



# THE ORDER BOARD

Volume 43, Number 1

March 2015

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## 2015 Annual Henderson Summer Model Train Event & Meet June 13, 2015

The Cajon Division of the National Model Railroad Association will hold its annual Summer meeting in Henderson, Nevada again this year. All members of the NMRA as well as the public are invited to participate in this one day event. There will be educational model railroad clinics open to all as well as a model railroad equipment swap meet. Adding to the fun, the Southern Nevada "N" Trackers will be operating their N scale model railroad during the event and a self-guided layout tour is in the planning stages. The meet will be held in the comfortable surroundings of the Henderson Convention Center, so attend the meet to hook up with old friends or meet new ones .

## TIME TABLE

May 2-3, 2015  
**Fullerton Railroad Days**  
Fullerton, CA

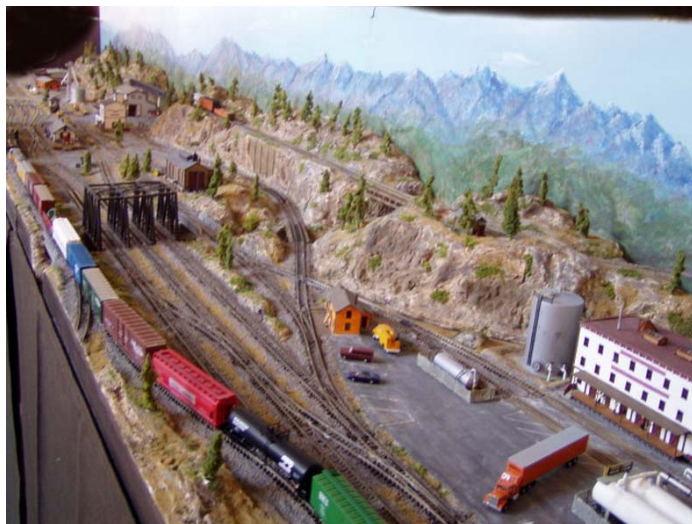
June 6-7, 2015  
**The Big Train Show**  
Ontario, CA

July 18-19  
**The Great Train Show**  
Pomona, CA

June 13, 2015  
**Cajon Division  
Summer Model Train  
Event & Meet**  
Henderson, NV

August 23-29, 2015  
**NMRA National  
Convention and Train  
Show**  
Portland, OR

September 16-20, 2015  
**Pacific Southwest  
Region Convention**  
Scottsdale, AZ



**Regular and Rail Pass** membership applications will be available for those interested in becoming members of the NMRA and the Division Store will be open\*.

**Event Opens:** 9 am, Coffee, Donuts & Swap Meet  
**Model Railroad Clinics:** 10am-noon  
**Membership meeting, show & tell, Auction:** 1 pm  
**Layout tour:** 2 pm  
**Donation:** \$5 at the door.

\*Cajon Division Members that have not received their FREE Cajon Division participation T-shirt will be able to pick them up at this Event!

For more information, Contact Ed Hall: 702 564-6176



**Henderson Convention Center**  
200 Water Street  
Henderson, NV 89015



**Southern Nevada  
N-Trakers  
Model Railroad Club**

A 100% NMRA  
Participating  
organization



The Southern Nevada N-Trakers will be operating model trains on their large modular train layout during this years NMRA Cajon Division Henderson, Nevada Model Train Event and Meet. The layout will be set up and running in the meeting hall for all participants to enjoy at their leisure. *See Pg 11*



Photos- Above Left: Kirk and Chris Jordan. Above:Dale Tripp © 2004 by Southern Nevada N-Trakers

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## From the Conductor's Desk



**A** new year is upon us. OK, so it was a while ago and we even got Daylight Savings time since our last issue came out. But that shouldn't stop us from reflecting on what we can do for our Division and our hobby in 2015.

We are still looking for a meeting place for our Fall meet, sometime in late September or early October.

We can't be in Banning this year as we were in 2014 so if any of you have a good place in mind, please let us know.

Our Spring meet was in Temecula during the weekend of March 13 and 14. It was two weeks earlier than normal due to conflicts with the facility bookings. Unfortunately, we had a conflict with a large meeting in the Arizona Division and that showed in the attendance figures. We managed to get 56 members attend the Banquet at Pat and Oscar's and considering the circumstances it was pretty good. The Hobo auction was a great success. We sold out all tickets we brought and I believe many members went home with some nice MR, and other, items.

It is election time again. This year is when we elect the Directors in our Divisions. If you want to run, please let Tom Draper in the Nominating Committee know ([nominations@psrnmra.org](mailto:nominations@psrnmra.org)).

As I mentioned in my last column we are seeing a downward trend in our membership numbers. Unfortunately, age takes its toll and we have lost a couple of members that way, but that is not the only reason. We need to find ways to attract new members to our Division. I have asked before, and I will keep on asking our members that if you have an idea how to get new members in our Division please let our membership chairman, Gary Butts, or myself know. We can be reached via email, phone or regular mail.

Our next meeting will be a mini meet in Henderson, NV (Las Vegas) on June 13th. If you live in the area or if you plan to be in the neighborhood, please drop by. This time there will be a modular layout on display in addition to the regular events with swap meet, clinics and good fun.

Finally I want you to take a look at our old Newsletters. Gary Butts, has scanned every newsletter we have on file and they are now available on our website. He has also prepared a CD with them all and you can buy this CD in our Company Store. Summer is fast approaching and many of you will be travelling. Please don't forget our column, "On The Road Again" and submit an article about your adventures.

*Per Harwe*

Director, Cajon Division, PSR

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**Members Please Note:** The initial planning for the 2017 NMRA PSR Convention, presented by the Cajon Division, has started and we are looking for volunteers for help in all aspects of this great yearly event. If you feel you can contribute, we are looking for help in all areas of expertise including: Facilities, Registration, Advertising, Printing, Merchandise, Clinics, Tours, Transportation, Swap Meet, On-Site Layouts, Auction, Bingo and Rail Fan events. Please contact any Cajon Division Officer to make your availability known. NMRA Achievement Program points will be awarded to volunteers for this event. *Per*

## Achievement Program



By: Bill Jacobs

Well, we've finally come to the end of this run, the last box on the Judge's Score Sheet-Scratch building. A number of years ago, scratch building was considered by many to be the pinnacle of model railroading-in fact it was almost a necessity because of the lack of commercially available parts that could be used to build models. Today, in a contest, it is only worth 15 points or 12% of the total points available. Let me give you a quote from our old friend, the Judging Guidelines, "This category deals with all parts of the model which have been fabricated from basic wood, metal, plastic, or other shapes and materials. Credit is given for quantity only, quality is considered elsewhere." The elsewhere is in Construction. Now, remember that we are only talking about motive power, cars, and structures entered in contests or otherwise judged by a group of qualified judges. Let's take each of these and discuss them in some detail, starting with the (in my view) easiest.

The scratch building of structures is a forte of mine, and I suspect others. However, I am a graduate engineer and my Grandfather was a carpenter who I "helped" a lot during my teenage years. To achieve the highest number of points in this category (11-15) everything must be scratched except metal, wood and plastic sheet and shapes and light bulbs and lettering (this is directly out of the Judging Guidelines). You can get no more than 10 points if you use metal or plastic doors or windows, interior fittings, figures and animals. So, how do you get a high score in this? First, leave out figures and animals, then build something that has maybe one door and not very many windows-say two. It also sounds like you should have an interior with a roof that can be removed so the judges can see into it. How about an abandoned shack with no interior walls with only studs showing. This is not too hard to do, just do all board by board construction with no paint, only alcohol and leather dye for a finish. Obviously I am speaking from experience here, but you can do it too. A good friend of mine, in the Arizona Division, swears that if you want to get an Achievement Certificate in Structures you should scratch build a bridge-which kills three birds with one stone. Look it up to see what he's talking about-I also love bridges so two of my bridge entries for this Certificate have already received Merit Awards.

Next in line is cars, which can receive the maximum number of points (10-15) if everything is scratch built

except trucks, couplers, brake fittings, and lettering. Now, if you use seats, ventilators, door latches, diaphragms, ladders, and plastic or metal window sash, end platforms and steps that are commercial parts the maximum score you can receive is 10. Okay, this is obviously biased against passenger cars, so we will mostly talk about them. How about we construct a baggage car? Right off the bat, there are no seats, diaphragms, windows, or end platforms. See how easy it is to do this?

Last, and most contentious is locomotives. I will not insult your intelligence by repeating the Judging Guidelines here. I urge you, especially if you intend to get an Achievement Certificate in Motive Power, to go there and seriously read the Locomotive Category in the sub-schedule and the note at the bottom of page 10. In order to get this Achievement Certificate at least 90% of one model must be fabricated by the modeler and that's pretty tough. Many people build a four wheel industrial loco in a larger scale than they normally model. One of the problems with that approach is that they are mostly one color and may not even have a number, so the scores in other areas (see previous columns) may be much lower.

I will now bring up a little problem, which I think will grow over the years. The NMRA did itself no favor in the June 2014 issue of the NMRA Magazine by saying on the cover and in the article that the SD39u locomotives were scratch built. They are beautiful, no doubt, but they do not meet the current NHRA rules of being scratch built. Actually, they almost don't really seem to be a kit-bash. This has resonated pretty strongly across our division and I suspect throughout the organization, especially those who model late-model diesel locomotives. And a last note, I have read, but not seen yet, that Home Depot is now selling a Dremel 3-D printer for around a thousand dollars. How shall we decide if one of those cars is scratch built? I actually hope to get in on that discussion, maybe I'm just a glutton for punishment.

I hope you have liked this series of articles, I've liked writing them. Please do not hesitate to contact me for any reason at all-I've been around for a while and if I can, I'll help, or find somebody who can. See you on down the line, Bill

*(Look for this column on model judging to be added as a permanent part of the Reference section of the CajonDivision.org web site along with Bills previously published A.P. articles. -ed)*

## The Backshop



By: Gary Butts, Editor

Well, we just returned to Huntington Beach from the Cajon Division meet in Temecula. What a fun time! Unfortunately, I was not able to attend the

Clinics due to my commitments to help Sandy with her Food committee duties and manning the Division store, but I heard from several people that they were great. I did see a few HO scale trees traveling through the halls with attendant smiles on their owner's faces so it must be so. I have to say that if you were not able to attend this event you did miss a good time. We have so many fun people in our Division that I think that even if we got together for no reason at all, it would be a good event. If you really want to open up your hobby and have shied away from coming to one of these smaller events, you might want to give it a try. The smaller events like the Division quarterly meets in Henderson, Temecula, Barstow-Banning, etc. are were you can really get to know your modeling neighbors. If you bring a model to the contest you will open up even more doors. Put on a clinic or volunteer for a committee and before you know it you will know half of the active members in the Division and a lot of the members of our sister Divisions in the Region. And guess what? They all are interesting and interested in your Hobby! I was able to get to the TimeSaver switching challenge (Thank you Dave Pantoja for hosting) and after a little goading sat down at the controls. I managed to turn in a First place time which held for a while until I was edged out by Bob Mitchell for First. Don Fowler had the third best time. What a hoot! How are your train switching skills?

The Workshop here in Huntington was also a fun time. Unfortunately/fortunately we had several people not able to come at the last minute due to illness, transportation and other unforeseen circumstance. This resulted in an intimate group from our Cajon, LA and San Diego Divisions getting together. Talk about getting hands on, one-on-one help on your model from the guys that know! It can't get any better. Carl Heimberger gave me the tips I needed for casting the chimney on my Grandma's house and

Pete Steinmetz from San Diego had his weathering kit out and I saw several cars getting the treatment with guidance directly from the expert. The photo collage from the event is posted on the Web Site.

Along this line, a relatively new/returned member to our Cajon Division, Dennis Ivison, has offered to host a bi-monthly operating session on his layout in Garden Grove, CA. for our NMRA members. His On3 layout is featured elsewhere in this issue of the Order Board. Dennis pioneered the "Poker Chip" operations method, and an article explaining this simplified operations scheme can be read in the last issue (January-February) of the "Narrow Gauge and Short Line Gazette". Dennis feels that up to 4 trains can be operating on his layout at a time, so if we figure 1-2 people per train we are looking at maybe up to 10 people that can be involved. We will send out an email to the members within 75 miles of Garden Grove to judge response and we will be looking for RSVP's for this event, in that the number of operators will be limited. Watch the Web Site and look for the email in the next few weeks for the announcement. Send me an email now, if you are interested.

If you have not noticed, the Order Board Archive from 1973 through the present has now been completely digitized and is available for viewing and download from our Web Site. If you would like to have a more permanent copy of the complete archive, visit the Division Store and order the complete set on CD for \$5 + \$1 shipping. It is interesting to read back through the formative years of our Division. A lot of the names from the past are still around and active.

-gb

## Workshop Huntington Beach

January 31, 2015



Pete Steinmetz mini-clinic on weathering at the Cajon Model Workshop

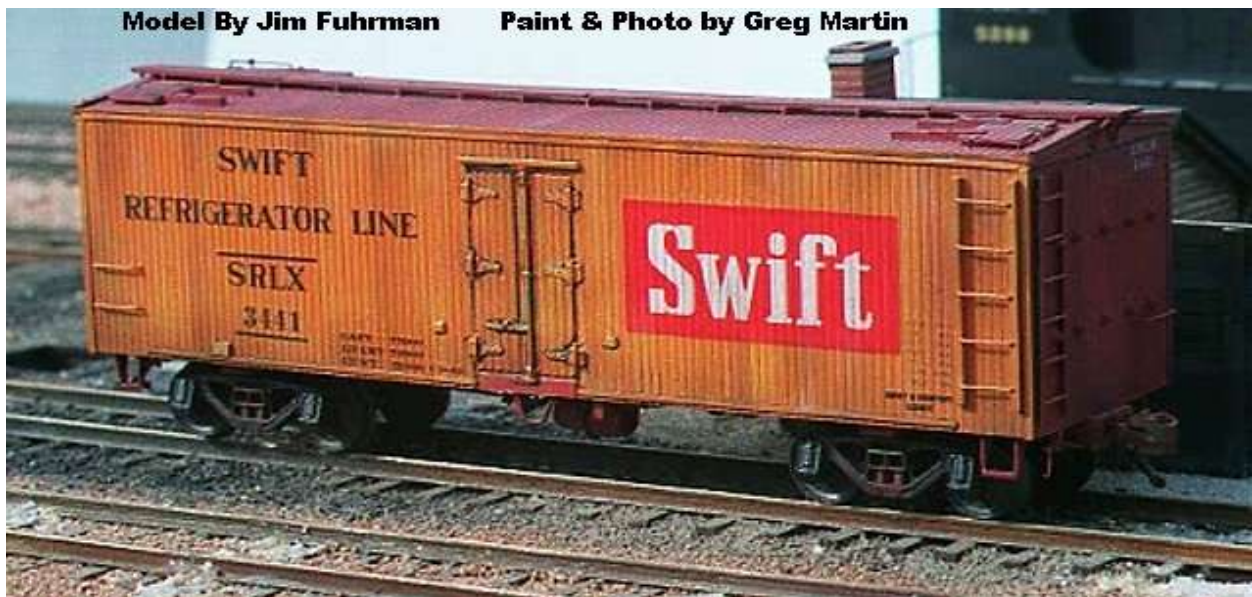
# Scratchbashing

by Jim Fuhrman MRA

More than a few years ago, prototype information on the 36-foot Swift meat reefer that appeared in *Main-line Modeler* inspired my construction project. I decided to use the sides from a Tyco 40-foot Swift reefer as the basis for the model. An MDC floor/underframe and the Tyco trucks would also be used. By cutting off 2 feet at each end and redoing the ladders and gibs on the sides, a reasonable representation of the Swift version could be accomplished. While I used a few detail parts, Major sections of the model would have to be built up from strip styrene and scribed siding. The project had aspects of a kitbash as well as of a scratch build, so I decided to combine the words together as well, making the project a **Scratchbash**. The project is documented in detailed photos on my web site, <http://trainweb.org/jfuhrtrain>.

An even more complex project followed, owing to the lack of an available HO model of an SD45-2 in

plastic at the time. Cannon & Company had introduced their offering of the doors and intake grilles that would be needed for the project, so I decided to proceed using them. The next decision was to use an Athearn GP38-2 front and rear: I sawed off from the cab forward and from the rear hood end aft to make the front and rear. I took more parts from an Athearn SD40-2, including the dynamic brake section, which also had the turbo stack, and the air handler. It also contributed the frame, which I had to mill a portion off to accommodate the cab closer to the pilot. By that time, I had become accustomed to looking at any old shell as a source for parts, so I took the roof section over the radiator, sawed off and sanded down, from an AHM GP18. All the rest had to be scratch-built. It took some careful fitting of all the parts to make sure that they lined up straight. Cannon had not introduced their line of fans, so I used Details West as a source for those. Smokey Valley was the source for the stanchions & I bent up my own handrails. I may replace the fans with the new Cannon offerings and add real rubber MU hoses from Hi Tech Details at a later date. .jf



L-R Athearn Genesis SD45-2, the scratchbashed SD45-2, a detailed reworked Athearn F45



Another Great  
**Cajon Division Layout**  
 March 2015

## South Pacific Coast Line

*Article and Photos by Dennis Ivison*

**Layout Owner:** Dennis Ivison  
**NMRA:** Cajon Division # 101273 00  
**Layout Location:** Garden Grove, CA  
**Scale/Gauge(s):** 1/48 On30, 2-1/2 ft narrow gauge  
**Overall Size:** 480 square feet  
**Modeled Location:**

The South Pacific Coast Railroad, Mountain Division  
 From Laurel to Santa Cruz, California

**Time Period:** 1900-1914

### The Prototype— South Pacific Coast Railroad

The South Pacific Coast was built to tap into the lumber and mineral resources of the Santa Cruz mountains. This narrow gauge railroad ran from the Oakland Mole through San Jose, then up and over the Coast Range. The Mountain Division of the railroad began at Los Gatos ran uphill to Laurel, the highest point on the line, then down the other side. It passed through 8 tunnels (two of them over a mile long), redwood forests and over numerous bridges, finally terminating at a wharf in the city of Santa Cruz. In July 1897 a deal was struck, and the SPC was leased to the Southern Pacific; no sooner had the dust settled than the SP began to standard gauge the section from Oakland to Los Gatos. The Mountain Division was scheduled to be standard gauged when the San Francisco earthquake hit in 1906, this further delayed the standardization for another two years.

### The Pike— South Pacific Coast Lines

After the earthquake the Southern Pacific spent enormous sums of money in the effort to rebuild their lines into and around the Bay Area as well as San Francisco itself, this left little in the coffers to finish the standard gauging of the SPC, so the project was put on the back burner for a few years. On paper, the mighty Espee rolled the SPC and all its holdings into a tidy little entity named the **South Pacific Coast Lines**; this entity would last for six years. Finally at the end of 1914 the gauge was widened, and the narrow gauge railroad through the redwoods would dis-

appear. The season is autumn, and the time period is perfect for a transition era layout... the transition from horse & buggy to the "Horseless Buggy".

### Surveying & Grading

Four years ago, after 35 years in N-scale, I tore down my SP of Arizona layout and moved into O-scale, the new narrow gauge layout is in the same 20'x 28' train room. With a new scale came a totally new approach, no track would be laid until all "surveying and grading" was complete. Starting with the bench work blue/pink foam replaced plywood, 1½" black ABS pipe was substituted for 2"x2" pine legs, and 150 feet of hand painted backdrop that took me three months to finish was painted on foam core panels instead of Walthers paper backdrops glued onto the garage walls. The mountains and rocks are carved out of white beaded Styrofoam with a Hot Wire as opposed to the good old plaster soaked paper towels laid over newspaper or cardboard strips. It was during this part that I had an epiphany, I still had "N-scale eyes", everything looked way to big, or too small, distorted or out of proportion, so I stopped by Arnie's Trains and picked up some O-scale MTH buildings to retrain my perception. I set these on the bench work, and they did the trick; backdrop painting and mountain building began anew. But, all was not ready yet, next up,

36 speakers were hidden in the bench work and a sound system designed with sound tracks provided by "Fantasonics Engineering" plus free-ware, and localized sounds by "Innovative Train Technology" modules. Also in the prep work, lighting was installed for either daytime, or night time operations. Now, I was ready to lay some track.



The sound system powers 36 speakers hidden in the bench work.

## Building a Narrow Gauge Layout

The track is Micro Engineering code 83 flex-track; the turnouts are either modified ME number 5's (21 total) or hand-laid number 4 or 5's (21 total), all turnouts are manually thrown using modified Precision Scale harp switches. There are two Walthers HO scale turntables that have been modified by adding scratch built O-scale A-frames, which were built using Espee Common Standard blueprints. Control is DCC (another first for me) using the MRC Prodigy Advanced Wireless system.

All locomotives are from Bachmann and have been kit-bashed and weathered, and have Soundtraxx Tsunami sound decoders installed. Exactly zero of these locomotives are correct for the SPC, the wheel arrangements are correct, but that's it; no manufacturers currently produce anything even close in O-scale narrow gauge; if none are forthcoming one day I'll see if I can try my hand at scratch building some engines. In the mean time my locomotives will occupy the SPCL roster.



The majority of the box car fleet is scratch-built, with a few of the 24 footers extensively "proto-bashed" for the SPC. Most are built as Carter Brothers cars, some with "modernization" upgrades, and some are off line cars such as F&CC, PVCRR, etc. the premise being that the SP brought in some foreign cars like they did with the C&C. The flat cars and gondolas are Bachmann stand-ins until I have the time to scratch build some Carter Brothers 30' footers.

## Scenery & Structures

The MTH buildings referenced earlier are currently being used as stand-ins, all will

PowderWorks— I always thought a warehouse should be bigger than the boxcars that serve it, but this is a model of an actual structure built to prototype plans... for every rule there is and exception!



Eagles Eye View

be replaced with scratch built structures, or kit-bashed and "re-purposed"; I heard this word used on TV the other day, see old guys can use modern slang. Some of the scratch built structures on the layout are a six foot wharf, two docks, on all six tunnels- the wood portals, linings & tell-tales, bridges (10) eight of them built to SP Common Standards, sand houses (3) SP also, four 10,000 gallon water tanks (SP), coal station (my own design), ash pits (3), a schooner and steam powered coal barge; and several SPC specific structures using published plans. I am currently working on SP's Santa Cruz Depot built in 1893.

I've finally gotten to the point where I can focus on scenery, my favorite part, and it is progressing well,



Old Felton– the hydration plant at Holmes Lime Company. The warehouse and structure are part of a 3' x 6' lime kiln works with it own mining line.

with about 20% completed, 20% untouched, and the rest somewhere in between. The beaded Styrofoam mountains & rocks I mentioned earlier are given a very thin coating of plaster and gesso after carving, then multiple washes add depth and color. This too was a new technique for me, on all my past layouts I painted my rocks with opaque acrylic paints; and I must confess I like the results received with the washes much better. Most of the trees on the layout are home made some up to 36" tall using various techniques learned in clinics, from magazines, and asking lots of, "How did you do that!" questions. Some trees are modified "Christmas trees", some are Super Trees, and some are purchased from Grand Central Gems.



Oh, boy. The Boss is gonna be mad about this.

### Poker Chips?

With a switch in scale and to narrow gauge, came a new outlook towards operations, I wanted to do something different, I still wanted to host "Train Nights", but I wanted to take the operations down a notch. I also wanted to be able to run trains in between sessions without having to keep track of any paperwork. This is what I came up with; the cars that each passing train switches are determined by poker chips placed on fascia signs. Each sign has a car type and number (for number of cars, not reporting numbers) printed on it, this sign is attached to the fascia corresponding to where the car should be spotted for a customer's siding/spur. There is a separate sign for each car type/number that can go on that spur. In essence these signs & poker chips replace the need to print waybills, or carry around car cards. There are 2 poker chips in each holder a red one and a green one; red is "receive", green is "go"; the poker chip in the front determines which move to make. The type of car and number of cars on the sign are then switched according to pick-up (Green=go), or drop-off (red=receive). For a more thorough description there is an article published in the Jan/Feb 2015 issue of Narrow Gauge & Short Line Gazette, if you don't get the Gazette, I'll be happy to answer any questions you may have.



Layout operations  
Poker Chip holders

See *SPCL* pg. 10





## “Tools & Tips”

By Gary Butts

### Need a Porch Lamp? (or other really small LED light)

After returning from the Temecula Meet, I received an email from Gary Robinson (San Diego Division) asking how I made the front porch light on my "Grandma's House" cottage model in the contest. If it weren't for the extremely small size of the components, this light would be a cinch. Unfortunately, in HO, the size is the issue.

After emailing the details to Gary I thought that maybe others could use a similar type light in their modeling so here is what I wrote explaining how I made it.

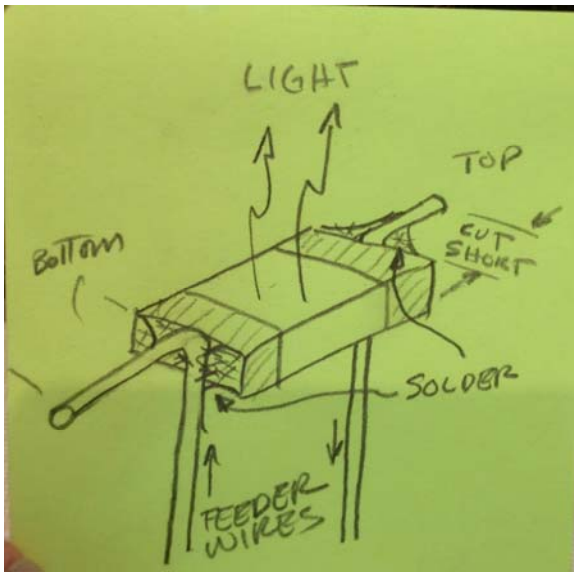
The LED that I used is an Ngeering #N1013-5 Micro LED - yellow. I got it from Arnie's @ \$3.50 for a 5 pack. These things are really small but nice and bright. I used a 1K ohm series resistor to limit the current to about 10 mA on 12 volts DC (They are rated for up to 20 mA) to get the brightness I wanted. If you have a different voltage you can figure the current by subtracting the 2V diode drop off of your supply voltage then divide the remainder by .010 to calculate the series resistance.

You will need some type of magnification to see what you are doing, a sharp tip soldering iron and a way to hold the LED while you solder to it. Basically, I put a right angle on the end of a pair of 30-32 Gage coated wires I had and soldered them to the ends of the LED such that the standing portion (feeders) trailed back away from the front face of the LED and the short bent part of the ends of the wires trailed away from each other at the opposite ends of the LED. I then cut the top wire off short to simulate a lamp cap and the bottom part a little longer to look like some older lamps I have seen.

The trick is holding the LED while you solder the first wire to it. This is not easy as an alligator clip



may damage the device. As I recall I did use my two handed (alligator clipped) holding fixture to clamp, very carefully, on one end of the LED on its solder pad. I then positioned the first wire with the second clip on the fixture. I first spread a clean paper towel under the whole set-up to catch the little LED when I fumbled it (which I did several times-- It is a good thing that they come in a 5 pack!). Using a totally clean and tinned sharp pencil solder tip and my x7 magnifier head set looking through my x4 bench magnifier lamp, I soldered the first wire in place. It takes just a second to flow the solder and dwelling too long on the LED can damage it, however the alligator clip on the opposite end does act as a heat sink. Using the first wire as the holder for the second, I soldered the second wire to the opposite end. A little solder clean-up and careful painting with Grimy Black and it was done.



I had color coded coated wire which helped to keep the polarity straight. It is important that you don't apply any voltage directly to the LED without a current limiting resistor in series with the feeders and that you don't apply excessive reversed voltage to the LED even with the limiting resistor. You can check for the correct polarity after soldering the wires and resistor in place using a normal multimeter set for continuity or diode check. Lacking a meter, you can use a 3or 4 Volt DC power source, if you have one, to look for the correct polarity. I would not advise using more than 4-5 volts in the reverse direction on the LED to avoid damaging it. -gb

SPCL from pg. 8



Santa Cruz Coal Co.



Jeb and Clem's place



**What's Next?**

Add more buildings, hundreds of details, lots & lots of people, and many, many more trees. -di

Watch your email for upcoming Cajon Division operating sessions on Dennis' Great Layout. -ed

## New Cajon Division Members

Mike Allee, Apple Valley  
 Timothy Costello, Irvine  
 David Craig, Oro Grande  
 Rollin Day, Laguna Woods  
 John Fleck, Hemet  
 Charles Johnson, San Clemente  
 Roy Kennedy, Norco  
 Allan Phillips, MMR, 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.

## NMRA Cajon Division Affiliate Model Railroad Clubs (100% NMRA)



### Antelope Valley N' Scalpers <http://www.avns.av.org/>

The AV N' Scalpers was founded in August of 1994. The first meeting was held at the Lancaster, Ca. Library. There were five people who showed up. After talking about starting an "N" scale model railroad, it was decided to go the "NTRAK" route. The Club started by building four 4ft. corner modules. Today we are a very diverse group of very active guys and gals from Santa Barbara to Victorville, from Riverside to California City. We are truly a club "From the Desert to the Sea" and most of Southern California



### Hemet San Jacinto Railroad Club

<http://www.hemetsjmodelrailroad.webs.com/>

The Hemet San Jacinto Model Railroad Club consists of 18 members currently. We are mostly HO and N scale; the club is also interested in anything else concerning trains; such as: O scale, Garden railway, Prototype, Operation, and Photography.



### Orange County Module Railroaders Inc <http://trainweb.org/ocmr/> ,

Post Office Box 3577 Fullerton, CA 92834-3577

Instead of building a large, permanent layout, members build and maintain modules that can be assembled with modules built by other members into a large, operating display. Each person works from the set of club standards that specify module construction. These standards include size, framework, track



### Southern Nevada N-Trakers [www.snnt.org/](http://www.snnt.org/)

Southern Nevada N-Trakers is an N-TRAK club located in Clark County, Nevada

Formed on November of 1997 the purpose of the club is to promote N-TRAK

augmented by oNeTRAK and encourage members in the skills of N-Scale model railroading. For small areas, the table top modules using T-TRAK specification may be of interest

## Want to add more enjoyment to your Model Railroading Hobby?

⇒ Try **joining** one of the Cajon Division affiliated clubs above. They are all 100% NMRA membership clubs so you know that they are active, adhere to the highest modeling railroad standards and are fully versed on the workings of the NMRA.

⇒ **Volunteer** for one of the many Cajon Division committees that can use your help. In particular, the Division is currently seeking volunteers to help with the planning and execution of the **2017 PSR Convention**. Now is a good time to get involved, meet the active people in our Division and help shape the direction that the Division is heading at the 2017 PSR Convention.

# South Pacific Coast Line



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**Return Service Requested**