



THE ORDER BOARD

Volume 44, Number 3

December 2016

Merry Christmas 2016



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TIME TABLE

February 25, 2017
**Model Railroads of
 Southern California**
 Layout Tour
 Riverside-San Bernardino

March 31-April 1
Temecula 2017
Cajon Event/Meet
 Temecula, CA

September 13-16, 2017
PSR Convention
"Ontario Manifest"
 Ontario, CA

Temecula 2017

March 31-April 1

Temecula, California



The Cajon Division will once again hold its annual Spring meet at the Mary Carpenter Senior center in Temecula. An exciting list of new first time Clinics are on this meets bill . Of course there will be Bingo for trains on Friday night and the membership meeting and Banquet on Saturday night.

Look for details in this issue.

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From the Conductor's Desk

It is hard to believe that we are this close to Christmas already. Have you put all your train stuff on the wish list yet? I have. And even if there isn't any train gifts, there is always that big train around the tree for everybody to enjoy.

We have had three meets since I wrote last time: The PSR Convention in Culver City, more about that later in this issue, Our fall meet in Buena Park and our winter meet in Las Vegas. All three were well visited and interesting. The convention was organized by the LA Division and they did a really good job putting it together. Next year it is our turn to put on the Regional Convention which will be held in Ontario, CA.

I can begin to see the sun setting on my time as your Director. My second term is up next year and the Division needs a new person on that post. If you are interested in running for that position, or if you know someone who is, please contact anyone on the board.

Per Harwe Director, Cajon Division, PSR

Pacific Southwest 2016 Convention **LA Junction**

Report

by Per Harwe

The 2016 PSR Convention was arranged by the Los Angeles Division. It was held at the Double Tree Hotel in Culver City September 21-25.

The first scheduled event was a Bar-B-Que dinner on Wednesday evening. The dinner was sponsored by Ron Varnell from the LA Division and held at his layout location. Santa Maria BBQ had done a fantastic job cooking the whole afternoon and they served an excellent dinner. I'm sure all of the neighbors got really hungry smelling that all afternoon! Ron had his impressive layout operating all evening and you can see from the pictures that this is not your average layout.



cont'd p11, "LA Junction"

Dinner is served!



The Buzzard's Roost



By: Dennis Ivison, Superintendent

This month's hobo symbol told fellow rail travelers "A kind woman lives here" -- a completely appropriate sentiment to remember regarding loved ones who share the home with us and must endure the trials and tribulations of living with a model railroader.

At our last Cajon Division Fall Meet at the Messiah Lutheran Church in Buena Park, we surveyed the attendees in order to help us plan future meets. We asked members to answer two surveys. The first was a poll on clinics they would like to see. The second covered marketing, namely how attendees found out about the meet. I'll share the results with you later in the Order Board. It was during the design of the "clinics" poll that I really thought about the hobby of model railroading and more importantly about model railroaders. What an incredible amount of diverse talents we need to master for our hobby! Let's take a look at some of the professions with which we must become proficient in order to build a layout.

First, we need the negotiating skills of a salesman to secure a space to build our layout (reference the first paragraph). When looking at the space that we've been allocated we'll need some architectural and interior design skills to figure out how to fit enough bench work for 250 scale miles of track into a 12' x 12' room and to make it look good. After all, we do want our family to feel comfortable when visiting us in the Train Room. After we've tackled that obstacle we need to brush up on our civil engineering skills, put pencil to paper, and design the bench work. Throw in a solid working knowledge and the research skills of an American history professor. We do 'want to get it right' when we design that prototypical track plan and accurately depict the railroad we model at 12 noon on August 21st, 1915. Let's see, where are we now? Oh yeah, we haven't even built anything yet!

"Hey there love of my life, I have an idea. If I move the water heater, washer, dryer, and slop sink out of that room, I'll have just enough space for that double helix, and you'll get all new appliances! Plumbing? What? No, no that won't be a big deal... piece of cake. I'm sure one of the guys will know what we're

doing. If not, I'll take one of those classes at Home Depot." Saws and hammer, screwdrivers and drills, lumber and nails, levels, a smashed thumb, and a couple of Band-Aids later (hmmm, First Aid Technician?) and we've earned our carpenters license while completing the bench work. Not to mention the English language course we just delivered in American slang. "Hey honey, where did that course catalog go for the local Community College? It's time to paint my backdrop, so I need to take an art class. Would you like to join me?"

Wow I am so stoked, I can't believe that only took a year to do, I mean it seems like just yesterday. In no time I'll have some track down, and have it wired. Wired? Oh cr*p, I have to wire it. Time to become an Electrician, an Electrical Engineer, and Computer Programmer. The last two professions are a necessity because we *HAVE* to have the latest digital technology, I mean come on we aren't cavemen.

We made it! A year and a half later, and we're finally ready to build models of our favorite things. Now we get to build, paint, detail, and weather locomotives, freight cars, buildings, bridges, vehicles, mountains, rivers, rocks, trees, piers, boats, figures, etc., etc., etc. ... I think you get my point.

For this month's column, because of the survey results, I chose to write about the incredibly diverse number of skills a model railroader needs to develop to build a layout. The choices for future clinics that members wanted were every bit as varied as the talents needed to build a model railroad. Every category and subcategory received at least one check. There were distinct favorites, but there wasn't a single clinic, according to the responses, that we could say, "Well, we don't need to bother with that one."

Humor aside, I have a lot of respect and admiration for everyone who participates in this hobby. It can be difficult and daunting and downright intimidating. That's why belonging to an organization such as the NMRA, a model railroad club, a modular railroad club, or round-robin group is so rewarding. There are so many talented model railroaders who are so willing to help each other. Come to any Convention, Meet, or NMRA event, and the halls will echo with the buzz of amazing people sharing their knowledge, expertise, and experience with anyone who wishes to become more adept at a new profession.

So, bail it in, and hold the Brownies to a minimum,
Dennis

Achievement Program

By: Bill Jacobs



The contest at the recent meet in Buena Park was kind of one for the ages—we had 12 entries submitted by three entrants. Dennis Ivison, alone, submitted ten. If you recall, there are 125 possible points in the judged categories (Motive Power, Cars, and Structures) and it takes 87.5 points to get a Merit Award. Dennis went a long way in accomplishing an Achievement Certificate in Master Builder-Cars in the Achievement Program. Of his ten entries, eight of them received Merit Awards. Additionally, 11 of the 12 entries received Cañon Division Ribbons and Certificates.

I would also like to commend our judges, Ed Hall, Gary Butts, and a trainee, Sandy Butts. Not only did the judging consume nearly two hours, but at its conclusion the judges counseled the entrants on changes that they could make on their paperwork to not only help the judges, but also possibly increase their scores in the future. Remember our mantra—don't make the judges guess what you did!

Here is a list of the entrants and the awards they received:

Structure On-Line

1st Place	Joel Morse	3 Stall Engine House, Blue Ribbon
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Freight Cars

1st Place	Dennis Ivison	NCO Stock Car #124 Blue Ribbon, Merit Award
2nd Place	Dennis Ivison	NCO Stock Car #166 Red Ribbon, Merit Award
3rd Place	Dennis Ivison	SPC Box Car #124 White Ribbon, Merit Award
3rd Place (tie)	Dennis Ivison	SPC Box Car #283 White Ribbon, Merit Award
Honorable Mention	Dennis Ivison	SPC Flat Car #143 Green Ribbon, Merit Award
Honorable Mention	Dennis Ivison	SP Beet Gon #299 Green Ribbon, Merit Award
Honorable Mention	Dennis Ivison	SPC Tank Car #809 Green Ribbon, Merit Award
Honorable Mention	Dennis Ivison	SC&F Tank Car #46 Green Ribbon, Merit Award

Passenger Cars

1st Place	Dennis Ivison	SPC Combine #68, Blue Ribbon
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Thumbs-Levity

1st Place	David Okamura	Boot Hill Limited, Blue Ribbon
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Favorite Model-Popular Vote

1st Place	Dennis Ivison	SPC Combine, Blue Ribbon
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Next issue, we're going to start dissecting those pesky Achievement Certificates, starting with Model Railroad Author, which I promised a few issues ago, it's just that we've had some contests along the way.
See you on down the line, Bill



Pacific Coast Region NMRA
Daylight Express
2017

PCR Convention
 April 19 – 23, 2017
 Bakersfield, California

<http://www.pcrnmra.org/conv2017/>



The Backshop



By: Gary Butts, MMR, Editor

Another year gone by already. Wow. It seems that I just pulled the Christmas lights down last week and it is time to bring them out again. I hope that you were able to make it to some of the PSR and Cajon events that were held during the last couple of months. With the LA Junction Convention, the Cajon Fall meets in Buena Park and in Las Vegas there was a lot of model railroad stuff to experience.

Several events are in the planning stages for next year so keep an eye on your emails, the Order Board and the Web site for the exact dates of the events not finalized yet.

PSR 2017 Convention: "Ontario Manifest". Planning is well underway on the details of next years Convention. The dates are **September 13th-16th** and the convention will be held at the Radisson Ontario Airport Hotel. Full details can be found at the Convention web site: <http://www.psrconvention.org/ontariomanifest>. The Cajon Division along with the 100% NMRA Orange County Module Railroaders are pulling out all of the stops to insure a really great convention. Along with a host of great new clinics, private and public layouts, a swap meet, Railette clinics and outings, prototype tours, hosted welcome social, banquet, AP evaluations, etc. look for a comprehensive introduction to model railroading series designed for the non-modeler interested in finding out more about our hobby. Of course we are looking for volunteers to help with all aspects of the convention, so if you would like a chance to get involved, don't hesitate to contact myself or any Division officer of our PSR Region to be put in contact with the Ontario Manifest committee. Along that line, we are also open to considering anyone having a layout in the Ontario, Riverside area that would like to share his or her layout as part of the Convention layout tour. The convention schedule this year will depart somewhat from our previous PSR conventions in that the clinic schedule will include afternoon breaks to allow ample time for attendees to secure lunch and take a leisurely self driven tour to the various local private layouts and area attractions. A series of evening clinics will cap the convention goer's day.

Temecula 2017 Winter Meet. The annual Cajon Division winter meet in Temecula is in the final stages of planning as well. The dates are **March 31st and April 1st, 2017**. We will hold the meet at our usual places in Temecula at the Mary Carpenter Senior Center for Friday night Bingo for trains and Saturday clinics, Lunch and PSR Board meeting followed by a membership meeting, banquet and Hobo auction at Pat and Oscar's restaurant across the freeway from the clinic venue. In response to the pole taken at the Buena Park meet in October, we are working toward clinics tailored more toward those shown of interest to the attendees. If you have an idea for a unique clinic that you would like to share with your fellow modelers, contact myself, Dennis Ivison, Cajon Superintendent or Per Harwe, Cajon Director with your proposal. We would love to add your presentation to the clinic offerings.

Boy Scouts of America Railroading Merit Badge. We are fortunate enough to have Jeff Herrman, President of the Orange County branch of the BSofA as a member of our Cajon Division (Look for his article covering the National Narrow Gauge Convention elsewhere in this issue of the Order Board). Through Jeff, we have been asked to consider helping the Scouts earn their Railroading Merit badges. For the past several years this has taken the form of a single day event at Knott's Berry Farm in Buena Park, CA. The event has typically drawn 300-350 scouts between 15 and 18 years old for a day's saturation in railroading. The Railroading Merit badge has 8 proficiency requirements, one of which can be Model Railroading. This is where we, the NMRA, would come in. There would be 7-9 sessions of scouts cycling through the model railroading venue, each session with 35-40 scouts for a period of 45 minutes. With this many kids, we will need several PSR volunteers to help with the requirements. We are looking at a basic model scale/gauge lecture, TimeSaver switching contest, and model car build. A big bonus would be access to the Knott's Berry Farm Roundhouse and Parlor car(s) for our volunteers at a greatly reduced park entry fee. These attractions are not normally available to the public. The exact dates have not been finalized but look for the event to schedule around the July time frame.

PSR / Arnie's trains workshop. Dennis Ivison

Cont'd "Backshop" pg 10

Fall Meet Survey Results

By Dennis Ivison

As I mentioned in the Buzzards Roost column we asked the attendees to answer two different surveys at our Fall Meet. I am pleased to report that roughly two thirds of our members took the time to fill out and return them. The board, fully intends to use these results to help design future clinics and, in the case of the second poll, do a better job at advertising and promoting future events. I believe we should conduct a survey at every Fall Meet to assist in putting together the next years clinics.

For this article the focus will be on the clinics that you want to see. In this poll there were twelve categories, and most were further broken down into three subcategories such as: basic, intermediate, or advanced. Each member was asked to check the box of their top four choices, and circle one of the subsets. The results blanketed the entire spectrum with every category and subcategory being checked at least once, but there were three distinct levels of preference.

All aspects of building structures clearly received the most votes. Sixty-five percent of our members wanted to learn more about detailing, painting, weathering, and lighting (with LED's) their structures. The next three highest categories, all scoring at or above 50%, centered around building a layout. Basic and intermediate levels were circled on 95% of the ballots wanting a clinic on DCC installation. Layout construction which included bench work, track laying and making contours made the top tier; and building large scenery aspects such as, mountains, valleys, and rock work proved to be very popular, followed closely by making trees, bushes, etc..

The next most requested clinics all received between 25 and 30 percent of the vote, so almost a third of our members deemed these to be valuable subjects. For operations, 60% of the respondents wanted to learn basic operations, 40% wanted intermediate, and advanced operations received one request. Clinics on freight car detailing, painting, and weathering as well as locomotive super detailing, including sound decoder installation and fine tuning were checked on 30% of the ballots. "Getting more for less, ideas for

model railroading on the cheap" also fell into this middle range.

Modeling and detailing scale vehicles and a presentation on dead rail products and installation filled out the final categories and garnered 20% of the vote -- numbers too large to ignore.

There was one category that I purposely skipped over earlier, because it presents a bit of a quandary. The subject was Historical Society type presentations on prototype railroads. I added it to find out if the members want purely model-railroad-oriented clinics, or also want presentations on "the real thing." I was definitely surprised because this category tallied the fourth highest number of votes, scoring well above such stalwarts as locomotive and freight car detailing, decoder installation and operations. The dilemma now regarding topic selection is which railroads, what era, mainline or branch line, standard gauge or narrow gauge, etc.? The topic is so broad it would be very difficult to hit the nail on the head. Honestly, I thought that it would score so low I didn't bother to add subheadings. I'll have to revisit this topic in greater detail sometime in the future, unless of course everybody was thinking about Southern Pacific narrow gauge lines at the turn of the century when you checked that box; in that case I got you covered!

Thank you to everyone who participated! *-di*

New Cajon Division Members

Mike Aldridge, Irvine
 Marty Bradley, Rossmoor
 Arthru Elliott, Las Vegas
 Christopher Gamble, Hemet
 Dennis Hite, Henderson
 Benjamin Jones, Costa Mesa
 Kenneth Jones, Costa Mesa
 Brent Lanigan, Temecula
 Michael Mickens, Rialto
 Jesse Navarro, Corona
 Jack Oliver, Victorville
 Thomas Olson, Beaumont
 Bob Parcell, Hemet
 Cameron Smith, Fullerton
 James Smith, Laguna Hills
 Albert Vazques, Irvine



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.



“Tools & Tips”

Cut to the Chase

By Gary Butts, MMR

Sandy is always buying stuff from the Internet and I never know what is going to show up at the door from day to day. Sometimes she buys something for me. Well, she dropped a pair of very weird looking scissors on my modeling desk a couple of months ago and I wasn't very impressed because they looked pretty bulky at first glance. I stuffed them into the drawer and forgot about them for several weeks until I needed a pair to cut some styrene for one of my model railroad projects. I opened the drawer and there they were. Closer inspection revealed that the bulky part of the scissors was actually an LED laser cutting guide. Now that got my attention.

It turns out that by pushing a button on the side of these scissors a bright red laser trail is projected out in front of the cutting edge blades highlighting the path of the cut.

Fearing that the laser guide might not be very accurate, I made a few practice cuts on paper and was very pleasantly surprised to find that the scissors cut exactly on the projected path. I laid out pencil lines on the styrene that I needed to make my parts and found the cuts to be almost exact. Normally, when I make cuts with conventional scissors there is almost always some wandering of the cut as I try and follow the cut lines with my magnifier as the material is parted by the scissor blades. This usually ends up with me leaving excess material on the part and then filing or sanding the part to its final shape. By trusting in the laser guide and looking at it instead of the cut line at the blades, I was able to much more accurately guide (aim?) the cuts. This resulted in parts having near perfect sides with little follow-up sanding or filing required. The laser not only works wonderfully on straight line cuts, which is 90% of my requirements, but it also helps with the curved cuts as well in that the laser lights up the cut line at the blades making it easier to see my sometimes faint pencil markings.

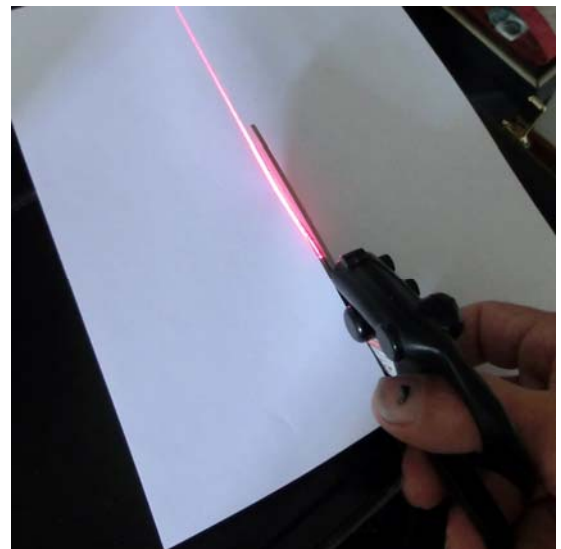
The scissors are fairly sturdily built and I have used them to cut styrene sheet up to .062" (1/16 in) thick as well as brass up to .015" thick and aluminum up to .02" thick. My pair are still sharp so they must have pretty hard steel in the blades. The laser uses a

couple of button cell batteries and I have not had to change mine yet. The LED does not turn off automatically so you must remember to turn it off after you finish your cutting job.

There are no manufacture markings on the scissors themselves so it is not possible to tell who manufactured them, but they are very distinctive in shape and appear to be available from several sources. I found one web site specifying them as KingMas brand and another as IDC brand. I think they are all the same and come from the same manufacturer. The price seems to run in the \$7-\$10 range from several Internet sources and a search for "Laser guided scissors" will turn up most of them. Compare them with the pictures in this article to insure you are getting the same scissors I have.

There is a warning label on the side of the scissors telling you to avoid looking directly into the laser itself, which is very good information and the scissors LED laser should probably not be left on in the presence of children.

A good tool at a reasonable price, give them a try!-gb



The 2016 National Narrow Gauge Convnetion

By Jeff Herrmann



Each year, and for most of the past four decades, model railroaders interested in all things narrow gauge get together for a special convention of their own. First things first - what is narrow gauge? Well, standard gauge railroads use track that is 4'8½" between the rails. Most narrow gauge railroads have rails between 1'115/8" and 3'6" between the rails. Since narrow gauge railroads are typically built with smaller radius curves and lighter rail, they are usually cheaper to build, equip, and operate than their standard gauge cousins, especially in mountainous regions or difficult terrain. The lower cost of building narrow gauge rails usually meant they were built to serve industries and communities where traffic potential and the cost of building and standard gauge could not be justified. Except for tourist lines (think Durango and Silverton or East Broad Top) few still exist in this country today. But if you are interested in modeling mining or timber lines of the last 125 years, you might just be like most of the 1,350 folks who attended this year's convention.



An example of "low cost" 2' trackage

The convention was held September 7-10 th in Augusta, Maine's capital city. It was co-sponsored by the Seacoast Division of NMRA and focused on the "two-footers" that were unique to railroading in that part of the United States.



A German made 0-4-0 2' steam engine operating at Booth Bay Village

My wife and I attended and stayed a few extra days to tour the coastline of the wonderful state of Maine. Did you know that Maine has more coastline that the rest of the east coast between there and the tip of Florida? Well, it does! We also learned that, histori-



Sole surviving passenger car (and Interior) from SR&RL narrow gauge railroad

cally, Maine was a major exporter of lumber and granite. Commodities were shipped by rail then placed on ships to take to Boston, ports in Virginia and other points south. Rather than returning empty ships, they typically hauled coal back to New England.

At the convention, we stayed in a name brand hotel not far from the convention center which was the hub of the event. The rest of the time we stayed in historic Bed & Breakfasts up and down that Maine coast. The locals call the Maine coastline “down-east” because when you sail there from Boston you head east and downwind. Hardly a day went by on our trip without having lobster in some form (boiled, on a sandwich, in a salad, etc.); there you can get live lobster in the grocery store for about \$5 a pound, and it’s not much more expensive when prepared for you in a restaurant!

There are a few similarities between the Narrow Gauge Convention and the National NMRA Convention, but in my opinion, the Narrow Gauge Convention is a bit more laid back and, of course, the focus is strictly on narrow gauge. At this convention (unlike the NMRA) you do need a car! Clinics are held each morning and evening at the convention center, but the afternoon is dedicated to tours and visiting home layouts. As I said, it’s quite laid back; you pick up a map and drive to the tours and attractions you want to see on your own schedule. Generally speaking, except for a few of the tourist trains, there was no extra charge for layout tours, and the convention fee (if you registered early) was only \$90!

There were over 50 clinics on narrow gauge prototypes from coast to coast, plus the latest modeling techniques presented by a blue-ribbon lineup of speakers. All were noted authors and modelers like Dave Frary, Bob Hayden, Peter Barney, Wes Ewell, and many other MMRs whose articles you have read in the modeling magazines and blogs.

We visited a few working steam “Two Footers,” including one of the oldest and still working, an 1891 Portland Co. Forney; boomer #9 an ex- Wiscasset, Waterville & Farmington. We also toured a neat little German 0-4-0 at Boothbay and rode in a Sandy River & Rangely Lakes caboose and a passenger car behind steam, both originals and very rare.



Monson RR (short line off of Bangor & Aroostook) narrow gauge 0-4-4 Forney operating at Sandy River & Rangely Lake RR35-2

The home layouts were also extraordinary - some beyond compare! Most have appeared on the pages of the modeling magazines. My two favorites were Artie Fahie’s Sn2 layout in the shops of Bar Mills Scale Models (we also toured Bar Mills’ “factory”) and George Selios’ Franklin and South Manchester. The F&SM is actually in Massachusetts, but it was only about an hour’s drive from the convention center. We also visited a few layouts in New Hampshire that were within an hour’s drive.

Just like the NMRA National Convention, the Contest Room was amazing, but unique to this convention - all narrow gauge! Along with a number of local modular layouts, some in scales I had never seen like Nn3, Gn15 and 7/8n2, the convention center also hosted the world’s greatest collection of narrow gauge vendors - what a toy store!

National Narrow Gauge Convention



Artie Fahie's Sn3 Warf Street layout3



Contest winner- 1' x 1' Dioram.

I have attended a number of NMRA National Conventions and a number of Narrow Gauge Conventions over the past 20 years or so. This one was one of my favorites! Perhaps you will consider joining me for the Narrow Gauge Convention next year - in Denver, CO!

-jh

Backshop from pg 5

of the Cajon Division is working with Kevin, Greg and Matt at Arnie's Trains to set aside a Sunday at their store early next year for an exclusive NMRA workshop. The workshop purpose would be to allow NMRA members to bring in models that they are working on or would like to get started on or even to start a model from the store and work on their models alongside other members of the Region. Ron Varnell from the LA Division started this ball rolling last summer and Dennis is running with it. There would be "expert" members present in all fields of model railroading to answer questions, give pointers and shortcuts, discuss techniques, etc. from weathering, kit assembly, DCC installation, track laying, wiring of all types, etc. We will have evaluators available for model appraisements toward the NMRA Achievement Program with help and pointers for AP model paperwork preparation for anyone working in that direction. Of course, we will be inside of the store and Arnie's will be happy to sell modelers any model railroad supplies they might need to complete their particular model (there will be no obligation to buy at this event). The details have not been finalized yet and would be subject to the Region member's interest level. Once a date has been set, look for an email query to judge interest level and initial sign-ups. I am looking forward to this event it should be a fun day.

And, don't forget about **Arnie's Trains Annual Open House** and Kid's Kit Build. This event will be staged a little later in the year in deference to the Scout's Railroading Merit Badge event mentioned earlier and the kids will likely be building some type of scenery this year instead of the car kits in the past. The PSR Region will again be asked to supply the personnel to help the kids put their "kits" together. This event will most likely happen in the early fall of next year. More later.

As you can see, lots of fun PSR NMRA stuff coming up this next year in addition to our usual Cajon quarterly meets, so be sure to keep your email address up to date with the Division so as not to miss any of the announcements. Have fun and I'll see you there. -gb

From pg2, "LA Junction"



And Dinner is enjoyed!



Monrovia's paint spray booth



A small view of Ron Varnell's layout

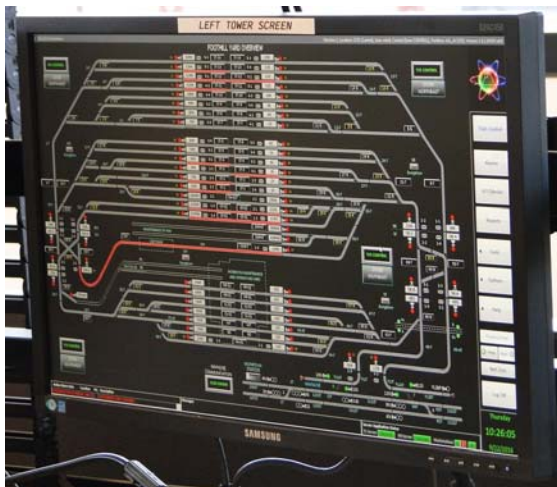
Prototype Tours

Metro Light Rail

What caught my eye when it was time to sign up for the convention was the high-quality prototype tours. One of the three tours I did was the Metro Rail facility in Monrovia. We were treated to free tickets at Union Station and picked up at the Monrovia station by vans that took us to the facility not too far away. We were treated to a tour of the whole facility; the traffic control center and the workshops.



Todd Scott at the Lift Truck Controls
(that's got to be some kind of safety violation! -editor)



Traffic control monitor for the Monrovia Yard



A Truck ready to go on a car

Union Station

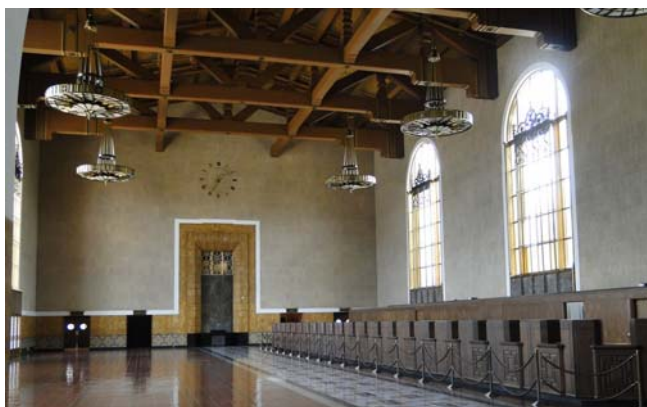
When we got back from the half-day tour to Monrovia it was time for the next; a walking tour through Union Station. The tour was named

“Behind the scenes at Union Station” and besides getting to see some areas that aren’t open to the public, we got a very interesting and fact filled presentation of the station.

For instance, have you noticed that the ceiling (which is not wood but painted concrete, is slightly different in each area and so are the chandeliers. The old ticketing desk with its 21 windows is a far cry from today’s Amtrak ticketing both with just 2 windows. Times, and number of daily trains, have changed a lot. We learned that the station is built on the site of the old China Town and there is a brick line in one of the court yards showing the border of the old China Town.



Ceiling and chandelier in the old ticketing area



21 ticket windows



The old Chinatown boundary

The Harvey House was not open for the tour because it is being rebuilt into a restaurant. So sometime soon we will be able to enjoy it again for the purpose for which it was built.



The Harvey House restaurant as seen through the glass door.

Santa Barbara on “The Silver Splendor”

The icing on the cake was definitely the tour to Santa Barbara and onwards to San Luis Obispo on board the Silver Splendor, formerly Silver Bronco, of California Zephyr fame, a Budd-built dome-coach car with number CZ-22 in the 1950 timetable.

The trip began at the Union Station where the car was hooked up to an Amtrak-California Pacific Surfliner. The train was pulled by an FP-59PHI and had a baggage unit at the other end. Cabbage? Yes, that’s an old F40PH that has lost its engine and is now a cab and a baggage car, all in one.

Those of us who had purchased a ticket the whole way to San Luis Obispo got to ride downstairs to Santa Barbara and then in the dome to SLO. Besides getting snacks throughout the trip, we were treated to lunch, and dinner with wine.



Some of the passengers downstairs



And the same group enjoying the view from the dome



View from the dome.



Along the coast towards Santa Barbara



Back home along the coast



Arrived in Santa Barbara. Side view of our dome car.

Clinics, Layout Tours

Because of all prototype tours I did, there was no time left for layout tours or clinics. The LA Division had an interesting item on the convention agenda: A Family Day on Saturday. Clinics were aimed towards the beginners in model railroading and towards the children. It looked like it was fairly well visited and I saw smiling faces coming out of the clinic room. The Orange County Module Railroaders had a small layout where kids could run trains themselves. This is always a popular event and it was no different at this location.

The Group 160 N-Trak modular club had a layout in the foyer and operated it all through the convention.

Auction, Bingo, Swap Meet

There are three events at every convention that nobody seems to miss and that is the Auction, the Bingo, and the Swap Meet. All were very well attended this year and several guests left with numerous finds of varying quality.



Participants in the Auction eagerly inspecting the goods.

Banquet

The guest speaker at the banquet this year was Wayne Penn who works at the Pacific Harbor Lines railroad. He had a very interesting speech about what it is like to work at the railroads.



Wayne Penn gives the Keynote Speech

The Cajon Division Member of the Year

The Pacific Southwest Region Members of The Year for the different divisions were announced at the banquet. The Cajon Division Member of the Year was Annette Palmer. She received the award for her great contributions as a volunteer at both division and regional events.



Annette Palmer- Cajon Division Member of the Year

Next Convention: Ontario Manifest 2017

I had the opportunity to advertise our 2017 convention at the banquet. We also had an information table set up in the foyer. These two events and a discounted admission fee gave us over 40 registrations to the next convention. -ph

Temecula 2017

March 31 - April 1

Friday Night: Mary Carpenter Senior Center
6pm-8:30pm

- Event Registration
- Desert Social w/ refreshments
- Bingo For Trains

Saturday: Mary Carpenter Senior Center
8:00-10:00am

- Registration
- Model Contest model drop-off

8:30am-12:15pm

- Clinics
- TimeSaver Challenge

11:am-12pm

- Contest Model pick-up

12:30-1:30pm

- Pizza & Pop Lunch (extra fare)

1:30- 5:30pm

- Self guided Layout tour
- PSR Board Meeting

Saturday Evening: Pat & Oscar's Restaurant

- 6-9pm Membership Meeting
- Awards Banquet
- Hobo Auction

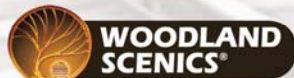
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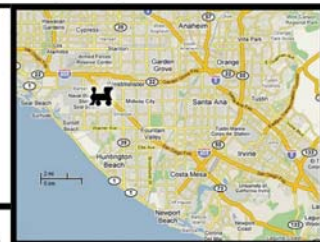
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- Get on 405 North
- Exit Westminster Ave. East
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- Turn Right on Edwards Street (first major light)
- Drive over big hill (405), at bottom of hill, make right turn on Industry Way

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





Pacific Southwest Region
2017 Convention
Ontario Manifest

September 13-16, 2017
Ontario, California
Radisson Ontario Airport



Welcome Reception

San Bernardino Railroad Museum
1170 W 3rd St, San Bernardino, CA 92410
Set in an 1918 train depot, this museum
showcases artifacts dedicated to railroad
& local history.

Railroad Modeling Clinics
Model Railroad Swap Meet
Prototype Tours
Model Railroad Contest
Local Private Layout Tours
Model Railroad "Hobo" Auction
Awards Banquet, Guest Speaker
And Much More!



<http://www.psrconvention.org/ontariomanifest/>

The Cajon Division, Inc.
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Tustin CA, 92780

Return Service Requested