



THE ORDER BOARD

Volume 44, Number 2

July 2016

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TIME TABLE

September 10, 2016
OERM Railroadiana
Swap Meet
 Perris, CA

September 21-24, 2016
PSR Convention
"LA Junction"
 Culver City, CA

September 25, 2016
Model Railroads of
Southern California
 Layout Tour
 Southern California

October 22, 2016
Cajon Division
 Fall Meet
 Buena Park, CA

November, 2016
Cajon Division
 Winter Meet
 Las Vegas, CA

March 31- April 1, 2017
Cajon Division
 Spring Meet
 Temecula, CA



Pacific Southwest Region 2017 Convention "LA Junction" September 21-24, 2016

DoubleTree Hotel Los Angeles - Westside

6161 West Centinela Avenue, Culver City, CA, 90230
 866-819-5320 (group code: NMR)



Tours:

- Los Angeles Union Station Walking Tour
- Silver Splendor Train to Santa Barbara
- San Louis Obispo extension
- Metro Light Rail Yard/Maintenanc Facility



Clinics: Over 40 Model Railroad Clinics and several Raillette Clinics.

Layouts: Over 34 Layouts will be open for visitors during the convention.

Contest: The Contest Room will be open for viewing, judging and AP Program evaluation.

Welcome Reception: View Ron Varnell's great layout while enjoying a free meal and visiting with model rail friends.

Swap Meet: Tons of Model Railroad stuff! Convention attendees get first pass at the meet.



Hobo Breakfast: Enjoy a breakfast with other Hobos to catch up with the latest.

Family Day: Bring the entire family to the Saturday Convention for just \$20!

Brunch: At the Magic Castle
Awards Banquet-
Membership Meeting-

For More Information Visit: www.psrconvention.org/lajunction

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From the Conductor's Desk

We are talking a lot about getting the younger audience interested in model railroading. The Cajon Division had the honor to co-sponsor an event in June that was geared towards just that audience, The Kids build Kars at Arnie's Train Store. It was a very successful event

and it will be covered in more detail in this issue. I just want to share a couple of observations that I saw. My task was to interest people in running the TimeSaver, a task that wasn't too difficult. What struck me was the great skill that some of the youngsters showed when it came to the switching. I had secretly tried it myself and just about every youngster beat my (not published, thank you) time by a lot!

There was an unplanned benefit of having the TimeSaver next to the car build area: When a car was ready the kids could just step up to the TimeSaver, put their new car on the track and run it. The look in their faces when they saw their own car run behind a locomotive was priceless!

We are planning our last two meetings for the year. The fall meet will be in Buena Park in October. The winter meet will be in Henderson in late November.

Finally, If you haven't signed up for the PSR Convention in September, do so now. It's promising to be a good one and you will not want to miss it.

Per Harwe Director, Cajon Division, PSR



The Nevada Branch

By: Ed Hall, MMR, Asst. Superintendent

May 28th we had the Cajon Division meet in Henderson. The get together was at the Henderson Convention Center, the facility was up to the usual high standards. We started the day with our typical swap meet. After 10:00 am we started with the first clinic, "Cars Merit Award Recipe" by our very own Gary Butts

MMR. Gary's presentation answered many questions about how the Achievement Program works in relationship to building cars. Up next was Dave Allen, he talked about the T-Track standards for module size, track placement, track interface, and electrical connections. Some of the possible configurations are endless with this system. After lunch Bill Jacobs talked about building tunnel portals with matchsticks. These are the matchstick that come in a box. He spoke of removing the match from the wood stick and discarding the flammable part. These could also be used for other applications.

We also had guests Pat and Mona from the LA Division, they did a wonderful job promoting the PSR convention this September.

After all that, we passed on a business meeting and went straight to the White Elephant auction, everyone got a great piece to add to their collection.

Total attendance was just over 50, some came for the swap meet and stayed the entire day, what fun we had! People are already looking forward to the next meet here in Nevada.

Ed



The Buzzard's Roost

By: Dennis Ivison, Superintendent

Well here we go, my first article from the Superintendent's Office. Gary told me I needed to come up with a by-line, so I decided to call it the Buzzard's Roost. I'm as big a fan of railroader history as I am of railroading history, so I chose the term for a yard office from railroader slang. It's also an inside joke in our family, and I'm sure somewhere along the line, one or both of my sons called me an "Old Buzzard" for some reason, or other. A yard office seems to fit also, because that is where the bread and butter of railroading takes place: the cars get banged around and sorted out and hopefully get sent to the right place on the right train. The symbol up in the right hand corner is not a null sign as you mathematicians might think, nor the modern symbol for NO, usually in red, that we see all too commonly nowadays; rather it is an old hobo symbol, usually chalked on a fence somewhere that meant, "Good road to follow". Not that I think I'm the right road (heaven forbid) but rather that this hobby of model railroading most certainly is a great road to follow. Once in awhile, as the mood strikes me, I'll "chalk" a hobo symbol somewhere in the article, and if I can't think of anything to write, maybe a whole bunch of them!

Last weekend, our Division, along with members from the Los Angeles and San Diego Divisions, participated in the Arnie's Trains & Milepost 38 Open House. The Cajon Division was a co-host with both of the train shops in putting on this event. Quite a few volunteers from the three Divisions mentored future model railroaders in assembling railcar kits, which they got to keep afterward. Gary Butts (with Sandy's help I'm sure) did a fantastic job of coordinating the volunteers and the classes. There were three classes total with approximately ten youngsters in each class. In addition, Pete Steinmetz from San Diego hosted a clinic called Introduction to Model Railroading, with 20 "students" in attendance. The L.A. Division was there promoting the upcoming PSR Convention titled L.A. Junction. I saw Ron Varnell and his entourage working hard signing up people for five days of fun and trains. This year's PSR Convention runs from

Continued "Buzzards" pg 14

Achievement Program

By: Bill Jacobs



In the last issue we started a series in which I hope to present, in laymen's terms, the details of each Achievement Certificate within the Master Model Railroader program. But in this issue, I'm going to table that slightly and report on a piece of what it takes to get Achievement Certificates in Master Builder-Motive Power, Cars and Structures. I'm talking about the judging at the Temecula meet.

I'm pleased that we had 13 entries, eight of which were deemed worthy of Merit Awards. If you recall, there are 125 possible points in these categories and it takes 88 points to get a Merit Award. We also awarded Cajon Division awards to all 11 of the entrants. Here is a list of the entrants and the awards they received.

Motive Power

1st Place- Donald Gale, DVRR Diesel #53
Honorable Mention- Donald Gale, DVRR Steam #34

Structure Off-Line

1st Place- Gary Butts, Hotel Chantey Springs, Merit Award
2nd Place- Robert Feuerstein, Two Story Structure

Structure On-Line

1st Place- Robert Parcell, Dabler Mill & Supply, Merit Award
2nd Place- James Keena, ATSF Freight House

Freight Cars

1st Place- Sandy Butts, G&S Box Car #781, Merit Award
2nd Place- Sandy Butts,
G&S Box Car s #780, #778 and #779
All received Merit Awards
3rd Place- Sandy Butts, G&S Box Car #779, Merit Award

Caboose

1st Place- Gary Butts, KJ Lumber #6, Merit Award

Train/Freight/Passenger

Honorable Mention- Donald Gale, DVRR Tourist Train

Additionally, congratulations to Robert Parcell for receiving the Favorite Model popular vote from the meet attendees. You will also note that Sandy Butts tied with herself by getting the exact same amount of points for three of her very nice box cars.

Next issue, we're going to start dissecting those pesky Achievement Certificates, starting with Model Railroad Author, why that, you ask? I've just submitted paperwork for Steve Flanigan up the line for this Certificate.

See you on down the line, Bill.

The Backshop



By: Gary Butts, MMR, Editor

Events & Meets.

I just returned from another great Cajon Division meet held in Henderson, Nevada! I was very pleasantly surprised to see a 50-60 member turnout for this event including Pat and Mona Raymer and James Keena from the Los Angeles Division as well as a couple of Cajon guys from the California side of the Cajon Division. The Henderson swap meet is always good and this one hooked me for a couple of tools that I have been eyeing for some time at a good price. The Southern Nevada N-Trackers Seth Kimmel and Dave Allen set up their N Scale T-Track modular layout and you can see what this interesting module based standard is about elsewhere in this issue of the Order Board. Pat presented a video presentation on the upcoming LA Junction which was followed by a few clinics for all attendees. I presented a "Recipe for Merit Award plastic kit car" clinic, Dave Allen gave one on T-Track Modules and Ed Hall gave one on Daylight passenger car conversion. Bill Jacobs showed his timber tunnel portal in the "Show and Tell" session after a lunch break and several great models were won in the white elephant auction. The Henderson meet is always a fun time with a fun, close-knit group of modelers.

Our new Superintendent, Dennis Ivison, and myself are formulating plans to try and bring some type of Cajon Division event to the members every month. These events will offer a great opportunity for us to meet new members at more casual meets centered around model workshops with the masters, operating sessions, exclusive NMRA model train store clinics, etc. Ron Varnell, LA Division Membership Chair, also approached us relative to putting some joint LA-Cajon Division work shops together with operating sessions. We are talking BBQ's & Trains and the like... Stay tuned this should be fun!

Arnie's Trains Kids Kit Build

This event was another great success. Sponsored by Arnie's Trains / Mile Post 38 and put together by Dennis Ivison, this parking lot and two store event was similar to last year's except even bigger! I was pretty busy with the kids kit build but managed to see

four or five operating layouts and several vendors and displays. We (the Pacific Southwest Region) had 15 member volunteers from LA, San Diego and Cajon divisions all helping kids put together 30 model railroad car kits, running the TimeSaver challenge and hocking the upcoming LA Junction convention. Pete Steinmetz from the San Diego Division gave a clinic on introduction to model railroading. During a break between build sessions, Kevin Honda (Arnie's Trains) received his NMRA AP Golden Spike award. The pizza wasn't bad either!

2017 PSR Convention

Planning for the 2017 PSR Convention sponsored by our Cajon Division is now officially under way. The Convention dates (September 13-16, 2017) and Ontario venue have been selected and clinics and layouts are now being signed up. Look for the official announcement and reduced price registration at this year's LA Junction PSR Convention this September.

-Gary

New Cajon Division Members

Thom Hindman, Anaheim
Chris Mathewson, Bolder City
Edward McCarthy, Las Vegas
Linda McCarthy, Las Vegas
Wayne Ogdon, Fontana
Charles Smith, San Jacinto



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**.



“Tools & Tips”

By Bill Jacobs

Tarpaper, Shingles, Wine Bottle Tops, Matches & Incense!

Okay, there has been some interest in this slightly weird column (I had a pretty good turnout at the clinic in Temecula), so I'm just going to press on! Last time I wrote about toothpicks and trees, this time I think we should talk about roofing, say tarpaper and shingles, wine bottle tops, and maybe matches and incense. Strange enough for you? So let's get on with it.

I'm an Air Force retiree, so when I say “Janie leads me through the commissary”, just substitute “grocery store.” Well, we were looking for Band-Aids and they had a tremendous display, apparently everybody bumps into things as much as we do, and what do I spy-Nexcare Gentle Paper Tan Tape. Apparently this is intended for folks who are latex allergic and in small letters it even has a hospital name. Of course it's made by 3M, but the consistency looked just like tarpaper and the width was about right in HO, if only it was black or gray. So, naturally I bought some, it comes in a dispenser just like normal Scotch tape. When I got it home I tore a piece off and stuck it on a scrap of wood and hit it with my normal stain mix of rubbing alcohol and black leather dye and it looked great, but the alcohol seemed to kill the glue, so in disdain, I gave it up as a bad idea. A day or two later I used the same piece of scrap wood for something else and I found that I couldn't pry the tape off. Apparently, the alcohol activates the glue and when it dries, it will not come off. Our editor, Gary Butts, used this on the cab roof of his super prize winning locomotive to great effect.

I built an abandoned shack, as a contest model, a few years ago. An aside here, everything I build will have a place on my “still under construction” layout. This will actually serve as the decrepit office of an oil field outfit. Think about this for your own purposes. Anyway, this model, though small, actually had a

complete interior with wall studs and roof trusses, and shake shingles, but just a few (maybe 100 still attached) with many on the floor inside. So I decided to make my own shingles. I gravitated toward brown paper grocery bags. You would be amazed at the difference in bags, I probably tested 6 to 8 of all different sizes with my stain mix until I hit on the best one, it had the heft and a good thickness for shake shingles. So every one I get, I keep. I maybe shouldn't admit this but they are used to put the smaller bottles of liquor in the larger bags so that they don't clank together. The company is US based, called AJM, but most importantly, they are 8 pound, extra heavy duty. Now, unless you are as anal as I am, I don't suggest you do this on a really large building. While we are on the subject of this particular model, I've got a few more suggestions-since it was never painted, only bare wood on the exterior, nails had to be simulated in all the siding at each stud. I now have a Jimmy Simmons nail punch, which is a great tool, but I didn't then. I admit I have a pen and pencil fetish, it came from 4 semesters of engineering drawing many years ago in college. So, use your 4H or 5H very sharp pencil stubs or a Uniball Micro lead pen to make small indentations and there you have nails.

Now, let's talk about matches. We have a fire place, but it's rarely used (make that never, it was 115 yesterday, although we have seen snow here in the valley 4 times in the last 37 years), we had a box of those fire place matches, which just grabbed me. They are about a (real) foot long and they are snarly. I have spent a lot of time up on the C&TS working on cars and riding trains. One of the two tunnels is called the mud tunnel and the other the rock tunnel. The mud tunnel is, obviously, totally lined with a portal on each end. So I decided, because I needed one, to build a tunnel portal from the matches. Now, we need to suspend realty just a little, this was built in about 1880. So I figured the portal had to have been rebuilt, or at least shored up about every 30 years, until my time in the 1950's. This wood is outstanding for this, it's close to 12 x 12 and it looks like it's been through the wars. I used the portal as a show and tell at the recent Henderson meet. Hey, I didn't get to the wine bottle tops or the incense. Maybe next time.

-bj



A Couple of
~~Another~~ Great
Cajon Division Layouts
(Under Construction)

Florida East Coast Railroad

Layout Owner: Kevin Honda

NMRA: Cajon Division # 163404 00

Layout Location: California

Scale/Gauge(s): HO scale, Standard gauge

Overall Size: 16 ft. x 9 ft. Double Shelf

Modeled Location:

Freelance of Florida from the cape to Miami

Time Period: 2000 to current

Many of our members already know Kevin as the friendly and helpful manager of the Arnie's Trains model train shop in Westminster. Kevin recently joined the NMRA and is a member of our Cajon Division. A few months ago while discussing the merits of the NMRA AP program with him, I noticed that the in-store layout that he had built, met several of the requirements for NMRA's Golden Spike Award. Long story short, we arranged for him to bring some of his personal rolling stock in to the store and after evaluation, found that he qualified. He received his Golden Spike Certificate and "Golden Spike" at this last Arnie's Trains summer open house. A few of his model railroad friends know that in addition to the in-store layout, Kevin is in the process of building a much larger personal layout modeled after the Florida East Coast Railroad. Here are a few shots of this partially completed "Railroad Under Construction".

-ed



Wildomar RedHawk NoName?

Layout Owner: Bob Mitchell

NMRA: Cajon Division # 121568 00

Layout Location: Wildomar, CA

Scale/Gauge(s): HO scale, Sandard and Narrow gauge

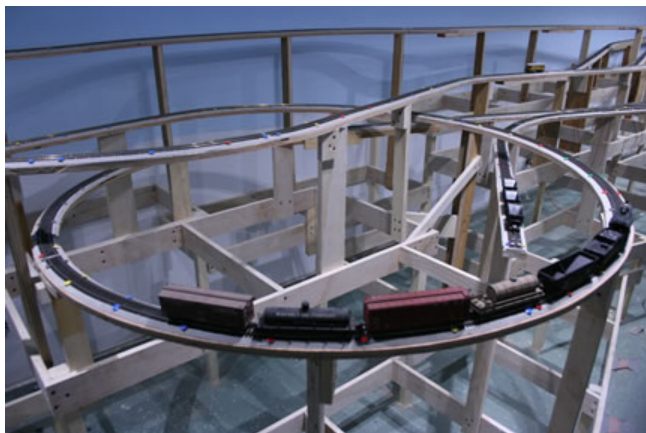
Overall Size: 23 ft. x 25 ft.

Modeled Location: Totally Freelance

Bob's layout is finally getting to the operational stages of construction. His layout is located in a dedicated train building in his back yard with beautiful three dimensional covered corners and indirect lighting. His intent is to have his layout ready for some operation and sporting some scenery by next year's Temecula meet. As of this writing he has all of the road bed in place and most of the track spiked down (I understand that some is still tacked with push-pins). He is in the process of installing the DCC wiring but literally running some test trains on battery power. Look for this layout in future layout tours. *-ed*



Junction with Wye as you first come in the door.



John Allen Tribute - Sims Loop Midway of Back wall



Leaving Main Yard Heading for Main City



Loco is passing Luber Mill Area Below After leaving Port



Upper Mining Town Wye. Locomotive heading to Junction inside from Door

Cajon Division Henderson Spring Meet Highlights

The Cajon Division Henderson Meet this last Spring was another great success worth attending. Attracting attendees from the Las Angeles Division and a few from the Coast, this mini-meet is always worth the drive.

This meet always includes an indoor swap meet which nearly always finds my wallet in my hand. Seth Kimmel and Dave Allen from the Southern Nevada N-Trackers set up their T-Track layout for everyone to enjoy during the meet (See the T-Track Article in this issue to learn more).

Presentations included a Video and pitch from LA Division Director Pat Raymer covering the upcoming PSR "LA Junction" Convention. Following this, clinics were given by Ed Hall, MMR, Dave Allen and Gary Butts, MMR and a Show and Tell on his match stick tunnel portal by Bill Jacobs.

These Cajon Division Nevada meets are always a lot of fun with a close group of friendly and enthusiastic model railroaders. Make it a point to attend one of these bi-annual meets and you won't be disappointed.

-ed



LA Division's Pat and Mona Raymer catch up with Bill and Jane Jacobs during a break in the Swap meet activity.



How can you pass up on all of these model railroad goodies?



Seth Kimmel and Dave Allen put the Southern Nevada N-Trackers N-Scale T-Track layout on display.



More happy faces at the Henderson Swap meet.

On The Road Again CUBA!

By Gary Butts, MMR

Cuba has been off-limits for most Americans since the mid 1950's until just recently. Still not available to the casual traveler, trips to Cuba can be arranged for various educational, scientific and research purposes. Participating in the Oceans for Youth educational exchange program allowed Sandy and I to travel to Cuba with a couple of friends to do some cultural exchange and spend a week scuba diving their relatively untouched Queens Park Reserve reefs. Of course I am always looking for railroad stuff and found some. Although we did not see any modern rolling stock moving, there were plenty of clean-rail tracks indicating repeated recent use. We did come across several old steam engines on display in Havana and had to take a few photos. -gb



Just What is this

T-Trak

Stuff, Anyway?



The first T-TRAK module built by Lee Monaco-FitzGerald in June 2001

T-TRAK is a modular N-Scale model railroad system based on a few standards for module size, track placement, track interface, and electrical connections. The minimal standards allow for a wide range of flexibility in design yet still maintain interoperability with all modules built per the standards. The popularity of T-TRAK is worldwide allowing for modules from all over the world to connect together.

T-TRAK modules are dioramas with sectional track, specifically Kato N-Scale Unitrack, that snap together to create layouts from a simple circle to large complex layouts. The modules are designed to fit on tables but could just as easily be setup on any flat surface from the floor (yes, around the Christmas tree) to taller benchwork. Layouts are easy to assemble and even easier to disassemble for those that do not have permanent space for a layout. The convenient size of the modules make them easy to store on a shelf or in totes when not in use, or to transport should the need arise.

For more information visit ttrak.org on the web.

T-Trak Module Standards

T-Track Module Dimensions:

Module Height : 2.75" - 4.0"

Module Length: 12 1/8th"

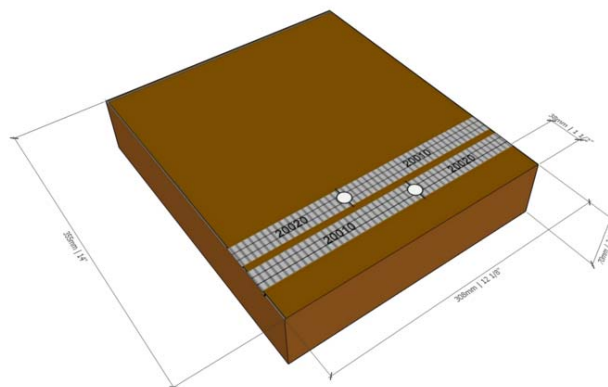
Module Depth: 14"

Kato Unitrack at the module interfaces

Track spacing : 33mm

Track offset from front fascia: 1.5" to edge of ballast
(not track center)

Electrical connections - BWWB (blue, white, white, blue) using Kato Connectors

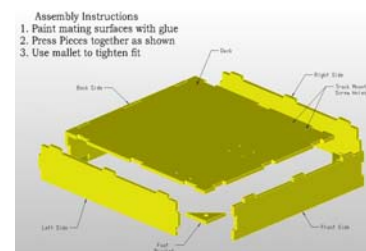


To make it easier to get started with this module standard several manufacturers offer module kits from basic module platforms to complete modules.



t-kits.com

Masterpiecemodules.com



The small size is a big advantage and a convenient way to get into model railroading for those with limited layout space available.



Cajon Division T-Trak modules operated by the

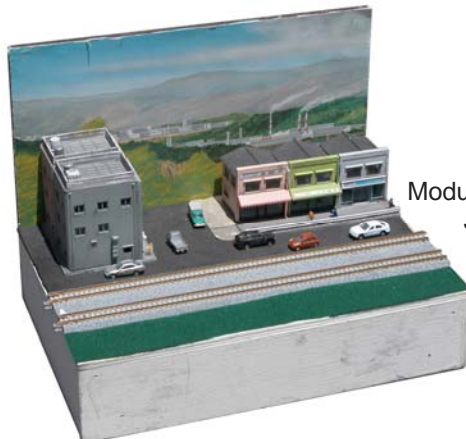
Southern Nevada N-Trackers

Model Railroad Club

The Southern Nevada N-Trackers regularly attend the Henderson Cajon Division meets and set up a T-Trak layout on one of the meeting room tables. The small size of the modules allows for easy transportation and setup and a complete two track loop plus passing sidings can be run on a regular table. Here are a few of their individual modules.



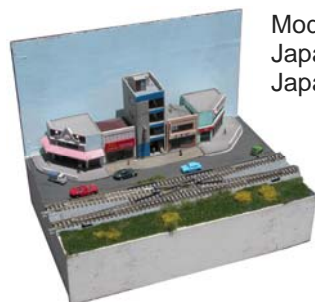
Seth Kimmel Modules



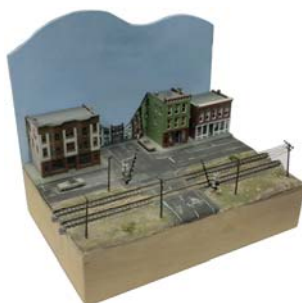
Module by Dale Tripp
Japanese shops



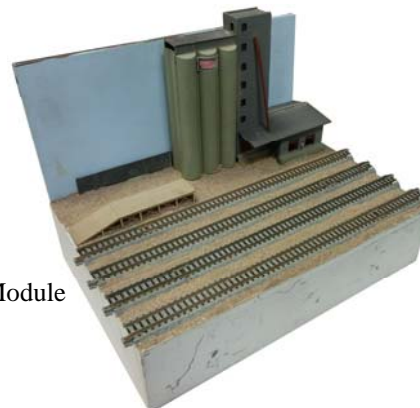
Seth Kimmel behind the T-Track modular layout at the last Henderson meet and his module transportation rack.



Module by Dale Tripp
Japanese shopping center
Japanese Bon Odori festival



Seth Kimmel Modules



Seth Kimmel Module



Two track girder
bridge- Dale Tripp
Module

Bachman

3 Truck Shay Rescue

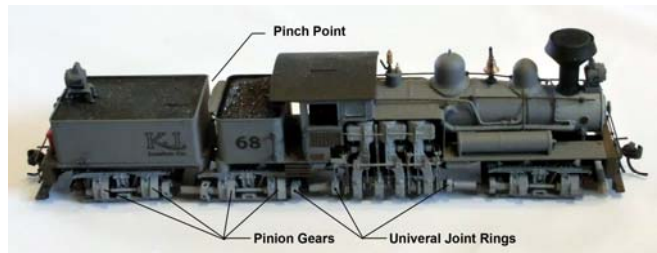
By Gary Butts, MMR

Last year while perusing the offerings at the Cajon Division swap meet at the Henderson, Nevada meeting, I spied a nice looking used 3 truck Shay locomotive. I had been toying with adding one to the KJ Lumber Co. roster on our G&SRR layout for some time. Although the model looked to be in perfect condition and was highly detailed, it was a Bachman model. I have a couple of their smaller shays on the layout now and previous personal experience backed by numerous web exchanges led me to believe that there were probably split pinion gears on its drive shaft. For a significant period of time Bachman had incorporated acetal gears on their models that apparently had not been heat treated properly which lead to the smaller gears splitting after some period of time (1-3 years). It was a big enough problem that in addition to Bachman having replacement gear sets available, Northwest Short Line also made up a set of steel replacements for these little gears.

Even though I was assured that this particular locomotive ran just fine, my instincts dictated that I keep my offer low. I did, and I still got the engine. Well, the engine did move on it own but only because one of its six pinion gears was not split. The other five were indeed dead. The engine would not pull any cars or even itself up the slightest grade. Previously I had reserved a set of steel pinion gears for a Bachman Climax engine that I owned with the same problem. They had finally come in after I had ordered and installed a set of replacement plastic gears for the engine directly from Bachman. Luck would have it that the Bachman Climax and Shay both use the same pinion gears, so the steel ones were extra and available for the Shay.

As long as the locomotive was going to be on the bench, I decided to install a Tsunami DCC decoder, LED lighting and give it a new paint job, which I did. The new gears and the decoder worked perfectly but I then encountered the next problem with this engine on our layout. We have a relatively small layout and our logging section has several 15 inch radius curves on 4-1/2 percent grades. This is bad enough but throw in an "S" curve and the longer 3 truck engine would not stay on the rails. By modifying the universal joint rings, shortening the engines drive shaft

extension joints and removing some tender front overhang to give clearance to the locomotive's cab in the tight turns, the engine now hauls multi-car trains up the hill just fine.



Locomotive sharp curve and gear problem areas



Split Acetal Pinion Gears

In order to facilitate changing the pinion gears with minimal damage to the delicate Shay trucks, I made several press tools that allowed me to



press the old gears off of the Shays truck drive shafts and press the new steel gears into accurate position.

Part of the problem in preventing this locomotive from operating on sharp radius curves is restrictive universal joint rings. The Bachman rings are made from a rubbery plastic, of unknown origin, that are stretched out of shape to allow assembly of the joint. These rings have excessive flash and thickness that is nearly impossible to cut or modify. I decided to make my own rings with adequate clearance from acetal plastic and brass bushings pressed in place.



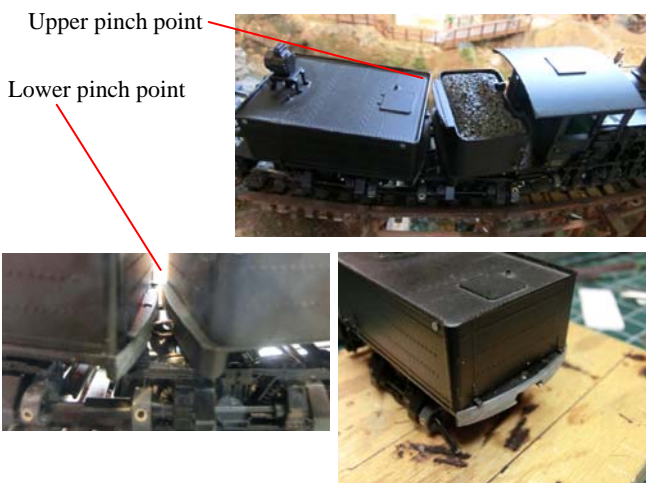
New thinner Universal Joint rings and bushings replace the original thick rubber rings allowing more joint angle of operation.



New Universal Joint Rings and bearings installed

In addition to the universal joint ring restrictions, I found that the drive shaft extension joint female component on the trailing tender would also bottom out in its tube and restrict the forward motion of the side of the truck when the locomotive was in a tight right hand curve. I was able to shorten this shaft slightly to allow the necessary motion. This came at a little bit of a price in that when the engine and tender combination are lifted from the rails this joint is easily unseated. It is no problem to rejoin the two and is never a problem on the track.

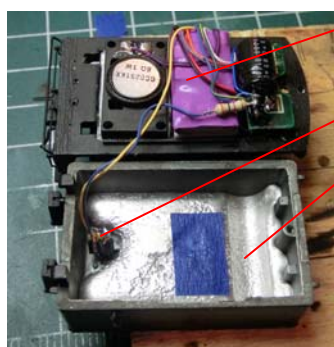
The final problem with tight curves on this engine comes from two pinch points between the engine and the tender. The engines upper rear foot board interferes with the front of the tender and the lower frame cross-members on the engine and tender also contacted each other on sharp curves. My solution was to remove some of the interfering metal with a moto-tool and file to provide the clearance needed.



Tender frame modification

I found that adding weight to the tender also increased the tracking dependability and I needed to permanently add this weight. However, in order for this locomotive to operate on our G&SRR it needed to have a DCC decoder installed along with sound. As with most of our engines, this loco was made before DCC was commonplace and therefore required a custom decoder installation. The engine itself left little room for any additional electronics, however the tender was essentially empty save for the normal Bachman pc board which had back-up light diodes and some DC filtering. Removing this board left sufficient room to just fit a heavily cut down Tsunami micro decoder, a small speaker and a custom made (cast in place) low melting point metal weight. I cut holes in the bottom of the tender floor for the speakers sound and made a temporary mold for the light metal weight casting.

As part of the DCC conversion I removed the loco's forward and reverse light bulbs and light pipes and replaced them with high brightness LED's.



DCC decoder, speaker and capacitor.

Backup LED wiring

Low melting point weight poured in place

I used a wood dowel and plastic partitions to form the mold clearances needed for the LED and

decoder capacitor in the low melting point weight I poured in place in the tenders top casting.



Front and Rear LED lights.



-gb



Buzzards from pg 3 September 21st through 25th. If you haven't signed up already please do so; it sounds like it's going to be lots of fun. Modular groups from N, HO (2), On30 and O-scale (Lionel) were at Arnie's and set up along with some major manufacturers and vendors. Carolwood Pacific (Walt's [Disney] Barn) also attended, and it all added up to a great model railroading day. This is a free event for the public, and we estimate that over 1000 people attended.

We are looking into the possibility of having a get-together at the Orange County Model Engineers site called Goat Hill Junction. The OCME club is a live-steam group in Orange County in the City of Costa Mesa; they give free train rides to the public on the third Saturday of each month and rent out the grounds and train rides to various groups on the other Saturdays. There are NO indoor facilities for clinics, etc., so a meet there is out of the question, but Gary Butts and I are trying to come up with something involving this club. At some point we may do a straw poll among our members to see if there is enough interest to cover the donation that OCME requests. On a sad note, their lease is up shortly and there is a possibility that Goat Hill Junction will be turned into a sports complex instead. I've heard through the grapevine that three of the City Council members are sports buffs and possibly prefer that type of venue to a model railroad site.

I'm working on a "Meet and Greet" at my house later this year. As soon as I solidify a date, I'll put together a flyer and ask Gary to distribute it to all of you. The idea is to have a fun get-together among our members, and hopefully entice some new faces to come out and join us. Activities will include:

- Bringing a project to work on
- Bringing a finished project to share or possibly get judged
- Run some trains, or a lot of trains, on my layout
- Watch some train videos if the mood strikes us
- Barbeque some burgers and dogs

I initially thought of doing this in July, but it is dang hot in the train room! So, we'll wait until the weather cools. I'll keep you posted.

Keep Beaten 'er on the back, and hold the Brownies to a minimum,
Dennis

Cajon Division Upcomming

EVENTS



Pacific Southwest Region Convention Culver City, California

September 21-24, 2016

www.psrconvention.org/lajunction

See the cover of this issue for details.

Cajon Division Fall Meet

Buena Park, California

October 22, 2016

Messiah Lutheran Church, 6625 Dale Street,
Buena Park, CA 90621

- Clinics
- Swap Meet
- Model Contest
- AP Evaluation
- TimeSaver Challenge
- Lunch

*Visit the Cajon Division Web site for details as they become available.

Cajon Division Winter Meet

Las Vegas, Nevada

November, 2016

- Private Home/Layout
- Bar-B-Que
- Operations
- Clinics
- Swap Meet

*Visit the Cajon Division Web site for details as they become available.

Cajon Division Spring Meet

Temecula, California

March 31-April 1, 2017

- Clinics, Clinics, Clinics
- Contest Room and AP Model Evaluations
- Bingo for Trains, TimeSaver Challenge
- Membership Meeting, PSR BOD Meeting
- Lunch, Awards Banquet
- Layout Tour

*Visit the Cajon Division Web site for details as they become available.

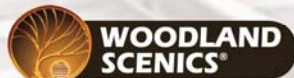
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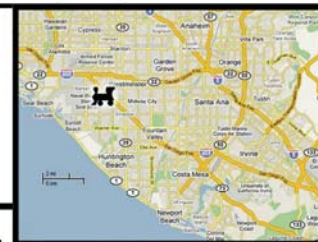
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- Get on 405 South
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Southern Nevada N-Trackers'
Henderson Meet
T-Trak Table-Top Layout



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