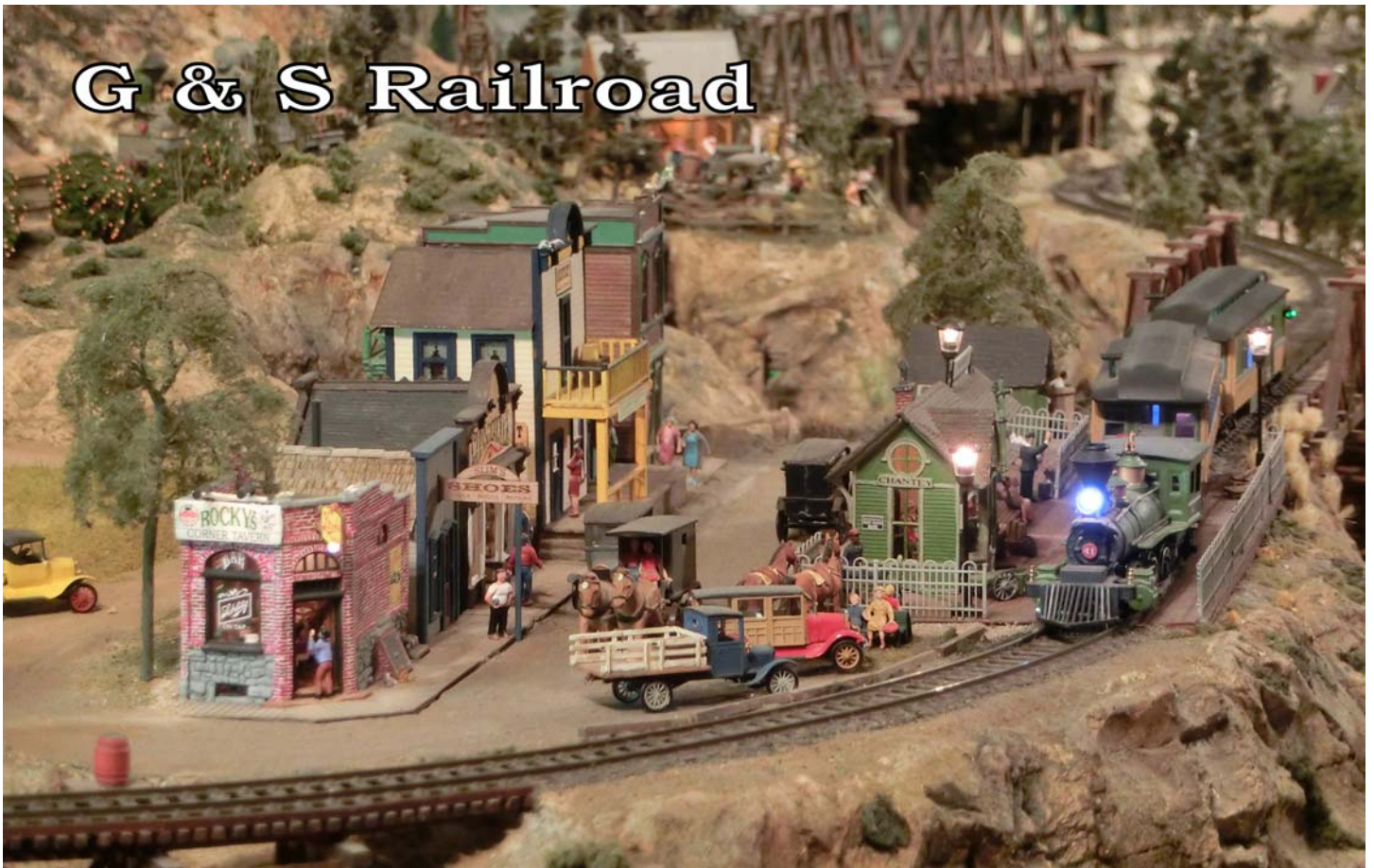


Lots of great bargains were up for sale at the swap meet!



Even some of the Brass showed up for the fun.  
All kidding aside, the meet was fun. Although not overly crowded, those that attended were rewarded. There were some great swap meet bargains (I picked up an engine) and Bruce Turner gave an interesting slide show presentation on the extensive narrow gauge railway in Japan. John Toronto displayed a couple of his great structure models and the White Elephant raffle yielded some really nice model gear. Most of the attendees ended the meet with a trip to Lawrence Dewsnpup's fantastic multi-layered layout (see Order Board Archives, Winter, 2014). Thanks to Ed Hall and his crew for putting this mini-meet together. It was well worth the trip from Orange County. I hope to see more of our members attend the next Nevada meet.  
-ed

# G & S Railroad



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Return Service Requested