



THE ORDER BOARD

Volume 44, Number 1

March 2016

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April 8-9, 2016

Cajon Division Annual Temecula Event & Meet
Temecula, CA

April 23, 2016

LA Division SpringRail Event and Meet
Buena Park, CA

March 19-20, 2016

Iron Horse and Steam Weekend
Orange Empire Railway Museum
Perris, CA

March 19,20 & 26, 2016

Bunny Train
Pacific Southwest Railway Museum Association
La Mesa, CA

April 30-May 1, 2016

Railroad Days 2016
Southern California Railway Plaza Association
Fullerton, CA

May 28, 2016

Cajon Division Hemet Event & Meet
Hemet, CA

September 21-25, 2016

Pacific Southwest Region Convention
Culver City, CA

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Welcome Committee



Bingo for Trains

Temecula 2015 Highlights



AP Evaluation-Contest



TimeSaver Switching Challenge



Model Railroad Clinics



Layout Tour and MUCH more!

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From the Conductor's Desk

The days are getting longer but I'm not so sure if it is Spring, Summer, or Winter that we have right now. Whatever it is there is always room for some modeling, either indoors or outdoors. It is also the season for our Spring Meets. Our division starts off on April 8 and

9 with our traditional Spring Meet in Temecula, followed by the LA Division Meet on April 23. It's a golden opportunity to get to two MR meets in one month!

It is getting close to election time. We need to elect a Superintendent and appoint a Paymaster/Chief Clerk this year. The Superintendent position is elected for two years and the incumbent is eligible for re-election. That doesn't mean that we can't have more candidates on the ballot so if you are interested in one of these positions by all means let me know.

Our membership stays fairly constant around 350+ members. There is some variation, mostly upwards, which is good, but we have room for more members so talk to your friends who aren't yet NMRA members and bring them to one of our meets. Per Harwe Director, Cajon Division, PSR



The Nevada Branch

By: Ed Hall, MMR, Asst. Superintendent

What's going on in the Vegas Valley? Well, allot! We are still having monthly meetings at people's houses, in February we were at Dennis and Anita Miller's home. We started at 12 noon and ended about 3:00PM. we talked trains all afternoon. One friend brought a Hornby Mallard, a live steam train set. I've never seen one and it was very interesting to hear all about it.

This month we were at John O'Neil's Westside Trains, we had a swap meet there and the place was swamped, people everywhere. Everyone was asking if we could do another meet there, I think John would have us back tomorrow if he could.

At both meets I talked to folks about starting a Model Railroad club or museum in Henderson. I've been talking to the City of Henderson about having a place with layouts to draw people into the downtown area. They seem to be sending a positive signal about the idea. We'll need lots of people "on board" to make this work and I already have a dozen people signed up. It will be a big task but I think the community is ready for it. It sure would be nice to have a clubhouse to go to and run trains, gather for community events and have Cajon Division meets.

Don't forget about the Cajon Division meet [in Henderson] on May 28TH, I hope to see all of you there. We may have some more information on the Club.

That's about it for now, see you at the next stop.

Ed

Achievement Program



By: Bill Jacobs

I've recently been receiving questions about the various Achievement Certificates required to become a Master Model Railroader. Many of the questions are pretty basic, which leads me to believe that there needs to be an explanation of just how this all works in layman's terms, so being a layman myself, I'm going to take a stab, over however many issues of the Order Board it takes, to simplify the MMR program and the Achievement Certificates it contains. Not easy, you say, well let's try.

There are 11 possible Achievement Certificates available within the Achievement Program. In order to become an MMR you must receive seven of these. But there is a little catch, the 11 Achievement Certificates are divided into four areas, as follows:

- A. Railroad Equipment, which contains;
 1. Master Builder- Motive Power
 2. Master Builder- Cars
- B. Railroad Setting, which contains;
 3. Master Builder- Structures
 4. Master Builder- Scenery
 5. Master Builder- Prototype Models
- C. Railroad Construction and Operation, which contains;
 6. Master Railroad Engineer- Civil
 7. Master Railroad Engineer- Electrical
 8. Chief Dispatcher
- D. Service to the Hobby and NMRA Members, which contains;
 9. Association Official
 10. Association Volunteer
 11. Model Railroad Author

The catch is that of the seven Achievement Certificates necessary to become an MMR, at least one must come from A, B, C, and D. Let's take an example, me for instance. I have already earned 8,10, and 11, so I am deficient in areas A and B, as of now. When my current layout is complete, there is a fair chance that I could receive 3, 4, 6, and 7, leaving

Cont'd: "AP" pg 13

The Backshop



By: Gary Butts, MMR, Editor

Well, now I'm ruined! Whatever happened to the days when I could go down to my local model train store and buy a plastic car kit, glue it together using Testors plastic glue with the trucks (plastic) and couplers (horn-hook) that came with the kit? Paint? what for? Just put it on the track and watch it go around. Then along came the NMRA with its high standards and worse, its Achievement Program. No longer can I put a kit together in one evening and be done with it!

Now it all starts with the research and planning phase, way before the actual purchase of any type of kit. Is it appropriate for my railroad? What about my time frame? Will it be weathered or in new condition? What will I use for my prototype? Are drawings available? Etc., etc., etc.

Then comes the actual planning. Kit or scratch build? What is available and how close to the prototype are the kits and available parts? What types of brake details and metal wheel trucks can I get to match my prototype? Where can I get the right color paint or will I have to try and mix colors to get the right color? How about lettering? Can I find a decal set or will I have to make my own (or have them commercially made)? Details, details, details, just how many do I want to add? Do I really need to use real scale nails to fasten the siding on my building or box car?

Ah, finally the construction. No longer can I just glue the model together and be happy. Now I have to paint the parts (with an air brush, if needed) before I consider assembling them and that comes after having removed any cast-on parts like grab rails, hinges, brake details, etc. that just don't look real enough. As to gluing, I have become a master at painstaking minimal glue application! Heaven help me if I can see one iota of glue residue on the outside of my model when I am done. My old models may not have looked very good but you could drop-kick them out the door and they still ran just fine after the impact. Now I have to put a "Please do not pick up" sign next

Cont'd: "Backshop" pg 13

Cajon Division Operation Sessions

Layout: NYO&W, N scale

Host: Joel Morse

Session: January 30, 2016, Garden Grove

Report: Dennis Ivison

I was fortunate enough this past January to get a chance to operate on Joel Morse's New York, Ontario & Western Layout. The NYO&W is set in the Catskill mountains of New York in the summer of 1954. Joel's fine N-scale layout was featured in the December 2015 issue of the Order Board [Part 2- this issue -ed], if you haven't already done so, read up on it.

I had met Joel before on one of Bob Chaparro's layout tours and had met some of his regular operators on a couple of subsequent visits. This visit though, was to participate in an operations session and I was quite impressed. Like any operations group there were a couple of "Old Heads" that handled the yards and knew their jobs quite well and kept everything flowing nice and smooth. There were also, some experienced operators and a "Newbie" (me).



Yardmaster Frank Kenny works the Walton Yard, the heart of the layout

I've operated on many different layouts, but each one is a little different, and it takes awhile to get into the flow of that operations session, but I must say that Joel and the group of guys that were there that day were very welcoming and patient, so it didn't take very long to feel right at home and comfortable.

Joel uses the tried and true method of car cards and train orders, but has modified each to fit his style, and I must say that I quite like his changes. The picture of the car at the top of the card and destination name in large lettering at the bottom are great ideas. Another new thing for me was throwing the point rails with

Layout: South Pacific Coast Line , On30

Host: Dennis Ivison

Session: February 5, 2016, Garden Grove

Report: Gary Butts, MMR

Last February 5th, Dennis Ivison held his second "Train Night" operating session for NMRA (primarily Cajon division) members. Just as the first session went, this second session was just as fun and interesting. With a motley crew of model railroad enthusiasts we were able to run a ton of trains over the length and breadth of the beautiful scenery on Dennis' On3 steam era layout during the 2-3 hour B.S. and operating session. A short refreshment break in the middle of the action and we were back at it again. Sandy and I managed to put our first train together pretty quickly but were delayed for a while trying to do a drop on a facing point spur with a lone abandoned passenger car sitting out in the middle of the only passing (run around) siding. Soon enough we were waiting for permission to enter the main yard where Todd Scott and Ted Johnson were busy trying to make room and build trains for three incoming trains that had converged on them at once. New member Kevin Honda teamed with Andy Rea to bring a logging mixed down from the mountains while Jim Fuhrman and Stan Schweitzer came in from the harbor. After the break, Sandy and I were transferred to a crack first priority passenger train scheduled to run from end to end on the railroad. What a hoot watching all the other train crews scramble for sidings to give us the right of way on this single track line and getting clearance through the yard to the station.

Dennis uses his "patented" Poker Chip operations technique to keep track of car pick-ups and drops which makes for a relaxed and simple operation scheme. He has agreed to hold more NMRA operating sessions over the coming months so stay tuned and check your email regularly for the announcements. His sessions fill rapidly and you may even want to make an advanced reservation if you see him around. Dennis will be giving a clinic in Temecula detailing his Poker Chip operating scheme if you want to learn more.

-gb



“Tools & Tips”

By Bill Jacobs

Toothpicks and Trees!

I want to make a small disclaimer, right off the bat- this will probably be more about tips than tools, at least for this particular issue, and will weigh heavily on found things that I have learned from others or discovered myself, that you can use for modeling on your layout.

So, let us start with toothpicks. Weird, huh? Many years ago, I attended the last Narrow Gauge Convention held in Durango and sat in on a number of clinics. One was presented by a real expert on the Rio Grand Southern who was demonstrating just how bad you could make track work (RGS was known for badly maintained track, at least in its latter years) and still have reliable operation in HOn3. During the presentation he mentioned that he had a ready source of ties that were the exact dimensions that the RGS used. Seems that he was trying to quit smoking and started chewing toothpicks to fulfill his oral needs. By happenstance he bought a box of Diamond round toothpicks with square centers and viola, lop off the round ends, cut the square part to length and you've got a HOn3 RGS tie. Use your favorite stain (I prefer black leather dye and rubbing alcohol) and you're ready to go. I'm pretty sure that this would also work for HO standard too, especially for older track because the square part is just a little short for two ties in HOn3, but enough for a single longer tie. The toothpicks have varying hardness so they come out of the stain in a number of hues, which is also more prototypical. Warning, when driving spikes it is better to drill a pilot hole because, due their hardness, the ties can split. I found that Forster brand also makes these picks and they are the exact same size. Enough about ties- but not about toothpicks. Suppose you want to make a four-poster bed for an interior or ornate posts for a front porch? Look at the party toothpicks in your supermarket and let your imagination run wild. I actually made a four poster for one of my models and in displaying it to some non-rail friends (actually my dentist and her hygienist- more about this later) got rave reviews- now, I only told them I built it and did not imply that I had made the actual fancy post parts until later.

Let's talk trees. This will involve both the expert above and the dentist. Another clinic I attended at the Durango convention, presented by the same fellow, was about building conifers out of fake Christmas trees. A little side bar here- my wife attended this with me and I volunteered to do a hands-on as part of the demonstration, so I asked good old Janie, who is an NMRA member, to take notes. She was doing a good job until the clinician mentioned 2,000 trees out of a couple of fakes and the notes quit there. Warning, again- until about 10 or 15 years ago, fake Christmas trees looked like they were made of pine needles. Since that time they look like flat pieces of green paper and do not make good looking conifers, so, yard sales or thrift stores are your best bet. Pretty simple from there, just cut them up to the size you want, trim to a conical shape, spray with cheap, non-scented hair spray, apply some ground foam of the right color, and spray again. Now to the dentist. I do not like to floss my teeth, not because it hurts my gums, but because it hurts my fingers. So the dentist tells me that if I use these things called go-betweens, she'll let me off the hook. They are the GUM brand and are actually called proxbrushes, conical in shape, and they come in four different sizes- I take the wide and Janie takes the tight. It took about two nanoseconds to realize that these would make great 5 -6 foot tall conifers to go under the big trees, which are plentiful in a forest setting (along with the aspens). They are wound on a small wire imbedded in a plastic handle with a cover that comes on and off. They are good for about two days of use after every meal and by then are pretty tattered looking, just what you want. So clean them up and when you get a pile, nip off the brush part just above where the handle widens. Sometimes the plastic remains fall off, other times you'll need to take an old xacto #11 and carefully cut the plastic off. Stick them in a block of foam with some spacing and when the block is full, hit them with some conifer colored paint and while still wet, sprinkle with ground foam of the right color. After they are dry you can plant them or use another block of foam for storage.

That's it for now, in later issues, assuming that you liked this, we will discuss tarpaper, shingles, found plastic parts, concrete footings, wine bottle tops, pencils, and pens, and incense. This is kind of a lead-in to a clinic I will be giving in Temecula, so if you'd like to see some of this stuff up close and personal be there.

-bj



Another Great
Cajon Division Layout
 March 2016

New York, Ontario and Western Part 2

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

What a long, strange, train trip on the NYO&W

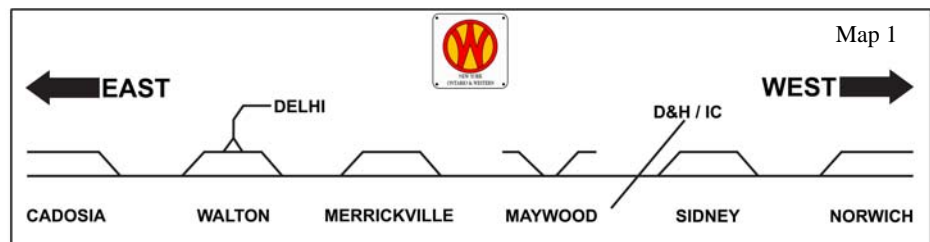
Like many, I believe that model railroading, like a train trip, is more about the journey, than the destination. In this article I want to encourage other layout owners to recognize and enjoy the inevitability of change in your model railroading and in your layout, as your knowledge, experience and interests evolve.

Therefore, while my December 2015 Order Board article described my N Scale NYOW layout as it stands today, this article walks you through my model railroading journey during the evolution of the layout. Since, its initial construction in 1997 through the changes made in preparation for the first operating session, and changes incorporated as a result of each subsequent session through the most recent session in January, 2016. The layouts' evolution has been in response to my increased knowledge about the NYO&W, suggestions by my regular operating crew and my desire to increase the fun and challenge of operating the layout.

Origins of this NYO&W layout

This is my fourth layout effort as an adult modeler, and the only one that's gotten far enough along to actually operate. Originally designed and constructed for operation by one or two people, the layout was primarily designed, built and wired for DC and DCC

by my good friend (and only model railroader I knew in those years), the late Randy Jones, almost 20 years ago. The original layout was constructed as a simple "C" shape, with open-grid benchwork, on two 5' x 10' tables, with 18-inch high backdrops dividing the tables generally in half, lengthwise, with a connecting 18" shelf. The track plan consisted of a simple folded dog-bone single track mainline, with passing sidings and customer spurs in the 4 towns, interchange with the D&H via one staging track in Sidney, and the Delhi branch. This original configuration included the towns of Walton home of the main yard, Merrickville, Maywood and Sidney, along with a 4 track stub end staging yard with one thru track (Cadosia/Norwich), for continuous running. See Map 1, Original NYO&W Layout Schematic.



Original NYO&W Layout Schematic – Circa 2010

The layout was built and operational in this configuration for about 14 years, with the first layer of scenery, some ballasted track, painted backdrop, structures, rolling stock and custom painted motive power. However, since much of the pleasure I got from model railroading was enjoying it with someone else (first my Dad and then Randy), when Randy passed away in 2009, my enthusiasm for model railroading waned, and for the next couple of years, it would be months between modeling activities. So, there I was:



Photo 1: NYO&W Layout Circa 2010 - wired for DC and DCC

I had a somewhat operational model railroad based on the O&W, for which I had limited interest. See Photo 1, NYO&W Layout Circa 2010.

New Friends and New Enthusiasm

In early 2011, I met Rodney Zeibol and Frank Kenny online, which led to my meeting Mark Lestico and then other operations oriented modelers, many of whom are now friends and who form the regular operations operating crew. Almost immediately after meeting, Frank and Mark, came to see the layout and helped me understand what needed to be done to get ready for an operating session. That very day, the layout design and operational concept began to evolve, and my life as an enthusiastic model railroader began again. We continue to have those conversations after each operating session; what worked, what didn't, what could be changed to improve the experience and increase the fun factor.

Preparation for the inaugural operating session

The original layout design and benchwork necessitated that Walton be the main yard, even though prototypically, Sidney held the division yard. Conceding the point (I didn't want to rebuild the entire layout, after all), so Frank, Mark and I decided on an "out and back" traffic pattern focused on the main yard in Walton. Trains would converge on Walton from east and west staging (Norwich/Cadosia), from on-line towns via locals, and from a Delhi branch turn. Cars would be classified in the Walton yard, with new trains blocked for their destinations. Once we established this overall traffic concept, we then determined that the Car Card and Waybill method of traffic control would be appropriate for this size layout and the operating concept. The next order of business was to establish the names of all the customers, determine the appropriate number and types of cars needed to service the customers, and then to create car cards and waybills. Since reporting numbers can be difficult to read in N Scale, rather than using commercially available CC&WB sets, I took a page from Mark's N Scale playbook and photographed each car, making custom car cards with color photos and waybills for each type of load and customer. Waybills are color coded by town, and are single sided with only two destinations. This simplified the preparation of the waybills, and because the layout doesn't operate monthly, no one remembers the traffic pattern from one session to the next. Paperwork for individual

trains was tackled next; I use a train instruction sheet based on the prototype NYO&W Form 19. With the paperwork done, we were ready for the first session, right? Not yet! We all agreed that some track improvements were warranted at Walton (two additional classification tracks,) and one additional stub end track in each direction in Staging was needed. Did I mention that Frank and I also removed the DC control panels and re-wired the entire layout for DCC only? Establishing the railroad concept, re-wiring, creating the paperwork and making the track improvements took most of 2011, and the inaugural operating session was held on November 4, 2011, with four crew members (Frank, Mark, Rodney, Ron) and me.

Evolution of the NYO&W

Layout changes to improve operations was inevitable following that first session, and modifications, both large and small, to the railroads physical plant and paperwork, are made following almost every session, as new shortcomings are identified and solutions implemented. Following the first session the most critical improvement to the overall operation of the layout was the installation of Hex Frog Juicers on all turnouts. I hand throw Peco Electro-frog turnouts, and the addition of the Juicers eliminated all locomotive stalling issues at the frog.

After each session, new ideas were discussed and these conversations have resulted in key track work changes occurring in Sidney, Norwich/Cadosia Staging and Walton. Major operational changes were introduced with the increased staging capacity at Norwich/Cadosia, and the construction of the 16' long 18" wide extension and a 48" long 15" wide fold-up 9-track staging yard, in 2015. These new additions provide interchange traffic with the DL&W at Shellysburg, and additional staging, representing Syracuse and Binghamton, on the DL&W.

Sidney Improvements

On the prototype, Sidney is the division point between the Northern and Southern Division of the railroad, as well as where the D&H mainline crosses the NYOW, providing interchange service between the two railroads. The crossing of the D&H and interchange service were included in the original design, but the town was not designed for a division point yard. As originally constructed, Sidney had one siding to allow for run around moves and four customers with single track spurs (both leading and

trailing points). The D&H mainline was represented by a 12-car capacity stub end track that disappeared into the backdrop and then looped back thru the backdrop and under the hillside entry into the main staging yard. The Sidney yard lead and the main line both disappeared into tunnel portals under this same hillside, with the main continuing behind the backdrop into Staging. See Photo 2, Sidney Circa 2010.

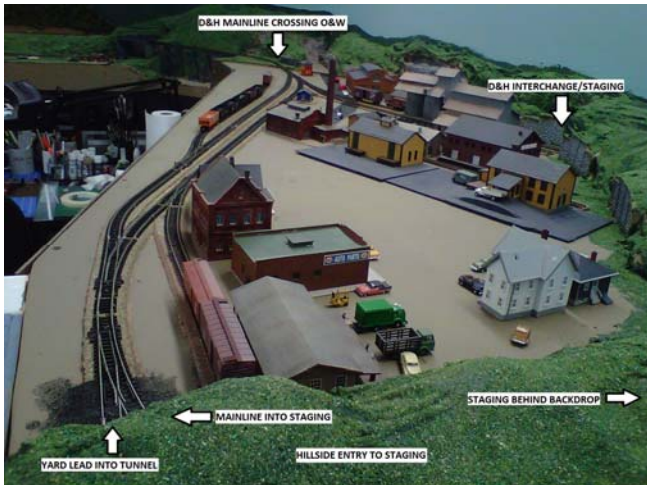


Photo 2, Sidney Circa 2010

In response to observations during the first operating session, upgrades to Sidney were made which had both positive and negative impacts to crews working the town. On the positive side, additional customer spurs and car spots were added: one additional spur was added along the aisle to provide an "off-spot" location, and a new two-spur customer was added to an obviously empty portion of town. More important to train crews working Sidney was the "day-lighting"

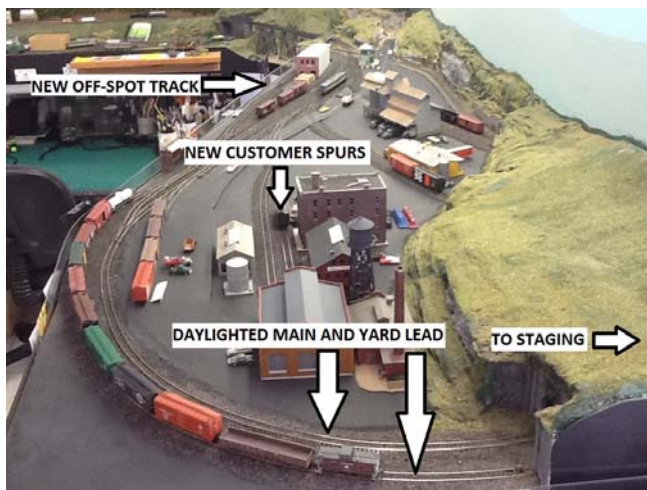


Photo 3, Sidney Circa 2016

of the yard lead. The hillside was reconfigured to provide an additional 18 inches of visible track, so the yard lead was out into the open. There was a small trade-off however, because daylighting the hillside reduced the capacity of the D&H staging track (which extended under the hillside) from 15 to 7 cars. All in all, the changes have resulted in more operational challenges and fun in Sidney for crews, and the Sidney Turn has become one of the most sought after jobs on the railroad. See Photo 3: Sidney Circa 2016.

Staging Yard (Norwich and Cadosia) Improvements:

Originally designed to support operations for one or two operators, the layout's initial hidden staging represent Norwich and Cadosia (West and East respectively of the modeled area). Staging consisted of only two pairs of 42 inch-long stub-end staging tracks facing in opposite directions, along with a through main line, for continuous running. Following the first operating session it became clear that additional staging was going to be needed. However, accommodating more than one track in each direction would have required a six- inch extension of the benchwork, into the (already tight) 24-inch wide aisle between Staging and the garage door. At the time, I wasn't ready to sacrifice the aisle width, so only the one track each direction was added. In Photo 4, Staging Circa 2012, Frank and I are checking to see how wide the new benchwork would need to be to accommodate various Staging Yard expansions.

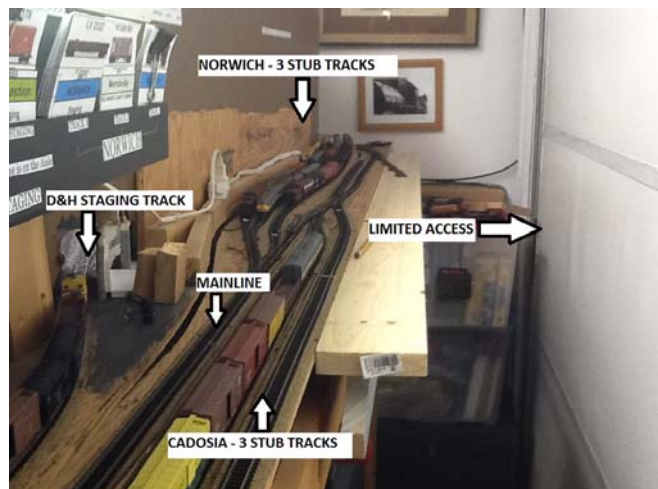


Photo 4, Staging Circa 2012

As we continued to operate however, the need for even more staging tracks (you can never have

enough) became apparent, and finally in 2013, the decision was made to reduce the aisle from 24" to 18". This additional 6" accommodated a second through track, one more stub end staging track in each direction, and a lengthening of the staging tracks from 42 to up to 70 inches, allowing for the stacking of trains returning to staging on some tracks.

So, Frank and I pulled up the entire Staging Yard, constructed new benchwork and re-laid four 65-inch long tracks in Norwich, four 70-inch tracks in Cadusia and two through tracks. The through tracks are reserved for passenger traffic during operating sessions.. See Photo 5, Staging Circa 2016. In addition to the changes in the track work, I took the opportunity to improve the looks of the staging area, with new car card and waybill slots, paperwork areas, and a white painted backdrop to improve lighting. It is

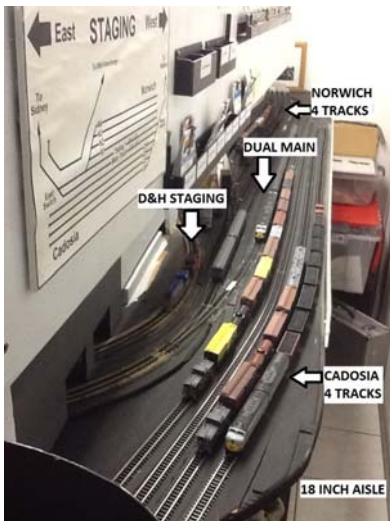


Photo 5, Staging Circa 2016

now definitely tight moving between the benchwork and the garage door, and most of us have to do so shuffling sideways. At the end of the day, this is a small price to pay for the operational benefits, which is the ability to run 16 trains into and out of staging during a session.

Walton Yard Improvements:

Of all the layout's original track configurations, the Walton yard has, understandably, undergone the most changes since 2011. These changes have been incremental, with me and Frank making changes to improve the yard as operational issues were identified. Truth be told, most of the Walton yard trackage has, in fact, been pulled up and re-laid at least once.

When built, the Walton yard consisted of the main line, a single passing siding, the wye to the Delhi branch, five customer spurs, two 30" stub end classification tracks and a yard lead. Unfortunately, the earliest photos I have of the Walton yard trackage date from 2011 (Photo 6, Walton Circa 2011), which shows that two additional classification tracks were

added, and all were extended around the curve (seen in the background of the photo). Additionally, the original yard lead (foreground) was changed to a customer spur, and a new, longer yard lead was added closer to the aisle.



Photo 6, Walton Circa 2011

Not surprisingly, following the first session in 2011, the session's Yardmaster (Frank) identified that there was a serious bottleneck in Walton. This bottleneck created conflicts for incoming traffic on the main or siding, and work in the classification yard, which required using a short portion of the siding as part of the

yard lead. The simple solution was installation of a second crossover from the main to the siding which would allow the Yardmaster to divert incoming traffic around the portion of the siding being used as the yard lead for classification. The crossover was added between the main and siding just beyond the turnout into the classification yard, but was only a Band-Aid, as it turned out. This is shown in Photo 7, Crossover, Circa 2012.



Photo 7, Crossover, Circa 2012

The next change to the Walton Yard was driven by the inexorable increases in the NYO&W motive power roster which necessitated the construction of an approximately 30" by 24" benchwork extension to accommodate engine service facilities, a caboose

track and RIP track. It also provided an opportunity to once again relocate the yard lead and increase the capacity to that needed to work a typical NYO&W train. The engine facility was designed with a Three Way Turnout to accommodate the future construction of a scratch built model of the Walton Engine Shed, and with room for a commercial and/or residential neighborhood bordering the rail yard. Photo 8, Engine Facility, shows this area of the layout just after construction and ballasting.

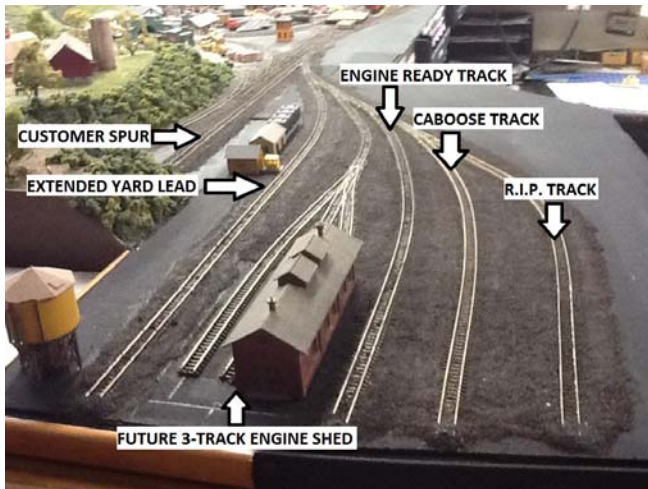


Photo 8, Engine Facility

In 2014 and 2015, two additional problems, under the clearly popular heading of "bottlenecks", were identified after an operating session, and the current design of the yard reflects the changes made to address the problem areas; although the changes were implemented in two steps. The first change was to finally eliminate the need for the yard crew to use a portion of the siding as the classification yard lead, as discussed previously. Refer back to photos 6 and 7 for the existing trackwork. This deficiency continued to prevent the efficient use of the Walton Yard.

The solution consisted of removing westernmost (and original) crossover from the main to the siding and replacing it with a curved turnout at the Western Approach, thereby extending the length of the siding all the way to the west end of the yard. This change finally provided for a direct connection between the classification tracks and the classification yard lead, as well as to the engine facility, eliminating the need to occupy the siding during classification work. This was a very important improvement. One crossover from the siding to the classification tracks remains, allowing classification of incoming trains and building of outgoing trains to use either of the two yard

leads. Additionally, a second yard lead with a turnout from the siding was installed, allowing trains on the siding to be pulled into this lead and then pushed immediately into the classification tracks. Finally, as part of this work effort, an engine ready track / engine pocket, was added to the yard so that a road engine or switch engine could be available when and where needed. These changes substantially improved the efficiency of the Walton yard. See Photo 9, Walton Circa 2014

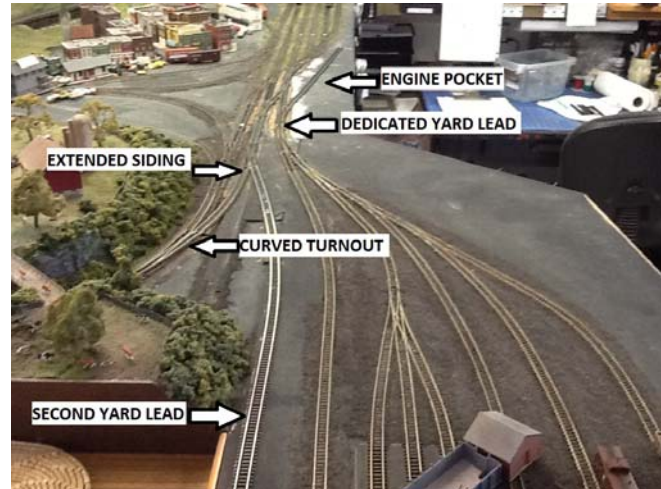


Photo 9, Walton Circa 2014

The second, and most recent changes builds upon the improvements completed in 2014 and appear to be the last improvements that can be made without entirely rebuilding the Walton yard. Even with the 2014 changes to the Walton yard discussed above, the volume of traffic made it clear that additional changes were still needed to streamline the yard activities and keep the Yardmaster sane. In 2015, the decision was made to turn the stub end classification track next to the existing siding into a second, two-ended siding by connecting it to the main at the far eastern end of the yard. This would provide the Walton yardmaster with an Arrival/Departure track, which would allow trains entering from Cadosia Staging to the east to cut off road engines, which could then run directly into the engine facility. The A/D track also allows westbound road engines to escape onto the main and return to the engine facility by only using a short portion of the main on the east side of the yard. The location of the A/D track also provides access to the A/D track from either yard lead, further improving efficiency. The final component of this change was to replace the classification track transitioned to A/D use with a new one along the aisle; unfortunately the new classi-

fication track has only 2/3 of the car capacity than the one used for the A/D. This latest improvement has only been in service for a single operations session, but we think the trade off in overall improved yard efficiency offsets the loss of capacity in the classification yard. And, because Walton is the key yard on the layout, improving the efficiency at Walton improves the overall operation of the layout. See Photo 10, Walton Circa 2015



Photo 10, Walton Circa 2015

Shellysburg and the DL&W interchange:

The prototype NYOW had interchange locations with a number of connecting railroads, including the New Haven at Maybrook, NY, the Delaware and Hudson at Sidney and the New York Central (at Weehawken,

NJ, and the Erie in Cadosia. The original design of the layout allowed for the actual interchange of cars only with the D&H in Sidney; interchange with the other connecting roads did not create any additional car movements, because the connections are located beyond the staging included on the layout. Maybrook and Weehawken, are both east/south of Cadosia, and Norwich, the prototype connection with the DL&W was already provided for. Given the existing layout design, there was no way to create any of the other prototype interchange locations, so I decided to include a freelanced location for interchange with the DL&W.

In 2014, I had new upper and lower cabinets installed to replace old floor to ceiling cabinetry along the 22 foot long rear wall of the garage. The resulting 16-foot long, 18-inch deep Shellysburg extension was constructed using 2"x 2" grid benchwork raised up on 8' legs from the top of the base cabinets, between the base cabinets and the upper cabinets. Two inch thick blue foam is used on top of the benchwork, (the only place on the layout where foam is used). See Photo 11: Shellysburg, Circa 2014



Photo 11: Shellysburg, Circa 2014

At the end of the Shellysburg benchwork, a door to the backyard is accommodated with a 48" long, 15" wide, 9 track fold-down, staging yard. See Photo 12, Fold-Down Staging



Photo 12, Fold-Down Staging

The new town of Shellysburg (named for my father) is on the DL&W mainline between Binghamton, NY and Syracuse, NY, southeast of Merrickville, and reached via a DL&W branch line. In my freelanced world, Binghamton, being almost on the border of Pennsylvania, has a lot of coal traffic heading north and east and has a sweetheart deal with the O&W, avoiding the more direct D&H and Erie to New York City and the northeast. Loaded coal trains leave Binghamton heading north and east on the NYO&W, and empty hoppers make the return trip. Additionally, NYO&W mixed trains interchange with the DL&W at Shellysburg, providing traffic for customers in that town, as well as traffic heading towards Syracuse to the north and Binghamton to the south. The fold-down staging yard represents Binghamton and Syracuse. This new edition has resulted in the addition a new, sought after, crew position, Shellysburg Yardmaster, and the Shellysburg customers and staging generate a lot of traffic for the NYO&W. Photo 13, Shellysburg, Circa 2016



Photo 13, Shellysburg, Circa 2016

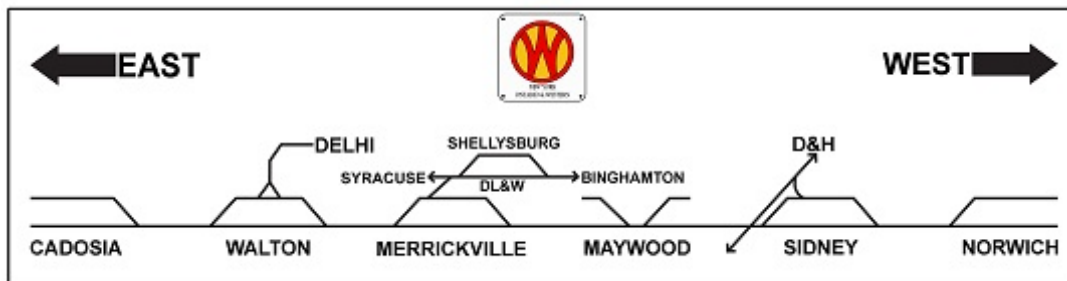
While this article described the many key changes that have been made to the layout to date, after each operating session we continue to talk about ways to improve the layout; this means the track work, the

operating scheme and the paperwork. Improvements currently in the works include fine tuning the traffic pattern to better balance car movement on the layout, incorporating an active Dispatcher position and looking for ways to implement “slow ops” components. Other ongoing layout improvements include , weathering the motive power, rolling stock and structures, adding the thousands of trees needed to portray the Catskill mountains, and building scratch-built O&W structures, and adding more layers of scenery and details. Each of these projects will allow me to make additional progress along my model railroad journey, and I look forward to all of them. I encourage you to be open to making the changes that will improve your layout and increase your enjoyment of this great hobby. I hope to see you along the line, enjoying your model railroading journey. *-jm*



Photo 14, Walton and Sidney Overview, Circa 2016

Photo 15, Shellysburg Overview



Map 2, NYOW Schematic 2016

"NYO&W" pg 4

my fingers, and I ended up enjoying doing it that way; I've switched on some layouts with toggles on a control panel on the fascia, that to this day, I still have not figured out which switches throw which turnouts! Using your finger is uncomplicated, easy, and a sure fire way to get the right turnout switched to the right direction. Besides, in the real world, switch crews threw turnouts by "hand". Didn't they?



Marty Bradley acts as the Shellysberg Yardmaster on the DL&W interchange, while Chris Jean works the customer spurs in Merrickville

I had a great time, met some really good people, and had a lot of fun running trains. If you ever get the chance to be invited to operate on the NYO&W I would recommend that you jump on it, you won't be disappointed. *-di*

Model Railroad Authors Wanted!

The Order Board is always looking for interesting material that has appeal to our membership. If you have a desire to see your idea or information posted in the Order Board, contact the editor to have your article published in an upcoming issue. Yes, AP Author points are awarded. Editor@CajonDivision.org

New Cajon Division Members

David Dunaway, Las Vegas
 Kevin Honda, Westminster
 Vicki Johnson, Las Vegas
 Paul Landgraph, Colton
 Marlin Metzger, San Juan Capistrano
 Deloris Rorabaugh, Temecula
 Josephine Simmons, Las Vegas

*"AP" pg 3*

me only area A, where the best choice for me would be 2. You can plan this out for yourself to get the best fit for your particular talents.

Some things you should consider- though all of these Achievement Certificates require a good amount of effort to complete, also, some are time dependent. This is particularly true of 8, 9, 10 and 11. Some require a significant amount of research, for instance I believe: 1, 2 and 5.

See you on down the line, Bill

"Backshop" pg 3

to my models for fear that their fine details may be damaged by an uneducated observer not wearing white gloves. Internal bracing? Of course, if there is any chance that a side or wall may warp.

Then comes the finish. I am no longer happy with any unpainted parts on my model. This, of course, includes underbody details and building interiors as well as inside cabs and chimneys. Places no one will ever see or even think about, but me. Now I have to buy two sets of decals or rub-ons so that I will have enough to do the lettering over twice to get the placement and orientation just right. Weathering is a whole other thing. I have half a drawer full of weathering powders, wood aging stain, paint washes, etc.

Yep, I'm ruined, but you know what?..... I Love It! And I'm not alone..... Gary

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 Railroad 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.

Temecula 2016



April 8-9

Annual Cajon Division Spring Event & Meet

The Cajon Division is holding 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.

Self Guided Layout Tour descriptions, maps and directions will be available at the registration desk. Tour: 1:30-5:00 pm

Mary Phillips Senior Center
41845 Sixth Street
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, coffee, doughnuts
8:30am-12:00: Model Railroad Clinics TimeSaver Challenge
12:00pm: 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

Fare	member	non-member
Clinics only	\$20	\$25
Clinics+Banquet	\$30	\$35
Pizza Lunch	\$ 7	\$ 7

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

Model Contest & AP Evaluation Room:
Viewing 8:30-11, Model Drop-off: 8-11, Pick-up 12-1pm

CLINIC SCHEDULE

	ROOM A	ROOM B	CRAFTS ROOM
8:30 9:30	"Controlling Your Trains With Bluetooth" David Rees BlueRail Trains has developed an innovative way to control trains using Bluetooth. Control is through an idevice and soon Android devices. Just your controller and the train. No network required. Can be used with track power or battery power. This system is simple, versatile, upgradable, and expandable.	"A Game of Poker Anyone?" Dennis Ivson Operations on the South Pacific Coast Line using poker chips. How I've managed to eliminate the Way Bills, simplify the Train Orders, toss the Car Cards in the trash, and still have operating sessions on my layout in a coordinated and organized manner.	"Buy 3 get 1 FREE!" Jim Fuhrman These and other low-cost "scale" models cry out for your attention, at swap meets, hobby shops, and even in your closets. Jim Fuhrman has tips and tricks for rescuing these railcars and making "Jewels from your Junk Box."
9:45 10:45	"The Pursuit of Realism by Lance Mindheim" Pete Steinmetz This clinic is about how to improve the realism of layout scenes. There are many simple ways to make a layout more realistic. Lance Mindheim is a professional layout builder and well known modeler.	"Selecting the NYO&W for an operations based layout" Joel Morse. When a modeler decides to commit the time and resources to building a layout, the selection of the inspiration for that layout, is a key consideration that should not be made lightly. Whether the layout is prototype based, proto-freelanced or freelanced, and whether it's going to be operations oriented or for rail-fanning, key decisions have to be made. Joel will discuss what attracted him to modeling the NYO&W and walk you through the decisions he made.	"Use Your Imagination" Bill Jacobs This clinic will discuss and demonstrate how everyday and unusual products you may be throwing away can be utilized for model railroad projects. Also, we'll look at some common things that can be used as modeling tools.
11:00 12:00	"The Art of Soldering by David Carlton" Pete Steinmetz This clinic will explore and explain soldering, from material choices to effective techniques. There are many tips and tricks. Good for beginner and intermediate modelers.	"Casting and Carving Stone Structures" Steve Harris Steve will show how he casts and carves structures out of Hydrocal. He will cover everything from making the molds to coloring and weathering the model. He will cover mistakes made as well as some innovations that may be new, and provide answers to questions such as: How are door and window openings made? What to do about corners. And how about windowsills?	"Creating Realistic Pine and Aspen Trees" Jeff McKee On3 modeler Jeff McKee has a unique approach to creating realistic Pine and Aspen trees. His bark detail, using tile grout, is very realistic. Jeff is an On3 modeler, but his techniques work in all scales.

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www.ArniesModelTrains.com



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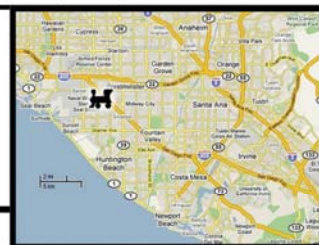
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- Coming From South OC/San Diego:**
- Get on 405 North
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 - Turn Right on Edwards Street (first major light)
 - Drive over big hill (405), at bottom of hill, make right turn on Industry Way

- Coming From North OC/LA:**
- Get on 405 South
 - Exit Westminster Ave East
 - Turn Right on Edwards Street (first major light)
 - Drive over big hill (405), at bottom of hill, make right turn on Industry Way





New York, Ontario and Western

**The Cajon Division, Inc.
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2182 Sycamore Ave.
Tustin CA, 92780**

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