



THE ORDER BOARD

Volume 43, Number 4

December 2015

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TIME TABLE

Dec 11-13,18-20, 2015
**Santa's North Pole
 Special**
 Orange Empire Railway
 Museum
 Perris, CA

Dec 12-13, 19-20, 2016
Santa Train
 Friends of Nevada
 Southern Railway
 Boulder, NV

Nov 27—Dec 23 , 2015
Christmas Train
 Irvine Park Railroad
 Irvine, CA

The Great Train Show
 Jan 30-31, 2016
 Costa Mesa, CA
 Feb 13-14, 2016
 Del Mar, CA

Feb 21, 2016
**California Express
 Railroadiana & Trans-
 portation Show**
 Buena Park, CA

April 8-9,2 016
**NMRA Cajon Division
 Annual Temecula
 Event/Meet**
 Temecula, CA

Happy Holidays!

From the
**National Model Railroad Association
 Cajon Division**



Temecula 2016

Annual
**Cajon Division Spring
 ≈ Model Train Event ≈**

The annual Temecula meet is coming our way! This event, which includes the Pacific Southwest Regional Spring board meeting, and the popular evening awards and membership meeting Banquet, will be held in Temecula this year on April

Cont'd "Temecula" pg 15



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From the Conductor's Desk

The last time I sat there with writer's cramp I was ready to go to the PSR

Convention in Scottsdale.

What a convention that was!

Many thanks to the Arizona

Division for putting together

such a great one! We had our own fall meet in Buena Park this year and in spite of bad publicity we got a good group of members showing up. We also had our winter meet in Henderson and that was quite a nice one too. If you haven't taken the time to go to Henderson you really should. We have two meets per year there and it is worth time to go to at least one of them.

On the horizon is our spring meet in Temecula. It will be held on April 8 and 9, 2016 and it promises to be as good as ever. More info is in this newsletter and in coming letters. If you plan to go, the people at the Senior Center recommend that you get a hotel room early. Apparently there are a few other events going on during the same weekend, and they expect the town to be full.

I hope that you have dusted off that old Lionel train because the Christmas tree will look very empty without it running around trying to avoid colliding with the gift boxes. You did wish for some train stuff, didn't you?

With that said I wish you a flawless power pick-up, aligned couplers and clean track, and your Holiday Express will be on its way with no problems.

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

I'm going to take a little departure from my foray into building a D&RGW San Juan passenger train as a part of the requirements for a Rolling Stock Achievement Certificate. This is because I haven't progressed very far and, far more importantly, we had a great contest at the Buena Park meet which I think is a real breakthrough in our achievement program.

We had 13 entries submitted by six individuals, and besides all the ribbons awarded there were two merit awards which have been submitted on up the NMRA line. We had entries in seven categories: passenger car; caboose; steam locomotive; diesel locomotive; structure on-line; structure off-line; and display on-line. The awardees were:

Passenger Car

1st Place, Blue Ribbon, Pete Stienmetz
Railroad Post Office

Caboose

1st Place, Blue Ribbon, Bob Olds
Tidewater and Western #35

Steam Locomotive

1st Place, Blue Ribbon, Bob Olds
Tidewater and Western #872

Diesel Locomotive

2nd Place, Red Ribbon, Bob Olds
Tidewater and Western ABA F-Units
1st Place, Blue Ribbon, Bob Olds
Tidewater and Western #603 Switcher

Structure On-line

3rd Place, White Ribbon, Gerry Bill
CRRNJ Bronx Terminal
2nd Place, Red Ribbon, Joel Morse
D&H Tower *Merit Award*
1st Place, Blue Ribbon, Dennis Ivison
ILX Lime Co. Warehouse *Merit Award*

Structure Off-line

1st Place, Blue Ribbon, Gerry Bill
Great Lakes Boat

Display On-line

1st Place, Blue Ribbon (tie), Gene Bohot
The General
1st Place, Blue Ribbon (tie), Gene Bohot
Z Scale Circle Layout

Cont'd: "AP" pg 13

The Backshop



By: Gary Butts, MMR, Editor

Well, I finally made it! You may notice the addition of "MMR" to my byline. After model railroad modeling, off and on, for 58+ years and 4 years of NMRA membership and 3 years of holding down 3 volunteer positions in the Cajon Division, presenting numerous clinics and untold hours hand laying track, scratch building cars and locomotives, adding back drops, structures and new types of track to my layout, creating scale track plans and electrical schematics; I have been awarded NMRA Master Model Railroader #552! Was it worth it? H**I Yes! I am both honored and proud to receive the award that was presented to me at the PSR annual convention in Scottsdale.

I have been asked how much work it was to earn the 7 Achievement awards required for the MMR, to which my only comment is "model railroad modeling is not work". When Per Harwe first introduced the NMRA Achievement program to me, I was taken almost immediately. The concept that you could enjoy your hobby, share it with others of like mind and then get some kind of public recognition for the products and skills you acquire while enjoying your hobby was an instant draw. Having specific goals in mind while practicing my hobby added a new dimension and a specific direction to my modeling. It didn't change what I was doing, it just challenged me to (quality wise) "up my game" as Joel Morse said after receiving a merit award for one of his models.

Were there disappointments? Sure, many of my proud models did not make the required grade to earn a merit award, but I took the judges' comments to heart as a springboard to build better models, not as a turn-off to modeling. My challenge to all aspiring model railroaders is to not worry about how long it might take to earn an achievement award (the time will pass anyway) but to take a hard look at those award winning models and strive to equal or better the quality you see in them. Don't be afraid to have a model not measure up, but enjoy the constructive criticism that comes free with a contest entry as a way to enhance your skill levels. In no time, your models will be taking home top honors! -gb

Cajon Division Henderson Fall '15 Meet

This year's Cajon Division Fall meet in Henderson took place in its usual venue in the Henderson Convention center and the usual cast of characters was in attendance. It is always fun to get together with the Las Vegas / Henderson portion of our Division since they all seem to know each other and use this opportunity to catch up with one another, talk model trains and swap more than a little BS.



The morning started off with Swap meet table and Southern Nevada N-Trackers layout set up. This year the swap meet was larger than usual with one seller taking up 4 tables and several others had 2-3 tables full of neat railroad goodies



Paul just about had me with his stack of LaBelle passenger car kits but fortunately, I had no room to take them home with me on the airplane and my conscience was bugging me with the two un-built LaBelle's I have had waiting for attention for the last 4 years.

The N-Trackers put their T-Track layout together covering four tables and had it running in no time. This is a great modular layout size for this type of small meet and the individual modules these guys have put together are really nice.



The Swap Meet was followed by two great clinics and a great show-and-tell. Wally Eastman gave a clinic on "Things you can use from the internet" which centered around processing free internet images on to photo transparencies and paper for use in scale model railroad structures.



Ed Hall followed Wally with an informative clinic on "Basic Air Brushing" techniques. He presented several tips and suggestions for better air brushing results, many of which he used on his NMRA National 1st place, SP #6042 PA-2 Locomotive.



Following a lunch break, Brian Block presented his "Swamp Gator Hotel" diorama. This diorama took 1st Place honors in this years Narrow Gauge Convention contest and it is easy to see why. We really have some great modelers in the Cajon Division and each of them is readily willing to share their experience and techniques with anyone interested in learning of them.



The Swamp Gator Hotel by Brian Block, MMR

The Semi-annual Cajon Division Henderson meet is always a fun time so if you haven't made it to one of these events, be sure to keep an eye out next summer for the next one and join the group for a great day of model railroading.



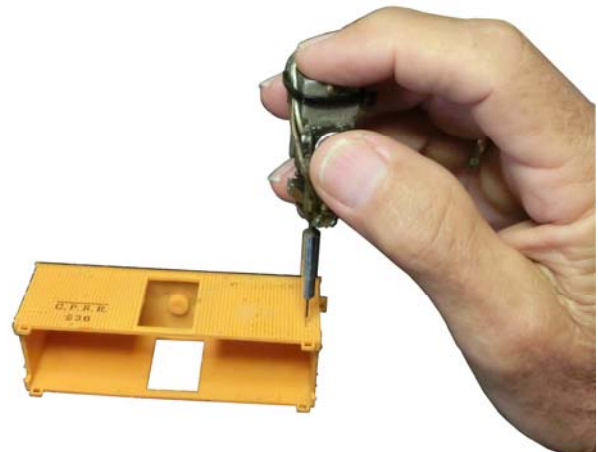
“Tools & Tips”

By Gary Butts, MMR

Miniature Drill Fills the Bill!

During the quest for my NMRA Civil Engineering Achievement Program certificate, it became apparent that I was going to have to actually hand-lay some track. Not just track, mind you, but turnouts, crossings and the like. Well, that didn't seem *too..* onerous?. Since my current layout did not need any additional track at the time, I figured that I would just lay the required trackage on a board and after adding ballast and a little ground cover, I would take it to a PSR meet and have it evaluated. All went well with the initial construction until it came time to start spiking the rail. I elected to use fairly thin ties to minimize the amount of ballast required and I found that even with the smallest scale spikes I was using, the ties tended to split. Not good. With some 1500+ spikes to set, splitting ties was not an option.

The normal fix for fastening into splitting prototype wood is to first drill a pilot hole for the fastener to remove some of the parent material and reduce the stress on the wood. Following that idea, I found that after drilling the ties with a .013" diameter drill mounted in a pin vice the problem of splitting ties went away. However, 1500 holes with a pin vice? While looking for a way to reduce this effort I came up with a very miniature electric drill that worked great for my trackage project and has gone on to be one of my most favorite and most utilized tools.



Drilling mounting holes for grab irons

Cont'd: "Tips" pg 13



British Columbia Forest Discovery Centre

By Dennis Ivison

In August of 2014 we were on Vancouver Island, B.C. for a family vacation when we happened across this gem of a museum. Because I model a railroad that had lumbering at the core of its financial power, and have always had a keen interest in the lumbering industry I talked the family into stopping by to see what they had. What a terrific place to visit if you are a railroad fan, love sawmills, lumber camps, blacksmith shops, and all of their related history. We spent the entire day at the museum, and were the last car out of the parking lot. I'll keep the writing part of this article brief, so that I can share a few of the 52 pictures I took.

Located in the town of Duncan, BC the museum started out as a private collection owned by Gerry Wellburn and his family. There are over 5,000 historical items from chainsaws to operational steam engines, plus a dozen historical structures from a smithy to logging camp skid houses. Their web site is, <http://bcforestdiscoverycentre.com/>



Mayo Lumber Co.

Shay #3

Type "B" Class 50-2

Weight (Working): 121,000 pounds

Built in 1924, Serial no. 3262.

Purchase price was \$16,291.

Cylinder dimensions are 11"×12"

Boiler pressure is 200 psi

Standard gauge

Fuel was wood, now converted to oil



In 1995, No.3 was restored to operational status by the staff and volunteers from the museum. During the restoration the boiler was converted to burn fuel oil, but for historical reasons, the Radley-Hunter stack was left on to leave #3 in its, as delivered appearance.



Hillcrest Lumber Co. Climax #9

Style B "Cass" 50 ton 2-truck.

Weight is 50 tons

Built in 1915 Serial no. 1359

Cylinder dimensions are 13"×16"

Boiler pressure is 180 psi

Standard gauge

Fuel is oil

No. 9 is in operational status, but its boiler certification has lapsed, due to budgetary constraints.



H.L.C. #9 Backhead

I wasn't allowed to climb on the equipment, so this was the best I could do with the shadows and sunlight. I took multiple angles hoping I could adjust the exposure to get a salvageable photo. This locomotive is operational, so all the "gizmos and gadgets" are there, and is oil fired as you can see by the firebox door.



No. 9 is a rare locomotive. Climax switched from Stephenson link to Walschaerts valve gear in 1915, but No.9 still retains the former. It is the only working Climax in Canada, and one of only a few left in the world. It was restored to operational condition for RailFair 91 in Sacramento. It is said of Climax locomotives that they could follow any track no matter how bad, and that if you drew two lines in the dirt with a stick the Climax would follow them.

For you "Dinkey" fans:



Plymouth 4-wheel, Model DLC6

Weight is 8 tons.

Built in 1928, as Serial no. 3048.

Engine is a gasoline Climax "Trustworthy" 90 HP
Narrow Gauge (36 inches).

Cont'd: "Discovery" pg 14



Another Great
Cajon Division Layout
 December 2015

New York, Ontario and Western Part I

Article and Photos by Joel Morse

Layout Owner: Joel Morse

NMRA: Cajon Division # 145225 00

Layout Location: Garden Grove, CA

Scale/Gauge(s): N-Scale, standard gauge

Overall Size: 12 ft. x 20 ft.

Modeled Location:

Catskill Mountains of New York and the portion of the New York, Ontario and Western Railway between Cadosia and Norwich

Time Period: Summer, 1954

It's the summer of 1954 in the Catskill Mountains of New York and this portion of the New York, Ontario and Western Railway between Cadosia and Norwich is moving traffic at full capacity. The yardmaster and engine hostler in Walton are just managing to keep up with the first trains of the day.

Train WC-2 is eastbound from Walton to Cadosia behind a hard working FT cab/booster set #601, with a high priority shipment of dairy products and produce for New York City, as well as furniture, fabrics and chemicals bound for a rebuilding Europe.



FT Cab and Booster Set #601 head east out of Walton

Pick-up WS-1 (the O&W name for peddler freights) is headed westbound from Walton yard behind F3 A/B/A set #501 with a mixed freight and will turn at

Sidney after working the Bendix plant and other customers, as well as setting out cars for interchange with the D&H.



F3-A-B-A #501 heads West thru "The Cut" through Maggie's Farm

Train WDW-1 a "pickup" behind NW-2 #131, just crossed the Walton trestle and is heading into one of the many tunnels on the line as it makes its way up the branch to work the customers in Delhi.



NW-2 #131 heads towards Delhi in the early morning light

Train WN-1 behind FT cab/booster set #802, just crossed the D&H in Sidney under the watchful eye of the GX tower operator as the train heads to Norwich and points west. Finally, a coal drag has just entered O&W territory from the connection with the DL&W, heading east via Walton, where O&W power and crew will take the train into Cadosia.

Well, that's what's happening on my N scale, proto-freelanced, version of the NYO&W during the first few minutes of the most recent operating session in my finished garage in Garden Grove, CA. Unfortu-

nately, by 1954, the saga of the “Old and Weary” was drawing to a close, with the final curtain drawn on March 29, 1957, about 1 month before I was born.

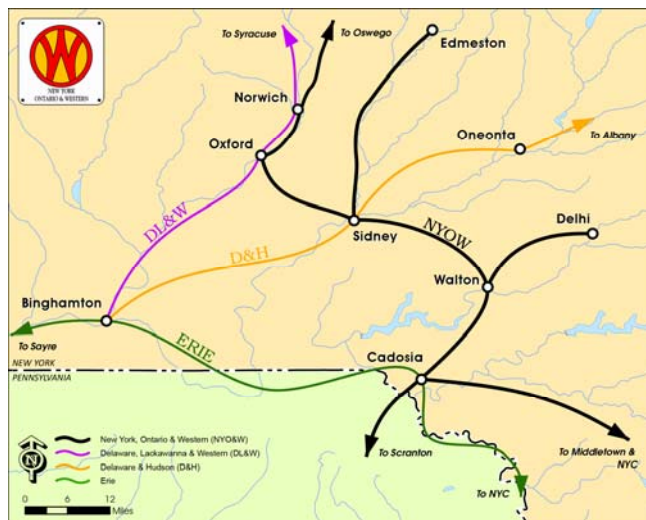


FT Cab and Booster set #802 passes GX Tower in Sidney

Short Course on the NYO&W

The New York, Ontario and Western Railway (aka NYO&W, O&W, Old Woman, and Old and Weary) was formed in 1879 out of the bankruptcy and reorganization of the New York & Oswego Midland Railroad. Despite her status as a Class 1 railroad with 541 miles of track in three states (NY, NJ and PA), the O&W was never far from bankruptcy and receivership, because she had a self-inflicted handicap that prevented her from effectively competing with her well-heeled local competitors. Rather than using the river valleys of the Catskill Mountains to reach the Great Lakes like NYC, DL&W, and Erie, the O&W crossed and re-crossed the valleys and went under the mountains (or over them with grades exceeding 1.5%), and between small towns hoping to spur local prosperity by bringing the railroad. There was rarely enough traffic to justify the railroad, but it was an important part of the economy of the Catskill region, particularly in the early part of the 20th century. At that time, she was hauling large volumes of dairy products from the dairy farms and blue stone granite from the quarries of the Catskill Mountains, along with hundreds of tons of coal from the mines around Scranton, PA. Passenger traffic on the O&W was seasonal; during the early part of the 20th Century it was the way to go to the Catskill Mountains and its famous “Borscht Belt”, to escape the summer heat and humidity of New York City. The line was abandoned in 1957 with only a few segments of the line being absorbed by the connecting roads. Today, a few stations, lineside structures, bridge abutments

and tunnel portals remain as reminders of the struggles of the Old Woman. The rest is history, which is remembered and honored by the large New York, Ontario and Western Historical Society (of which I am a member), and on my N scale layout.



Map of the modeled portion of the NYO&W and connecting roads

Why the NYO&W?

Like many model railroaders, I model an area of the country that I know well, in this case, the Catskill Mountains of New York, where I spent every summer from 1960 thru 1975. I “discovered” the railroad while thumbing thru the Kalmbach Book, “*Railroads you can model*”, and almost overnight, I fell in love with the “Old Woman”.

The NYOW has many characteristics that make it a terrific subject for a prototype and/or proto-freelance layout, and a few attributes that required me to use a little modeling “poetic license” (hence the freelance). The rolling, tree covered hillsides, poorly maintained track, lineside structures, interesting stations, small farms and a mainline which crosses and re-crosses creeks and streams, ducks in and out of tunnels, then finally passes through small towns, gives the railroad real character. All of which can be modelled in a way that is very true to the feel and flavor of the prototype. But traffic on the O&W was principally in one direction, railroad east, towards New York City and New England (connecting with the D&H in Sidney, the Rutland in Maybrook, NY and the DL&W in Norwich, NY). There was virtually no overhead or bridge traffic. Dairies and creameries were located in almost every town and shipped their products to-

wards New York City, wood product chemical factories (think turpentine), bluestone granite and furniture, toys, and other wood related products also headed east. Coal from Pennsylvania went both railroad east and west; east to New York City and New

England, and west to the Great Lake port of Oswego on Lake Ontario. As a result, I found it necessary to increase my modeled O&W traffic levels, with a wider variety of on-line customers, and heavier bridge traffic with the DL&W and D&H. In 1954, my NYOW is healthy, busy and unlikely to be abandoned in only three years' time.

Also in the "makes it great to model" column was the railroads real financial challenges (virtually uninterrupted bankruptcy and receivership) which resulted in the O&W becoming one of the earliest adopters of diesel locomotives as a cost saving measure. In fact, dieselization was completed by 1948, and the entire diesel roster never consisted of more than four GE 44-tonners, 9 EMD FT cab-booster pairs, two EMD F-3 A/B sets, three F-3 A units and 21 EMD NW-2's. As a modeler of the line in 1954, this has allowed me to closely model the railroads motive power at that time.



Above: NW-2 waits patiently at the scratch-built model of the Delhi depot while the crew discusses the morning work effort with the freight agent



Layout Overview - Above: Walton on the left and Sidney on the right. Below: Shellysburg (DL&W) on the left, with Delhi in the foreground right, and Merrickville along the aisle.





Delhi freight depot workers prepare for the arrival of train W-D-W # 1

Operational Concept:

The layout design and operational concept has evolved significantly since mid-2011, and the current layout design provides more than enough operational interest and plenty of challenges for the 5-7 crew members attending a typical three hour operating session. The original layout design necessitated that Walton become the focus of the railroads traffic, even though Sidney was prototypically a more important location on the railroad. We (Frank, Mark and I) decided on a basic “hub and spoke” or “out and back” traffic pattern with Walton as the “hub”; trains come into Walton from east and west staging (Norwich/Cadosia) or from the DL&W, then cars are classified in the yard, and new trains made up for appropriate destinations based on the waybills.

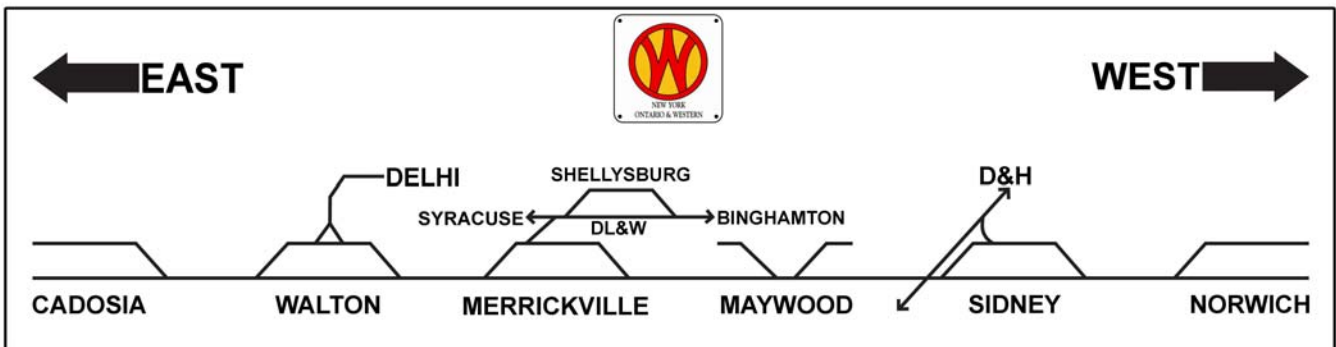
Cadosia and Norwich, are represented by a hidden 10 track staging yard (four stub and one through track each); the modeled portion of the layout includes only the towns of (west to east) Sidney, Maywood, Merrickville and Walton, the Delhi Branch reached from Walton, and the town of Shellysburg on the

DL&W. Additional staging represents off layout destinations; the Delaware & Hudson with a single hidden track reached via an interchange track in Sidney and a 9 track fold-down visible staging yard representing Binghamton and Syracuse, reached via Shellysburg on the DL&W.



A fold-down nine track staging/fiddle yard represents destinations on the DL&W

For traffic management, we settled on the Car Card and Waybill system; using custom made car cards which include a color photo along with the road number of each car on the layout, and two-sided waybills (courtesy of Mark). For N scale operations, you just can’t beat a color photo on the car card to simplify the search for the correct car. Train crews use prototype inspired Form 19 (train instruction sheet). Because of the limited length of the mainline run, we decided against TT&TO (Time Table and Train Order) method of train control and opted for the much simpler “mother, may I” control (controlled by the dispatcher – me) combined with a sequential schedule of trains. Sequential train schedules basically list the trains to be run, and their order. Interestingly, during the first operating session, we realized that the sequential schedule wouldn’t work past the first few trains because once an operating



session started, the railroad organically determined what trains had to leave Walton or staging. So, the sequence of trains is now only used to stage the layout and get the session started. The rest of the time, arriving traffic is classified at Walton and trains made up and dispatched as needed, to move the traffic to its final destination. It's a ton of fun.

Operation Sessions

Operating sessions on the NYOW occur only 5 or 6 times per year and typically run about 3 ½ hours long. Crew requirements for the layout include the Superintendent/Dispatcher (me), Walton Yardmaster, Walton Assistant Yardmaster/Hostler, Shellysburg Yardmaster and three road crews to run 16 to 24 trains in the session.



Yard Master Lloyd Lehrer discusses the next move for Engineer Cyrus Nelson's train at Walton

The Walton Yardmaster and Engine Hostler assemble 10 to 12 car trains (maximum length restricted by siding length) headed by first generation diesel power in the Walton yard, while overhead coal drags and passenger trains pass through the yard. Traffic is either on its way to the 20 on-line customers in the five modeled O&W towns, interchange with the D&H in Sidney, to the DL&W in Shellysburg, or to the hidden staging at Norwich and Cadosia.

The trains coming out of Walton include “pickups” behind a pair of F3-A units which work the sidings in the towns west of Walton, including Merrickville, Maywood and Sidney. Pickups and short coal drags go up the hill on the Delhi Branch to work the customers, including the Delhi Coal Company tipple, behind two NW-2 units (due to prototypical weight restriction on the branch). There is plenty of switch-

ing work to be done on the O&W by the “pickups” on the more than 24 customer spurs.



Engineers Mark Lestico, Frank Kenny and Bob Grech (left to right) work their trains at Shellysburg, Delhi and Merrickville

In addition, through trains, including coal drags and empties, and passenger trains run from staging to staging to increase traffic, slow down the switching action and increase operator challenges.



F3A-B-A 501 heads west out of Walton yard

Model railroading has always had an important social aspect to me; when I started out with my Dad as a teenager, the hobby was a way for us to spend quality time together. Since the layout became operational in November, 2011, this layout and the hobby are a big part of my social life, and have resulted in me meeting an entire community of operators and model railroaders with all kinds of interests. Whether for a work session or an operating session, it's always more fun with good friends, who are willing to help you reach your goals and laugh with you along the way. Model railroading is all about the journey and your fellow passengers, not the destination.

This article describes my NYO&W layout as it sits today; my next article will describe the changes that have been made to the original layout and to the operating scheme, since the first operating session in November 2011, as my interest and understanding of operations increased, as my knowledge of the O&W has grown and as the operating crews observations have been implemented. -jm



Superintendent/Dispatcher/ Joel Morse at the end of a good session

"AP" from pg 3

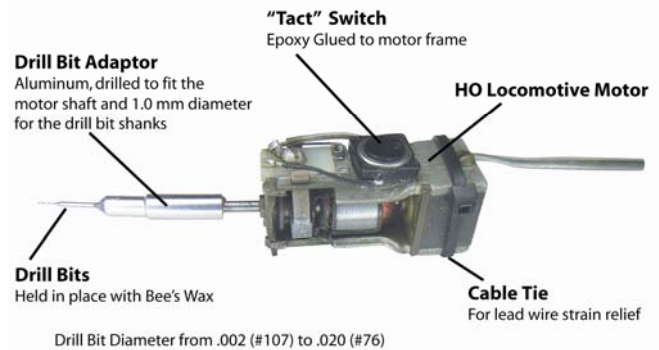
Additionally, the favorite model, selected by popular vote went to Dennis Ivison for his ILX Lime Company Warehouse.

I would also like to thank the judges: David Dewane, Ed Hall, Bob Olds, and Tom Boyles. I also filled in in cases where the judge needed to recuse himself because he had an entry in that category.

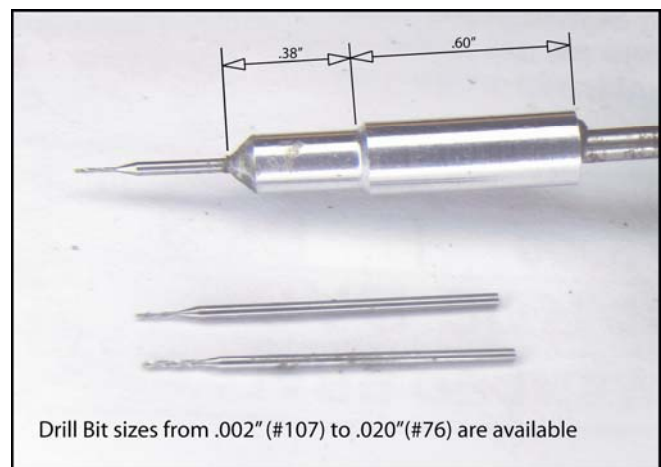
See you on down the line, Bill

"Tips" from pg 5

McMaster-Carr Industrial Supply (mcmaster.com) has a line of cobalt drill bits ranging from 0.002" up to 0.020" diameter, all having the same 1.0 mm (0.039") shank diameter (p/n 8904A11 thru 8904A61). These bits aren't inexpensive but made from cobalt steel, they stay sharp until you inadvertently break one. I just needed some way to turn these bits in a fairly precise way and not have a large drill motor with its inherent weight and cumbersome size to deal with. After breaking a couple of these bits trying to use my Moto-tool, I hit upon using an old HO locomotive motor as the driving force. By gluing a "tact" switch to the side of the motor and making a simple adaptor for the shaft to fit the 1 mm shanks of the McMaster drill bits, I made a light, small, and nimble drill motor that has served me well in my modeling ever since.



Although perfect for drilling ties, I now use the drill to make a starting hole for almost every hole I drill in my models. Holes for grab irons are precise and done in a second, larger drill bits form the holes for larger added model details. If I need still larger holes, I still use the small drill prior to the large bit and Pin Vice to make a pilot hole for the larger bit. This pilot hole greatly reduces the time required to drill the larger hole and gives me a more precise hole location as well.



Applying the drill bit drilling pressure to the back of the motor, on center and in line with the shaft of the drill bit with one of my fingers, has all but completely eliminated broken or bent drill bits. I use an old model railroad DC power supply (we all have one of these things laying around somewhere) to give me a variable drill speed to suit whatever material I am drilling.

You can find most of the materials to build one of these drills on-line and in your junk drawer. "Tact" switches are available from Mouser.com (688-SKHCBFA010) and most other electronic supply outlets. You will have to make the drill adaptor, and a lathe is probably the easiest way to make it. If you

don't have access to a lathe you may be able to make an adaptor from telescoping brass tubing. The drill bits are held in the adaptor by Bee's Wax so you need about 3/8" of hole depth in the adaptor for the drill bit shanks. I glued my adaptor on to the motor shaft with epoxy.

Changing bits amounts to pulling the old bit out, spreading a little bees wax on the new drill bit shank and inserting it into the adaptor. I haven't had any problem using drills up to .020" diameter with slipping in the wax. -gb

Discovery, from pg 7



1912 Mann Steam Wagon #751

Not a locomotive, but still a pretty cool piece of steam equipment! There are several steam powered "road" operated vehicles at the Discovery Museum.



Logging Flat

I found this tucked away in the bushes, a lot of the logging equipment I found and photographed was in a "natural" state. The origin, manufacturer and details of this car are unknown to me.



Cowichan Valley Railway

Narrow Gauge Side Dump Car

Bachmann makes a car almost identical to this in On30, but with wood sides. I'm not sure of the other scales.



Cowichan Valley Railway #10

Narrow Gauge Hopper

Looks like something built in the local shops.



Switch Stands

This display, along with the whistle collection was a must have photo for my reference library!



Single Spool Steam Donkey

Steam Donkey was a nickname for a steam powered winch, or logging engine. This is an early style donkey with a single spool, the earliest donkeys used rope around their drums to do the hauling. If you model a logging oriented railroad, these are an absolute necessity, I took almost 20 pictures of all the donkeys scattered around the forest floor.

While we were visiting the museum, writing an article about it was far from my mind, so I didn't gather a lot of information about the equipment. I took pictures mainly for reference for building my On30 layout. While their website has a lot of information about their locomotive collection, it makes no mention of any of the railcars I found on display. *-di*

Temecula 2016 From pgl

8th and 9th. Meeting at the normal location in the Temecula Senior Center, the event will feature Bingo for Trains with desert on Friday night for the early arrivers. Saturday morning will kick off with doughnuts and coffee and will feature a full compliment of model railroad modeling clinics, the TimeSaver switching challenge, model contest and NMRA Achievement Award

evaluations for individual model merit awards. Following the pizza and pop lunch, members are free to follow the self drive layout tour for the afternoon. Saturday evening the event moves to Pat and Oscars restaurant across the freeway for the awards banquet, membership meeting and the always popular Hobo Auction.

Be sure to mark you calendar for this fun event which draws members from all of our PSR Divisions. See the flyer in this issue and watch our web site for more information.

New Cajon Division Members

Gerry Bill, Laguna Niguel
 John Bishop, Riverside
 Trow Davis, Riverside
 John Johnson, Anaheim
 Ted Kimball, Highland
 Glen and Rose Kroll, Cypress
 Mark Mayer, Temecula
 Mac McFadden, Highland
 Dave Mehrle, Anaheim
 Everett Owensby, Anaheim



Sam Stancavage, Anaheim
 Charles Walsh, Rancho Santa Margarita
 Robert White, Pahrump
 Brian Wiswell, Murrietta

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.

Want to add more enjoyment to your Model Railroading Hobby?

Try **joining** one of the Cajon Division affiliated clubs. Some of the clubs are 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. Contact any of the Division officers to find out how you can help.

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TOY TRAINS

Temecula 2016

April 8-9

Annual Cajon Division Spring Event & Meet

Temecula Senior Center
Friday night

Desert & Bingo For Trains

Saturday morning

Doughnuts & Coffee
Model Railroad Clinics
Model Contest
TimeSaver Challenge
Pizza Lunch

Layout Tour

Saturday afternoon

Self Guided Layout tour

Saturday evening

Membership meeting
Banquet
Awards Presentation
Hobo Auction

Mary Phillips Senior Center

41845 Sixth Street in Old Town Temecula
951-694-6464

Pat & Oscar's Restaurant

29375 Rancho California Rd, Temecula
951-695-2422



Schedule

Friday evening (Senior Center)

6pm-8:30pm: Registration, Desert,
Bingo for Trains

Saturday morning (Senior Center)

8am-10am: Registration
8:30am-12:15: Model Railroad Clinics
TimeSaver Challenge
12:30pm: Pizza & Pop Lunch (extra fare)
1:30pm-5pm: Self Guided Layout Tour
1:30pm PSR Board Meeting

Saturday evening (Pat & Oscar's)

6pm-9pm: Membership meeting
Dinner
Awards presentation
Hobo Auction

*Don't forget to pick up your free Cajon
T shirt if you haven't already received one.

The Cajon Division will hold its annual Spring Event & Meet this coming April 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 desert and Bingo for Trains.



New York, Ontario and Western

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

Return Service Requested