



# THE ORDER BOARD

Volume 43, Number 3

September 2015

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## TIME TABLE

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

October 3, 2015  
**Cajon Division  
 Fall Meet**  
 Buena Park, CA

October 1-4, 2015  
**Model Railroads of  
 Southern California  
 Layout Tour #45**  
 San Luis Obispo and Santa  
 Barbara Counties, CA



## 2015 Pacific Southwest Region NMRA Convention September 16-20, 2015 Scottsdale, Arizona

Come and see Model Railroading in Arizona at its finest. Experience the Verde Canyon Railroad in Clarkdale, Verryl Fosnight's Union Pacific "Wyoming Division" in Cornville, a welcome BBQ and a new model railroad building at McCormick - Stillman Railroad Park, great clinics and much, much more.

Over 25 layout tours - OPS Sessions on numerous layouts- Prototype tour of Phoenix Metro Light- Day trip to ride the Verde Canyon Railroad in Clarkdale and a visit to Verryl Fosnight's Union Pacific "The Wyoming Division" Model Railroad- Maricopa Live Steamers- Hobo Auction- Swap Meet-

Railfan events including wine tasting- Cooking classes at a local culinary school - Contest room- Clinics- And much, much more.

The Convention Hotel is the Millennium Resort and Villas at Scottsdale McCormick Ranch. 7401 N. Scottsdale Road, Scottsdale, Az. 85253

<http://www.azdiv-nmra.org/> for more details.



## 2015 Annual Cajon Division Fall Model Train Event & Meet October 3, 2015 Buena Park, California

The Cajon Division of the National Model Railroad Association will hold its annual Fall meeting in Buena Park, California 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, a model contest (NMRA members models only), Hobo auction, Bingo and more. See our web site for schedules, fare, etc.

The meet will be held in the Messiah Lutheran Church, 6625 Dale St. Buena Park, CA with ample free parking.

The Cajon Division company store will be open for those Cajon members wanting to pick up their free Cajon Division T shirt.

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## From the Conductor's Desk

**O**ne down and one to go! Conventions, that is. I know those of you who attended the NMRA National Convention in Portland, OR, came away from there with lots of great memories and experiences. There is more on that in a separate article in this issue.

As I write this, there is just one week left until the PSR Convention in Scottsdale. It promises to be a great convention as well and it is with great anticipation I will be boarding my flight to Phoenix next week.

The summer came and is almost gone already. I was in Sweden in June and I never saw the summer while there. It was a great Southern California winter weather the whole time. I did get a couple of chances to ride trains over there and it never stops to amaze me how far ahead of us they are in schedules and comfort. Rumor has it that the reliability approaches that of Amtrak, but fortunately I have not seen that yet. I am always happy for the convenience the trains give me. After a long transatlantic flight to Copenhagen I just pick up my bags, breeze through Customs, take the elevator down and board the train which takes me to virtually my doorstep in Sweden.

The details are beginning to clear up regarding our fall meet in Buena Park. It will be a one day meet on Saturday October 3<sup>rd</sup>. We will try to squeeze in all the regular events during this one day. Clinics in the morning, pizza lunch (extra fare), followed by the Hobo auction in the afternoon. If you are still up for it, we will have the Bingo for Trains later in the afternoon. There will be model judging, so bring you models and get those AP certificates! If you want to try your skills with the TimeSaver module, it will be there also, so go ahead.

Well folks, that's all for this time. It's time to pack the bag once more and head out "back east" to Scottsdale. See you all there!

*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

As I told you the last time, I've decided to build a D&RGW San Juan passenger train as a part of the requirements for a Rolling Stock Achievement Certificate.

To that end I have procured three LaBelle kits, a baggage car, a coach, and an observation car. To go with these kits I also got Blackstone trucks and lighting units, Kadee #714 couplers (a small digression here-although the #714's are pretty standard in HOn3 use, the D&RGW used small standard gauge couplers and they would be more prototypical, but I want these cars to operate with my other equipment). But, to the point of this article, we need to see what it takes to turn a really nice kit into a contest quality model, and we are going to concentrate on the baggage car this time.

The LaBelle instructions point out that this is a *basic* body kit for D&RGW baggage cars numbered 125-129 and 151-159. Here is where the research starts- I am lucky enough to have a selection of plans and books that I have acquired over the years, and plan D -155 from the Baby Grande Western Balsam Shops dated 9-30-64 and Narrow Gauge Pictorial, Volume II by Robert Grandt allowed me to deduce that #127 was the only feasible contest model to build for my San Juan. For those of you who have followed along this far and are not of the 3-foot persuasion, the NMRA has a whole library of photos and virtually all major (and many minor) railroads have historical societies which can provide a wealth of data on many specific cars (and on-line structures, too).

So back to #127; it was built in 1894 by the railroad. It was rebuilt in the 1920's (along with most of the other baggage cars), the major changes being reinforced frames, steel body bolsters (a big departure from the kit), steel truck bolsters with side bearings, and wheels reduced from 30 to 26 inches diameter. But, here comes the zinger, in 1937 nine baggage cars, including #127 were rebuilt, once again, to support the soon to be introduced named passenger trains, one being the San Juan. Another aside- the LaBelle kit does not support any of the other eight. These cars essentially became the electric power generators for the lights in the rest of the train.

*Cont'd pg 4: Achievement*

## The Backshop



By: Gary Butts, Editor

What a great couple of model train months since the last Order Board in June. I hope that you were able to make it to at least one or two of the fun Cajon NMRA events. The June meet in Henderson this year was well worth the long drive for us. Just meeting up with some of our Cajon Division friends from Nevada was reward enough, but add to that a great swap meet, Clinics, and the "N" Trackers layout made for a very special one-day meet. See the detailed Henderson Event report elsewhere in this issue.

The Arnie's Trains Kids Kit build event this summer was another big hit. The estimated attendance for this event was well up in the high hundreds and there were smiles everywhere. The Cajon and LA Division volunteers provided support and guidance for over 40 young kids building free donated HO model railroad car kits. Several local area clubs had running layouts and a good sampling of major manufacturers set up booths as well. See the video "KidsBuildBowserKitsAtArnies" link at <http://www.arniesmodeltrains.com/category/monthly/>

Then there was the Friday night operating session on Dennis Ivison's layout in Garden Grove. Talk about a no-pressure, fun evening running great looking steam equipment on a large and scenery complete layout with some fun people! Dennis provided some goodies, some great (looking and operating) trains, and the Poker Chip operating scheme to make the session fun and easy. Even for a complete operation neophyte like myself, the session was easy to understand. I got all of my cars delivered! Near the end of the session my wife (and switch-person for the session), Sandy, grabbed a throttle and helped reposition some of the mis-spotted cars.

If you joined the NMRA to expand your enjoyment of the hobby and are not taking advantage of these types of event opportunities, you are missing a lot of the benefits of membership. These types of events are total fun with friendly modelers, no pressure, no commitment, and no money. OK., I guess you have to drive there and spend some money on gas, but the

*Cont'd pg 4: Backshop*

*Achievement, cont'd from p4*

One end of the interior of the car was stripped of most of the baggage fixtures and replaced with a Delco light plant which had an undercar air intake for the radiator, along with a huge rotating flue stack on the roof. The Delco plant was fueled by Skel-Gas tanks in a cupboard on the side of the end platform nearest the plant. The platform steps under the cupboard were removed and (apparently) the side sill extended to support it with a stirrup step installed. An electrical conduit was also run down the center of the roof.

So, what do I have to do to get the kit to replicate the prototype? Well, we need an interior. The Blackstone light unit has a big capacitor which I hope to be able to remove from the unit and relocate in the Delco plant cabinet. I had a little trouble figuring out what "fish racks" on the plan were, because they were removed from the light plant end of the car and then I found an interior picture. They were a 2x4 grid on the floor under shelves for the baggage. I surmise that the baggage handlers frequently had snow all over their shoes at these altitudes and these just allowed good footing at station stops, so fish racks are in order, along with shelves, a desk, and toilet facilities.

The exterior needs the steel plating along the lower sides, the roof electrical conduit, the Skel-Gas cabinet along with the radiator air intake and the flue stack. The floor/undercarriage in the kit is merely a slab of basswood which is very far from prototypical, but I have plans and hands-on experience about how these D&RGW passenger underframes of this era were built, and I intend to build my own. The brake rigging castings in the kit are also not prototypical and I have not yet found a commercial product that is, so I will probably modify what was provided and make a few parts to get close.

Hopefully in the next issue we'll see how I am coming along.

See you on down the line, Bill

*Backshop, cont'd from p4*

total expense for attending all three of these events was \$5. Make it \$10 if you include the donation for doughnuts at the Henderson meet. Pizza and soda was free at Arnie's with any purchase and Dennis kindly supplied snacks at his op session.

Keep your eye on our web site, your email and the Order Board for our up-coming Cajon events. There is the Cajon Division Fall meet in Buena Park and one or two exclusive NMRA Cajon op sessions and possibly an Arnie's Trains model workshop in the works. All of these events should happen in the next few months so stay tuned for the specifics.

Sandy and I were fortunate enough to be able to attend another (not so inexpensive) event: the NMRA National Convention in Portland. This was a full week of model railroad and prototype railroad saturation! We attended several clinics (I even presented a couple), visited numerous club and personal layouts, rode behind two beautiful full scale steam locomotives on the beach and in the forest, visited the Tacoma classification yard, participated in the model contest, volunteered at the bag check, attended the National Train Show, met a ton of new friends and connected with several of our old model railroad buddies. All in one week of fun. What a great time! Check out Per's report in this issue for more on this National Convention.

If you have the opportunity to make it to one of the NMRA National Conventions, don't pass it up!

-gb

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## New Cajon Division Members

Debbie Ewing, Winchester  
 Frand Ewing, Winchester  
 Robert Hesselgrave, Huntington Beach  
 Usvin Ozzie Pramwew, Brea  
 Douglas Purvas, Henderson  
 James Thomas, Alta Loma



**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.

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# Henderson 2015 Summer Event/Meet

This year's Cajon model train event and meet in June was a great session. The very well attended meet started off with the Ed Hall's famous Dunkin' Doughnuts and coffee during the swap meet table and "N" Trackers layout set up. After paying their admission and getting their free T shirts from Sandy at the door, the attendees were greeted by a ton of swap meet specials. Yea, I dropped a couple of bucks myself.. I can't resist a good kit, even if I already have a bunch waiting to be put together.

If you turned to the left when you entered you were greeted by an operating N scale layout presented by the "N" Trackers club. These guys set up in a hurry and had their beautiful layout running during the entire meet.



Sandy's watching the store.



Loads of good railroad stuff at the Swap Meet Tables!



Southern Nevada N-Trackers



This years meet featured a couple of Clinics presented by David Dwane on "Scratch Building a Narrow Gauge Flat Car in any Scale" and "Planning a Cars Achievement Award model name train: D&RGW's "San Juan"" presented by Bill Jacobs.

After a brief Cajon Business meeting, we were off on the layout tour to see John Taranto's layout in Las Vegas. Check out John's layout in detail in this issue's Featured Cajon Layout article. -ed



David Duane: Flat Cars in any scale



The Clinic Attendees



Bill Jacobs: Modeling the San Juan



John Taranto's Dutchtown & Geismar

# PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION



## REPORT *by Per Harve*

The NMRA National Convention was held in Portland, OR this year. Several PSR members attended and many of us took the Coast Starlight up to Portland. We connected in Los Angeles and just about all of us met in the Amtrak Lounge at the Union Station. The trip up to Portland was fairly uneventful. One very pleasant surprise was the Lounge Car, a converted Santa Fe Bi-level diner where the sleeping car passengers could enjoy free meals at a table without other guests. This is unique to the Coast Starlight and it may not last much longer.

As with all National Conventions, the selection of clinics, tours and layouts are over the top. Being the procrastinator I am, I did not have many choices of tours and layouts so I picked the only one that was left, the MAX LRV Maintenance facilities. This was a very informative tour and our guide was very knowledgeable with all aspects of the operations at the facility. I will let a couple of pictures show the tour.



Power Truck ready for overhaul



A MAX Type 1 LRV in the paint booth with the second of 7 coats applied



The latest Type 5 LRV getting final adjustments by Siemens before being put in service.

I attended a couple of the clinics but I didn't realize I forgot to take pictures until the clinic was over. The one exception was Gary Butts' Resistance Soldering clinic.



Gary Butts showing resistance soldering

**Celebration of Models**

Close to one hundred models were entered into the contest; this year called the "Celebration of Models". Look in the coming issues of the NMRA Magazine for more information, but I want to mention that two Cajon Division members took first places: Gary Butts in the scratch built steam locomotive category and Ed Hall in the kit built diesel locomotive category. A big salute to our outstanding modelers!



Gary Butts' winning model of "Betsy"



Ed Hall's winning SP diesel locomotive

**NTS**

The National Train Show was held at a different convention center a good distance from the convention hotel. This gave the delegates a golden opportunity to try out the MAX (Metropolitan Area Express) LRV system.

The show was smaller than the previous two I have attended. It was mentioned that many of the vendors didn't want to come out West considering how close in time the Train Show was to the Narrow Gauge Convention.

I don't know if you remember the stir Charlie Getz caused when he wrote about Lego in the NMRA Magazine a while ago. If you like Lego trains, or not, there were not only one, but three Lego layouts at the show!



The convention ended with the banquet on Saturday evening. Thanks to two very resourceful LA Division members a few of us managed to get in and reserve two tables when only the dignitaries were supposed to come in (thanks Pat and Mona from LA Division). Having attended only three conventions I realize I am one of the junior attendees but I didn't realize how junior I am until the MC asked the audience how many conventions they had attended. 50 was the top! And with that I end and hope to see some of you in Indianapolis next year.

-ph



## “Tools & Tips”

By Dennis Ivison

### Making Synthetic Wood Part 2– Painting

This issue we're going to cover, as the title suggests, painting our "synthetic wood". When using real wood to build a project we already have the base color we are looking for, the wood itself, when we use plastic to make our wood we need to add the wood color, unless your goal is to end up with a white structure. When using wood products, as you've read in many articles, we use stains and washes to achieve the final effect we are looking for; when using plastic we need to use opaque paints at the beginning to cover up the white plastic, then we get into using washes. As a side note, even if I am looking to have a white finish on my "synthetic wood" structure, I still paint the wood with white paint first. I've found that flat paint takes washes and chinks better than bare plastic does.

Follow the photos and captions to see the techniques that I've used to get the finish I'm after when making "synthetic wood".



Photo 1

In the first photo we have our raw product, we've scratched and scribed the heck out of our plastic and are in the process of turning plastic into a wood deck. You'll notice that several areas are more heavily scribed than others, I really let loose with my Japanese rasp. This is going to be a loading dock for the current project I am working on. The vertical faces are not scribed with wood grain, here I'm looking for

a painted surface at a well maintained business. The .250x.250 pieces in the upper left corner are braces for the walls of the cooper shop.



Photo 2

In photo 2 we have simply spray painted the deck surface with two different colors. Both colors are by Rust-Oleum, camouflage tan and primer gray; both colors are an ultra flat finish. You'll notice some areas are much darker than others, there have been no washes applied to this point, only spray paint; the dark splotches result from an extra heavy application of the Japanese rasp. The vertical surfaces are painted dark gray, the finished color I want for the lower half of this structure.



Photo 3: What the h\*!# did you do! That looks terrible!

Not a lot of unfinished wood decking exposed to the elements remains a monochromatic color for long, so we need to add a little variety to our color range. There are at least half a dozen different colors brushed on to the deck at this point. The technique I use is somewhere between dry brushing and full color application, I'm aiming for a hint of color

(weathering), rather than a weathered paint look. The paints used are inexpensive acrylic paints you can find at any art supply store.



Photo 4, That's a little better, but still a little splotchy don't you think?

Washes, you've read a dozen articles about washes, but they still work. This is the result after two very thin washes with black India ink, one overall wash, and one more directed at areas I thought needed a little more highlighting. That is the only difference between photo 3 and this one, the washes have brought out the wood grain a lot more and have blended the ugly blotches of paint from the previous photo together a little. The deck is still a little dark, but we're getting closer. The next step will lighten the deck and blend the colors together even more.



In this photo you can see the finished deck. After the India ink wash, I take a cotton swab and lightly dip it into alcohol and gently rub selected areas of the "wood". This bleaches out some of the color and helps to further blend all of the colors together. You don't want to get back to a monochromatic color palette, nor undue the effects of the India ink, so avoid a general wash and stout scrubbing, or you'll risk ru-

ining all of your previous work. After the alcohol dries, a thorough dry brushing finishes the project. For the dry brushing I don't like to use white it is too bright, plus I'd like to stay with a color that you'd find on a weathered, well used piece of wood; for that reason I like to use weathered concrete. Now that the deck is finished it's time to work on the cooperage.

-di

## Cajon Division California Op Session Highlights

By Gary Butts

The operating session this last June 26th hosted by Dennis Ivison on his South Pacific Coast On30 layout in Garden Grove was a success and a lot of fun! The casual atmosphere that Dennis provided during the session with clear instructions, his "Poker Chip" car forwarding method, a beautiful scenery complete layout and snack goodies made for a great evening.

Dennis' layout is fully DCC equipped and features wireless walk around consoles controlling all of his logging period trains. For complete details on his layout see the Winter 2015 issue of the Order Board available on our web site.

Additional Cajon Division operating sessions are being planned on Dennis' and other great Cajon Division layouts so don't miss the opportunity to participate in one of these fun events. Posting for these sessions will appear in the Order Board, on our web site and by direct email notification.

The image shows a collection of railroad operating session materials. On the left is a 'Felton Local' sign with a 'Whistle Signals' section and a 'Bell Signals' section. In the center is a 'Santa Cruz to Glenwood' sign featuring the 'SOUTH PACIFIC COAST' logo and 'Train 18 East'. On the right is a detailed route diagram showing the path from Santa Cruz to Glenwood, with stations including Felton, Santa Cruz, and Glenwood. The diagram also includes a 'Doubler Creek' section and a 'Glenwood Wharf' section.



Another Great  
**Cajon Division Layout**  
 September 2015

## The Dutchtown & Geismar Division of the New York Central System

Article and Photos by John Taranto

**Layout Owner:** John Taranto  
**NMRA:** Cajon Division # 123230 00  
**Layout Location:** Las Vegas, NV  
**Scale/Gauge(s):** HO / Standard gauge  
**Overall Size:** 8' x 16'  
**Modeled Location:**  
 Mid-State New York  
**Time Period:** 1950

Not all layouts found in the Southwest are influenced by the UP, Espee and the Santa Fe. Within the diverse population of the greater metropolitan area of Las Vegas, you will find a variety of railroads modeled by local hobbyists. In my garage at home, I have created the Dutchtown & Geismar, a division of the New York Central System.

Ever since I was a boy, I have been a fan of the New York Central Railroad. Sitting in my father's lap, he would open a book of North American locomotives. "See here," he would say, pointing to a builder's photograph of an NYC Hudson, "this locomotive is perfectly proportioned and balanced...a real beauty!" So naturally when I planned my layout, I wanted it to represent a slice of the New York Central. My era is circa 1950, during the Central's glory years of post-World War II revenue. Steam is still king on the Dutchtown & Geismar, with diesel locomotives only beginning to make their appearance.

I wanted to be able to run long passenger trains with 80' cars. So in designing my layout, I needed a railroad with as large a radii in curves as possible for the space available. Utilizing the 3<sup>rd</sup> bay of my three-car garage, I determined that the dimensions of the pike would be 8 feet by 16 feet. I used several guides for the planning and construction of my layout. For a feasible track plan, I referred to the book *101 Track Plans for Model Railroaders* by Linn Westcott (Kalmbach Books). Inside this excellent reference, I was able to find a track plan that would suit my needs. The Dutchtown and Geismar is loosely based

on plan #56, the Dayton & Northern Railroad by H. F. Freeman. As Westcott calls it: "A *small railroad with broad curves.*" The maximum radius on the double track mainline is 31 inches. The minimum radius at the yard entrance is 24 inches. Throughout construction I tried to always follow the "K.I.S.S. Rule" and today I am thankful for it. I am a believer that keeping trackwork simple and functional makes for a more realistic looking and trouble-free railroad. For smooth operations, *real railroads* keep their trackwork simple and efficient.

Kalmbach's book, *Practical Guide to HO Model Railroading* became invaluable to me. It was my "go-to book" for many facets of the construction process. In creating a 8'x16' layout, I would need four pieces of 4'x8' plywood. These four sections, each supported with its own legs would be joined together like a modular railroad to form the layout. A 1'x8' section would be ripped from the long side of two pieces of plywood to create a 2'x8' pit in the center of the layout. This pit is necessary for ease of reach to all areas on the pike.

The benchwork is based on Linn Westcott's L-girder design. This design is lightweight but very strong. I used the straightest pine lumber that I could find at my local Home Depot. 1x2 flanges are joined to 1x4 girders to form the "L." 2x2 legs with cross braces and gussets support the framework. Everything is held together with drywall screws. The sub-roadbed tabletop is 1/2" plywood, rising 44" above the floor.

For drawing up my track plan, I used special Layout Design Sheets by C.T.T. Inc. of Dallas, Texas. These sheets are printed with a 1":12" scale grid. I used a C.T.T. 1:12 HO scale template which greatly assisted in laying out the track plan. I then drew out the track plan on the tabletop with the aid of Atlas HO scale Track Planning Templates. For drawing curves, I used the "yardstick and pencil" method: Drill a pivot hole at the one-inch mark on a yard stick and another hole for your pencil at, say, the 22-inch mark. Draw a partial circle and you have a 21" radius curve. I used cork roadbed by Mid-West Products. I fastened the roadbed to the sub-roadbed using Liquid Nails. I used Liquid Nails for the trackwork also. Expansion gaps were left at the rail joiners as these were critical in a room which is not climate controlled as my garage. I selected Atlas code 83 flextrack because of its realistic profile and availability at my local hobby shop.

When using flextrack on the curves, I would first solder two 3-foot sections together to form a 6-foot “super section”. This made laying track on a 31” radius much easier. Turnouts are Atlas Custom Line; #6 on the mainline and #4 in the yard. Atlas Custom Line turnouts are “DCC friendly” and I did not have to do any modifications to them such as powered frogs to make them work. I used Atlas under-table switch machines for operating turnouts in the yard. These are controlled by single-pole double-throw (SPDT) *momentary* contact toggle switches. For turnouts in the outlying areas, I used ground-throws and switch stands by Caboose Industries.

Each and every section of track is powered by feeders. 22AWG feeders are soldered to the outside web of the rail and then dropped down through the roadbed and sub-roadbed to be soldered to 14AWG bus wires. This bus runs the length of the railroad and is connected to the power supply. DCC power is supplied by a 3 amp Digitrax Zephyr control station. Surprisingly, the Zephyr has enough amperage to power the entire layout without any problems. Throttle control is supplemented by two Digitrax UT4R wireless throttles. Only a maximum of three locomotives can be in motion at any given time. A programming track, which must be electrically isolated from the layout, is modeled on the pike as an abandoned spur.



I used Woodland Scenics products for most of the scenery. “Granite Mountain” was built using rock molds with Lightweight Hydrocal over a Styrofoam shell. Roads were built using Woodland Scenics “Smooth-It” road system. Ground cover is a combination of various ground foam turfs followed with

static grass applied with a Noch applicator. Trees on the layout are a variety of commercially made products with a few hand-made items here and there. Ballasts and cinders are also by Woodland Scenics. I’ve found that the finer “N-scale” ballasts look better with code 83 and smaller rail.

Lineside details include a signal bridge, grade crossings, cross bucks with wig-wags, relay cabinets, ground boxes and whistle posts. To add a prototype look of the trackwork, I installed ATS (Automatic Train Stop) inductors. These are correct for the New York Central (as well as the Santa Fe and a few others) and work well with the ATS pickup shoe which is modeled on my locomotives.



I am fascinated by locomotive servicing and repair facilities and all that goes on in them, so I decided that this would be portrayed in the forefront of my layout. Visitors will find a freight yard and locomotive servicing facility bustling with activity. For modeling ideas, I referred to the Kalmbach book *The Model Railroader’s Guide To Locomotive Servicing Terminals* by Marty McGuirk. I also relied on articles about locomotive servicing written by MR contributing editor Tony Koester. On the layout, when a steam locomotive enters the servicing facility at Geismar, it will first drop its fire and have its grates cleaned at the ash pit. Then, it will continue to the wash rack to be scrubbed down. After its “bath,” the locomotive will proceed to the turntable and into the roundhouse. Once leaving the roundhouse, hostlers will move the locomotive to the coaling tower and water column to have its tender filled. The locomotive, now ready for the “high iron,” is moved through the yard and coupled onto its assigned train.



As trains leave the yard, they roll past a large coal-fired power plant. Crews on a class U-3 0-8-0 switcher are kept busy with either shunting freight cars about the yard or shuffling coal hoppers to service the power plant and coaling towers.

After passing through the tunnel portals at Granite Mountain, trains emerge on the other side in the heart of Dutchtown. As the name implies, the fictitious community of Dutchtown was first settled by immigrants from Holland. Dutchtown is a typical town in mid-state New York whose chief employer is the railroad and the industries that the railroad attracted. Due to its location along the *Water Level Route*, the New York Central found it desirable to locate a locomotive servicing terminal and freight yard at nearby Geismar. Looking about Dutchtown, visitors can see a passenger station with an REA warehouse next door. Across from the station is an urban neighborhood with townhouses, apartment buildings and shops. As trackage rights was granted to other railroads, freight business increased and more warehouses and industries opened in town. Dutchtown

became a terminus and transfer station for the motor freight business as well. Borden's Dairy erected a creamery with an icehouse and an icing platform to service refrigerated cars. A small bulk oil depot is seen on the industrial spur with a diesel locomotive refueling facility. Not far from the roundhouse, there is a trainman's hotel where road-weary crews can grab a hot meal and catch some shut-eye before their next assignment.



As trains leave the city, they roll through the countryside passing an occasional wood frame home or country store. Hobos are sometimes spotted along the right-of-way in makeshift camps. Structures on the layout are an assortment of Walthers Cornerstone, DPM an IHC kits as well as a few Heljan, Kibri and Faller buildings which I have found to have an "American" profile to them. Recently, I have added a few laser-cut wood structures to the layout and am quite pleased with them.



As mentioned earlier, motive power is predominantly steam. Locomotives are a combination of Broadway Limited and Proto 2000 products. All are equipped



with DCC and have sound. Local freights are handled by class H-6 and H-9 Mikados. Railfans can also observe interstate fast freights of the Nickel Plate Road passing through with one of their famed Berkshires on the point. For hauling the Central's "Great Steel Fleet" Hudsons and Niagaras do the job. As for the heavyweight varnish, a dual-service class L-4 Mohawk handles the consist with ease. There is a lone diesel on the railroad, an Alco S-1 switcher, which the Central has brought in for evaluation. *-jt*



**Want to add Fun and Enjoyment to your Model Railroad Hobby?** Consider volunteering to help out with any of the Cajon Division events and meet great people, gain model railroad knowledge and give a little back to your hobby. **Can't?** How about writing an article for the Order Board? All submissions encouraged and considered

**Wildomar? Railroad** construction is on the move!

Bob Mitchell finally got some time off from his hectic work schedule to put some time in on his Layout construction project. Have a look at the progress on his new layout. *-ed*

**Bob Mitchell:** The Layout is HO and was inspired by John Allen's Layout which I saw back in 1971. The scenery in the main isle way will eventually go all the way down to the floor.

- I have not named the layout or the towns yet...
- There will be 94 turnouts when finally completed...
- I have completed most of the work in the evenings...about 3-4 hours a day...

Still many years before complete, but I should have a section done by the Temecula meet that attendees can (if they dare) experience the end of the line portion as a switching challenge.

Sample railroad (smiles) history: The Narrow gauge railroad was nearly bankrupt until the primary railroad revived it when logging and mining opened up again. Hence, there are portions that Dual gauge was incorporated to save the expense of rebuilding some of the deteriorating bridges from decades before.

[I am] currently working on some of the layout backdrop painting starting over by the Narrow Gauge yard.



End of Line as you come in the door

### Wildomar? Railroad



High town above end of line



Pennisula Stamp Mill side heading to main yard and Port



John Allen's Sims loop recreated- Paintings are from previous clinics



Wide Angle from City side of 2nd Garage full length



Panorama of Peninsula, City, and Narrow Gauge yard



Wye at high town and tracks leaving end of the line

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