



THE ORDER BOARD

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Special

Convention Issue

2017 Pacific Southwest Region Wide Convention

“Ontario Manifest”

September 13-16, 2017

Ontario Convention and Airport Hotel Ontario, California



Ontario Manifest
Convention pg 10

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TIME TABLE

July 8-9, 2017
Great Train Show
Pomona, CA

August 7, 2017
California Express
Railroadiana Show
Buena Park, CA

September 13-16, 2017
PSR Annual Regional
Convention
“Ontario Manifest”
Ontario, CA

September 16, 2017
“Introduction to Model
Railroading”
A Program Feature of the
Ontario Manifest Convention
open to all prospective
model railroaders
Ontario, CA

November 18, 2017
Cajon Fall Meet
Henderson, NV

With a special 1-Day

“Introduction to the Model Railroading Hobby” Program

- *Railroad Modeling Clinics
- *Model Railroad Swap Meet
- *Prototype Tours
- *Railroad Model Contest
- *Private Layout Tours
- *Model Railroad Auction
- *Awards Banquet
- *Trevor Marshall Guest Speaker
- *Complete Railettes Program
- *Model RR Introduction Program
- *Modeling with the Masters
- *Welcome Banquet
- *Great Hotel Room Rate
- *Run a Real Diesel Engine
- *Operation Sessions
- *Running Layouts in the Lobby
- *Close Non-Rail Attractions
- *Introduction to Model Railroading
- *Model Railroad Friends Old and New!



Register Today! Don't wait to find out that the Tour you wanted to go on is sold out, the Master Modeling clinic or convention hotel room rate is booked up or the convention model car and shirt you wanted is sold out.
<http://www.psrconvention.org/ontariomanifest/>



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From the Conductor's Desk

It's getting close to that time again. Vacation? Yes that too but I am thinking about the PSR Convention! This time it is the Cajon Division who is organizing it and we really need all of our members to attend. You probably know this already, but it is on September 13-16 at the Ontario Convention and Airport Hotel in Ontario.

We will follow the regular convention layout with one big exception: On Saturday we will have an introduction to model railroading. It is a program aiming towards those of you, and your friends, who are wondering if model railroading is for you. We aim for participants who want to know what MR is, how and where to start and what pitfalls to avoid and highpoints to enjoy. It is promising to be a great introduction and please make sure your friends will attend.

There is of course a lot more to tell about it, but look at the convention website <http://www.psrconvention.org/ontariomanifest> to read about it all.

We had a very good meeting in Henderson last weekend. It was well attended, even some Californians had gone the distance and showed up. Clinics and a Swap Meet were the main attractions plus, of course, the nice, slightly warm weather. I think it was about 106, but the A/C was very good at the Henderson Convention Center.

We are taking a bold step to present our hobby to the Boy Scouts. We are taking part in a Boy Scout Merit Badge event at the Knott's Berry Farm during the Father's Day weekend. If you read this before that day, please contact Gary Butts and volunteer as a helper in this event. You will see a lot behind the scenes at Knott's and you will have the satisfaction of helping promoting our hobby to a large number of youths.

And with that I'm going back to where I started this column: Vacation. European train travel is on my schedule, even if it is just 20 minutes across the bridge between Denmark and Sweden. I'll write more about it in the next column, which may very well be my last.

With that I wish all of you a great summer and don't forget to sign up for the convention.
Per Harwe, Director, Cajon Division, PSR

By: *Steve Pepin*
Volunteer Coordinator,
Ontario Manifest

Participate, Have Fun and Be Cool!

Reply / Volunteer: ScoopCat2@aol.com

We need people to do more than just come to this year's PSR convention. We need folks to volunteer! I joined the Orange County Module Railroaders and NMRA in June 2008. That year the National Convention was in Anaheim in July. I attended and volunteered and was assigned bus Captain on two layout tours. A simple job, just make sure everyone's aboard before the bus leaves for the next layout.

Good things happen when you volunteer. One of the layouts we visited was Morrie Fleishman's. He invited me to his next operating session and I have become one of the regulars on Morrie's layout. This year he is presenting a clinic about converting the layout to DCC. There are 43 other clinics to see.

There are many volunteer positions available, I do not have a final total yet, but here is the list so far: two or three volunteers for Wednesday night and Thursday morning to help with check in. Two room hosts for the contest room, you don't want your prize winning entry to walk off. One room host for each of the four clinic rooms, for a total of 44 clinics. The clinic room hosts introduce the clinician and assist setting up and passing out clinic materials, etc. These will be two or three hour shifts. So volunteer, you know how 10% of the people do 90% of the work? They are the cool guys! You want to be Cool don't you? Volunteer!
-sp



The Buzzard's Roost

By: Dennis Ivison, Superintendent

*"I can't do this,
but I can do that"* ||

The subject of this column started to take shape about six months ago. After talking to many of our members I was surprised that quite a few of our delegation do not have a layout. I guess, I just took it for granted that every member had a pike sitting in their spare room, garage, or attic (I don't know of anyone who has a basement out here)-- a lesson learned for me. What is it they say about assume? When questioned why, I usually heard some version of, "I just don't know how to begin", "I don't think I can build a layout like I see in the magazines" or, "I look at peoples layouts and think *I can't do this!*" Well, I believe you can!

A few weeks ago I was with some friends, each has built multiple layouts, and they are all exceptional modelers. We began discussing the subject above and some of the really great layouts that we've seen in photos or on tours: how masterfully the scenery was crafted, the incredible scratch-built structures and freight cars, etc. It made us admit just how intimidating these layouts could be to us, and how they affected, inspired, or sometimes discouraged our own modeling. At that point, I walked over to my bookshelf and pulled out a three-ring binder. Inside were my collection of inspirational photos and photocopies I had accumulated over the years from magazines, books, the internet, etc. As we flipped through the pages of the section I had labeled "*layouts*" one of the guys exclaimed, "I can't do this," pointing at some images of an exceptional layout. I replied, "You're right you can't do this"; my response drew a critical eye from everyone in the room. I began again, "I can't do this either, in fact no one in this room can do *this!*" (given the overall scope of the layout). This drew quizzical expressions from everyone, and a quick, "Now wait a minute, I've seen your layout, you can do this!". "No you're wrong" was my comeback, "I can't do this, it's way beyond my abilities, but I can do that", pointing at a particular structure in the photo, "And I can do that", pointing to a freight

Continued "Buzzards" pg 15

Achievement Program

By: Bill Jacobs



The Show Room at the Temecula meet on March 31st had 16 entries submitted by seven entrants. Of these entries, 14 were in the Popular Vote category and two were for Display Only. Six of the Popular Vote entries were submitted for Merit Evaluation. If you will 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.

Because I could not attend, I had to, as they say, palm off my duties, consequently, Carl Heimberger and James Keena took over for me and by all accounts did an outstanding job. Thanks to both of them!

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

Structures

1st Place Steve Flanigan 3 Stall Engine House
Blue Ribbon, Merit Award

2nd Place Steve Flanigan Cottonseed Oil Plant
Red Ribbon, Merit Award

3rd Place Jeff Hermann Pinkham's Pallet/Keg
White Ribbon

Honorable Mention Steven Flanigan Cottonseed
Storage Green Ribbon

Honorable Mention Ryan Difede Truss Bridge
Green Ribbon

Freight Cars

1st Place Donald Gale Burro Crane/Flat Car
Blue Ribbon, Merit Award

Favorite Model-Popular Vote

1st Place Jeff Hermann Pinkham's Pallet and Keg

2nd Place Donald Gale Burro Crane on Flat Car

3rd Place Steven Bradley SP Boxcar #132

Additional Entrants

In addition to those listed above, the following entrants also submitted entries:

Sandy Butts- Painting entered Display Only

Carl Heimberger- Model entered Display Only

Continued "AP" pg 5



MEMBERSHIP ON TRACK

By: Jeff Herrmann,
Membership Chairman

You know that feeling you get when you come across a real bargain, when you feel like you got way more than your money's worth? Well, that's the way I feel about my membership in NMRA.

I have been a member of NMRA for almost twenty years or about two thirds of the time that I would consider my self to be "serious" about model railroading. During that same 20 year period, work has required me to make four significant moves around the country; Little Rock, Miami, Denver, and now SoCal. Looking back on those moves, NMRA membership has been one of the constants that helped me not only keep up my interest in model railroading but also helped me get to know the modeling community, including the "best" local hobby shops for model railroading at each stop along the way.

Odds are you haven't moved around like I have with my family, but I'll bet that if you really think about it, you'll agree the NMRA membership has really be a great bargain for you as well.

Now, before you move on to another column or default to "curmudgeon mode", here are just a few things to consider:

NMRA provides opportunities for fellowship among folks with similar hobby interests. My "hobby time" is really valuable to me and I enjoy being with others who can help enhance my experience by their friendship. I can't count the number of times another NMRA member has helped me think though a challenge or taught me a technique that that really enhanced my modeling enjoyment.... a few of them even fixed a problem for me! Not to mention the occasional "gift" for my layout or workshop. While most of my "current" modeling friends live pretty close by, my moves and association with NMRA has helped me have modeling friends literally all over. It was also through NMRA membership that I was first exposed to "operations". It has been so much fun and a great education to be able to see and operate other model railroads.

- Standards. Perhaps this doesn't sound very exciting to you, but think about how frustrating our hobby would be if it weren't for NMRA's Standards and Recommended Practices which guides both manufactures and consumers alike. I run my layout on DCC and really enjoy that I can be certain that a product that conforms to NMRA standards will actually work on my layout. I rely on my NMRA Standards Gauges (I model HO and HO_{n3}) and data sheets pretty regularly.

- Member Services. Being a member affords me with access to the NMRA magazine that usually has some interesting articles about techniques and trends in the hobby. Membership also gets me access to great clinics, events and conventions that focus on expanding my skills and enjoyment of the hobby.

Some of these are pretty close by. Cajon Division, LA Division and San Diego Division all have regularly scheduled events on weekends that are easy to get to and don't require much travel or expense. I have been to a handful of National NMRA Conventions that have had some of the best clinics and contest rooms imaginable and several have been in locations that made it worth a few extra "Vacation Days" to attend! Most meets and all of the conventions have special prototype and layout tours that would not be available to the general public. I also have taken advantage of the NMRA's online archives www.nmra.org/archives and the video library. These great resources are only available to members.

- Achievement Program (AP). I haven't spent much time here...yet. But I have several model railroading friends that are encouraging me to be recognized for the work I am doing and challenging me to raise the standards I have for my own skills.

No doubt you have a few thoughts of you own on what's great about our membership in NMRA. I would love to hear from you, just let me know at membership@cajondivision.org

If you haven't been there lately, I recommend you spend a few minutes checking out www.nmra.org you'll find some cool stuff you didn't know about.... and I will guarantee you will get your money's worth!

-jh

The Backshop



By: Gary Butts, MMR, Editor

Having just returned from the Cajon Division Spring meet in Henderson I am once again reminded of one of the best benefits of NMRA membership: Camaraderie. Although it is a bit of a drive (4-1/2 hours) we had a full car this time. Dennis Ivison and Jeff Herrmann joined Sandy and me for the drive. Car-pooling not only saves in the normal ways but makes for a much more interesting trip. The conversation covering all topics rail and non-rail continued for the whole trip and we were in Henderson before I knew it. I always enjoy meeting back up with my distant Nevada model railroad friends to find out what they have been up to for the past few months. The Henderson meets are run a little less formally than some of our larger meets and it makes for a friendly atmosphere. A new member like Art Elliot attending his first Cajon Division meet was not allowed to flounder long before getting his Cajon T shirt and joining us for lunch across the street at the casino. See the Henderson article elsewhere in this issue for the meet details, and if you get the chance to attend a Nevada Cajon Division meet you won't be disappointed.

We are coming up on the Knott's Berry Farm- Boy Scout Merit Badge event on the 17th. This is the first time for the Cajon Division to get involved with the local Boy Scouts since I have been a member and the first time for the local scouts to take advantage of the Model Railroad qualification option toward their Railroading Merit Badge. To become an Eagle Scout requires earning 21 merit badges of which Railroading can be one. Kind'a reminds me of the quest for Master Model Railroader but that only takes 7 "merit badges". Anyway, the kids are 12-16 years old and we are going to help them put some Scale Trains box car kits together, learn about the different model railroad scales and gauges, types of trains, types of train cars, train operations and even participate in a Time-Saver switching contest. This is a great opportunity for us to introduce the younger generation to our hobby and it will be fun for us volunteers as well.

The Cajon Board has had some off-line discussions regarding putting together some informal prototype

and model railroad outings / events. These would take the form of any core group of members' desire to get together for an outing, like a visit to a museum or barbeque or model workshop or operation session or train ride and just letting the general membership know of the event. Nothing too structured, if you wanted to participate, you would let the core group know you wanted to be included and you would get yourself to the venue and cover your own costs. It would just be a chance to get together and maybe visit some places you would not normally go by yourself. Stay tuned, more on this later. -gb

From "AP" pg 3

Not all awards come as a result of entries at a meet. Since the last issue of the Order Board, two of our members have received recognition. Harold Helland received a Chief Dispatcher Achievement Certificate and three Merit Awards for Structures. Additionally, John Taranto was awarded the Golden Spike at the Henderson meet for his fine layout.

Next issue, we're going to continue dissecting those pesky Achievement Certificates. The topic this time will be the Chief Dispatcher Certificate. Most of you that have been working on this should perk up your ears, because there has been a not so subtle change in the paperwork. Does that intrigue you?

See you on down the line, Bill

New Cajon Division Members

Martin Bernard, Riverside
 Bob Brown, Banning
 Charles Coker, Hemet
 Art Elliot, Las Vegas
 Michael McCarron, Hemet
 Craig McCormick, Las Vegas
 Robert Miller, Anaheim
 Janet Smith, Laguna HillsJ



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.

Cajon Division Henderson Spring Meet



The Cajon Division Spring meet in Henderson this year was the usual fun time. The free meet started off with coffee and doughnuts to help ponder the model railroad swap meet stuff offered by several of the Nevada area members. The T-Trak gang set up a great little modular layout for everyone's enjoyment and had trains running during the non-clinic times.

In addition to the usual Nevada group, the meet drew attendance from several Cajon members from the ocean side of the mountains and James Keena from the LA Division brought along his free boxcar shells for anyone interested in participating in the shell model contest at the regional convention in September. John Taranto earned his Golden Spike award and Bill Jacobs presented John's plaque and "Golden Spike" trophy.

Gary Butts, MMR presented a clinic on Frog Juicers for turnout frogs and reverse loops including a track demonstration board and John Taranto gave a clinic on layout details with examples and detail sources from trackside signs to telegraph poles and everything in between. After a lunch break Allen Phillips, MMR presented his beautiful highly detailed New Mexico Narrow Gauge Modular Club HOn3 module and explained the clubs standards and construction techniques. These are not your run-of-the-mill modules. Visit their web site to see what these guys are up to: www.nmngmc.org.

Ed Hall hosted a discussion session regarding possible options for the future of the enthusiastic but somewhat isolated Las Vegas/Henderson branch of our Cajon Division. Several members took part in the discussion making note of the several points that must be considered.



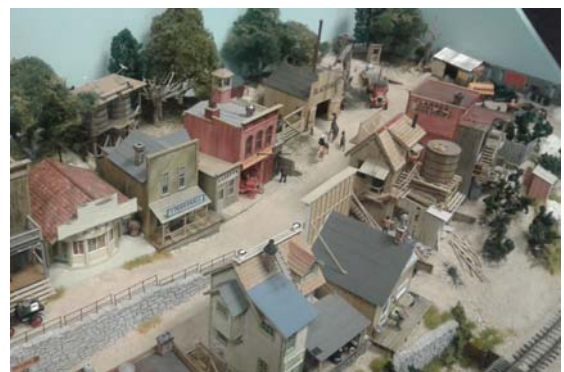
John Taranto receives his Golden Spike Award



And then gave a great clinic on trackside details



Allen Phillips NMNGMC module "show and tell"



Most of Allen's structures are scratch built!



The Show Room

By James Keena

Recently two Pacific Southwestern Region Divisional meets were held where the Show Room was open for display, popular vote and merit evaluation. The first at the Los Angeles Division SpringRail meet that was held on March 18th in Whittier where we had a total of 14 entries. Many were modelers just wishing to display their work. Two models were entered for Merit evaluation judging with results as follows:

Merit Evaluation:

First Place: Logging Tug "Alexandria" which earned 112 points and a Merit Award by Nick Lisica

Second Place: Saccara Station which earned 109 points and a Merit Award by Nick Lisica

Popular Vote:

First Place: Logging Tug "Alexandria" by Nick Lisica

Second Place: Saccara Station by Nick Lisica

Third Place: SPSF Consist by Jim Fuhrman

Honorable Mention: Baldwin Pacific Electric Loco motive by James Keena

Honorable Mention: BNSF Photo by Tim Johnson

Nick Lisica is a new member that just joined the NMRA and he did very well with his first entries into the Merit Evaluation. Please welcome him and encourage him to continue with his exceptional modeling.

The second event was the Cajon Division's annual Temecula Meet that was held on Friday, March 31st through Saturday, April 1st. There were a total of 16 entries for the popular vote with 6 of them that included judging forms for Merit Evaluation. Three of the six models entered for judging earned Merit Awards.

[See "Achievement Program" for the Temecula contest results -ed]

I encourage you to enter your models for Merit Evaluation, all you will need to include is the Entry Form #901 and the Judging Form #902, which are available on the NMRA website for download. If you have information about your model on separate sheets, you just need to indicate "See Attached" on the forms. These forms provide the judges the information on how you constructed your model, additional parts you have added, how you finished and lettered the model and if you scratch build any special parts that were included on the model. It is designed to provide to the judges the additional information on how you built your model and provides a place to tally the scores obtained in each of the categories.

All merit evaluation judging is done in accordance with the NMRA standardized judging matrix for each of the five categories of Construction, Detail, Conformity, Finish and Lettering, and Scratch Built. The judges will also provide you feedback on your modeling along with comments and suggestions to improve and enhance your modeling skills.

For the Popular Vote contest or for just displaying your models, you only need to submit the Entry Form #901. This allows us the information as to who owns the models so that they are returned to their rightful owners and for announcing and presenting awards to the winners.

For those that earn Merit Evaluation Awards, these Awards will be mailed to the winners after documentation is verified the Region Achievement Coordinator and is submitted to NMRA Headquarters.

Sincerely,

James Keena
PSR Contest Chair



“Tools & Tips”

By Dennis Ivison

Modular Layout Building

Most people who have visited my model railroad for operations sessions or on a tour don't realize that the South Pacific Coast Lines is built in modular sections. When I started the new railroad I needed to use materials that were light weight and easy to handle due to my back injury. After taking apart my N-scale layout I realized that, if I used traditional building techniques, I would lose my entire layout if we ever moved. Sure, you can salvage the trees, structures, and other sundry items, but the track and scenery is nearly non-reusable. When I moved into On30, I wanted to have the ability to take the entire layout with me if we ever changed homes; plus, it needed to be light weight and easy to handle. I had heard and read about using pink or blue foam for layout construction and decided to give it a try.

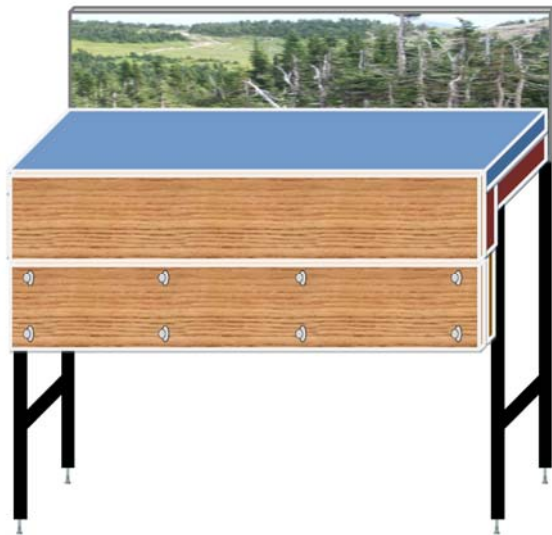
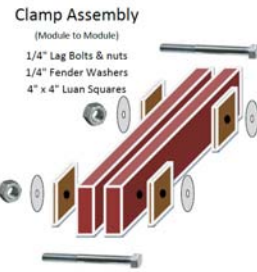
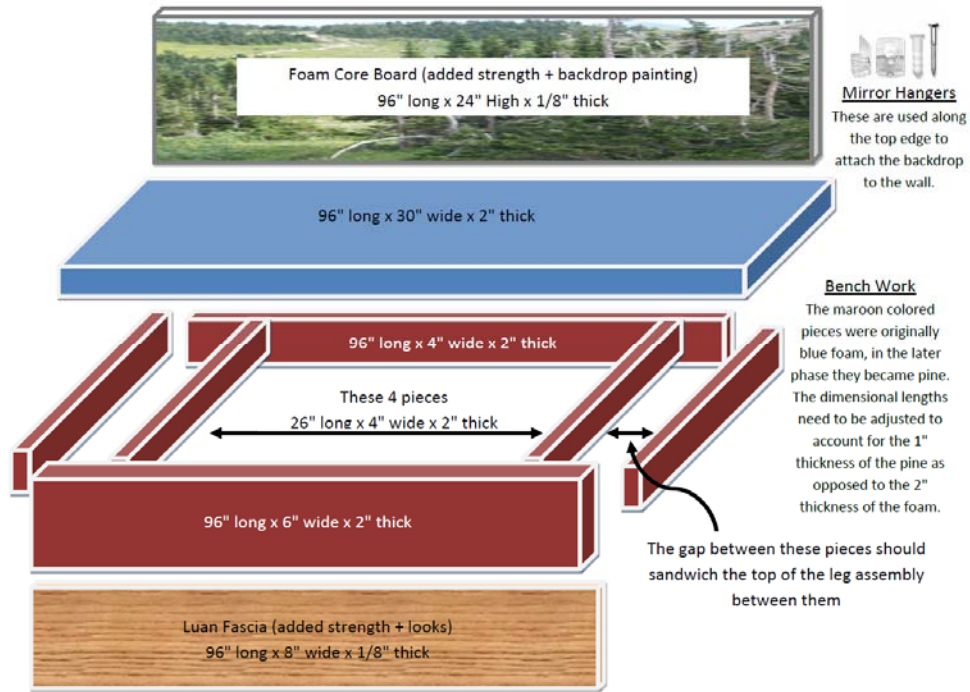
The SPCL was designed and built in two phases. The first half, including the bench work, was built entirely out of 2" thick blue foam. I wanted to test this method first, before I got in too deep. It worked extremely well with one exception: everything that I hung onto the fascia was attached to a 1/8" thick piece of wood however the foam provided no backing strength to hold screws. This was fine as long as I didn't hang anything too heavy on the fascia, but when it came to cup holders, I had serious doubts, and backed the Luan fascia with pine wood blocks. When it came time to build phase two, I replaced the foam bench work with 1"x 4" and 1"x 6" pine. This change is highlighted in the drawings. The maroon colored supports were originally cut from blue foam but, in the second phase from pine. Surprisingly, switching to the 1" pine did not add all that much weight to the modules. My largest module is 30"x 96", the smallest is 12"x 48", with the majority of them being 24"x 72".

In order for the foam modules to resist sagging I found it is necessary to firmly attach a 1/8" foamcore backdrop to the module. This not only added strength, it also provided a canvas for painting a backdrop. Unfortunately with weather changes, the foam core tended to bow at the edges and top; my wife came up with the idea to use mirror hangers to prevent this from happening and that solved the problem. In phase two construction, the foam core was framed using 1"x 2" pine furring strips. My suggestion would be to use 1/8" thick Masonite in place of the foam core if you can tolerate the extra weight. We did this on two subsequent layouts that were built for friends, and we are extremely happy with the results. The legs are made from 1/2" ABS pipe and fittings. The legs are not attached to the bench work but are instead sandwiched between two of its end pieces (see the drawing) and rely on gravity to hold it all together.

The mountains on the layout are also made of foam, some blue or pink leftovers, but most are made from white beaded Styrofoam. I'll be presenting a clinic and writing a separate article on how I've constructed the mountains and rocks on my layout. Now that I've used these materials to build three layouts (the SPCL plus two owned by friends), I'll never go back to plywood, homasote, and plaster cloth mountains again. Follow along with the diagrams below to see how I built the South Pacific Coast Lines.



Basic Module



PACIFIC SOUTHWEST REGION'S ONTARIO MANIFEST CONVENTION

By: *Morrie Fleishman*



Over 30 clinics, Modeling with the Masters, Impressive layout tours featuring every scale from N to G, Operations and Railette sessions are just a part of the activities planned for the Annual Pacific Southwest Region (PSR) convention known as Ontario Manifest. Prototype tours include a visit to the Colton Freight Yard and a tour of the Orange Empire Railway Museum with the opportunity for a few attendees to actually operate a real locomotive. Ontario Manifest will be held for 4 days at the Ontario Convention and Airport Hotel, in Ontario, California from September 13 through September 16.

A unique addition is the Introduction to the Model Railroad Hobby program planned for Saturday September 16th. Long time Model Railroaders will discuss the basics of the hobby and the session will culminate in a visit to the nearby Corona Model Railroad Society. This clinic is especially designed for those who are new to the hobby or are interested in becoming a Model Railroader.



San Bernardino Station and Railroad Museum

The Convention will start with a Welcoming Reception and BBQ dinner at the San Bernardino History



BNSF Intermodal Yard behind the Station

and Railroad Museum for full paid convention attendees. The Museum, set in a 1918 train depot, contains a variety of Railroad artifacts from the various railroads that serviced the area. This includes a 1910 railroad station recreated with period office equipment, telegraph, etc. and a 19th century Velocipede which is a three-wheeled railroad inspection vehicle. Amtrak and Metrolink also currently use the station. At the rear of the building conventioners interested in current intermodal traffic, can observe the large BNSF intermodal yard.

Clinic Highlights

The Clinic program is highlighted by four sessions of Modeling of the Masters led by Clark Kooning Master Model Railroader and current NMRA Vice President— Administration. These sessions will be limited to 12 attendees and will consist of 2.5 to 5 hours of hands-on instruction. Session topics are; Introduction to Laser Kits, Introduction to DPM Buildings, Introduction to scratch building with Styrene, and introduction to Weathering with Mixable Oil Paints. Registrants will be provided with a list of tools which they need to bring to each session.

Thirty-three clinics will be presented over the 4 days of the Convention. A sample of clinic topics include; Santa Fe's Cajon Division in WWII, Use of LEDs in Model Railroading, Freight Car Tune-up tips, and Creating Interesting Railroad Landscapes presented by an On30 modeler who is an Architect.

Visit the Orange Empire Railway Museum

On Thursday attendees will have the opportunity to take a bus trip to the Orange Empire Railway Museum where attendees can inspect the many vintage prototype locomotives, streetcars, freight cars, and other exhibits. A limited number of attendees (10) will have the option of actually driving a diesel locomotive. Lunch will be included and the visit will conclude with a visit to a home layout near the museum.



Operating rail equipment at the OERM

Visit the Union Pacific Hump Yard in Colton

On Friday attendees can take a bus trip to the nearby Union Pacific Colton Freight Yard. The Tour will start with a climb up to the Tower to watch the tower activities and the hump yard operations. The tower has all the controls and CCTV equipment which operate the yard functions. The Tour also includes a visit to the Maintenance Facility where you will be able to see the large diesel engines waiting to be changed out and the area where the trucks and brak-

ing systems are repaired or replaced. Tour members will be able to ask questions and take pictures. Comfortable clothes and closed toed shoes along with hats and sunscreen are suggested for those taking this tour. An elevator will be available for those who need it at the tower.



BNSF classification hump yard in action

Layout Tours

The area just Northeast of Los Angeles offers a variety of layouts which will be open for visitors at various times during the convention. Shown following are photos of just a few of the layouts that will be included on the tours.

Roger Clarkson—

G Gauge and HO. The Garden railroad covers 1/3 of an acre with over 3,000 feet of track. Up to 17 trains can operate simultaneously on this layout which includes water-falls, tunnels and a 40 foot train shed. The HO layout in the garage is large and is also well detailed.



Roger Clarkson's G Scale Layout



Bob & Doug Kearney's Standard O Scale Layout



Roger's HO Scale Layout

Bob & Doug Kearney—

This standard O scale layout is built in the living room and measures 17 x 26. The layout features several tunnels, 2 lift bridges, an auto-indexing turntable, and large photo backdrops to complete the image. Motive power is Lionel and MTH steam and diesel. With a full crew, up to 6 trains can operate simultaneously. The high layout height gives a great eye-level view of the operating trains



Bob & Doug Kearney's Standard O scale Layout

Raillette Activities

Raillette attendees have a choice of several free craft clinics ranging from making Bow Tie Angel Pins, decorative hoops, beaded key chains and Christmas tree ornaments to a clinic on collecting Railroad items such as keys, lanterns, paper goods, etc. The highlight of this program is a luncheon at the World Famous Mission Inn Hotel and Spa followed by a tour of the Benedict Castle. The Castle was started in 1922 and took nine years to complete. It was constructed of concrete and adobe bricks and contains 19 rooms and encompasses about 10,000 square feet.



View of Benedict Castle

Beyond Dining Car China

In a continuation from last year's PSR Convention clinic on Collecting Dining Car China, Raillettes will be looking at collecting other items from the different railroads. These items include paper items, silver-

Raillette Craft Projects



ware, glassware, lanterns, buttons, etc. This clinic will discuss what the hobby is about and how you can start your own collection.

Other Activities planned include a Hobo auction, operating sessions at various nearby lay-outs, a swap meet, Hobo breakfast, contest displays and judging, the operation of an HO layout in the hotel, and a Saturday Evening Banquet featuring Trevor Marshall, from Toronto, who co-hosted the webcast "The Model Railway Show". He will speak on; "How to get more people interested in our Hobby".

As you can see there will be many varied activities for you at Ontario Manifest. With hotel rooms at a convention rate which are under \$100 per night and free parking, there is no reason not to join us.

So, visit the Convention Website at;
<http://www.psrconvention.org/ontariomanifest/>
 and join us in Ontario in September.

-mf

SPECIAL PROGRAM: **Introduction to the** **Model Railroading Hobby** **Saturday, September 16th**

- Interested in TRAINS?
- Have some spare time for a hobby?
- Want to learn some new skills?
- Meet some new friends that share your interest.

For \$25 and a half day of your time meet modelers who will give you all the facts you want to know about the hobby of model railroading. This is a four part, interactive presentation where you will become knowledgeable in the basics of the hobby. Learn about the sizes of trains, what they cost, where to buy them, how to keep them running, how to plan and build your first railroad, where to get ideas and watch instructional videos, and where to meet other hobbyists and groups. Your day ends with a trip to a local model railroad club to see their handiwork in person.

Program:

- Introduction to Model Railroading
- Selecting the Right Model Train(s) for Your Railroad
- Your First Model Train Layout
- Resources: Knowledge, Skills, Group Therapy
- Informal visit the Corona Model Railroad Society

Also, included in your \$25 admission price is an NMRA Rail Pass. This Rail Pass gives you a 6-month membership in the National Model Railroad Association, including their monthly magazine, and access to their website for all their information, including information on standards and photos.

[Secure your free Reservation in this unique opportunity program at: www.cajondivision.org/Introduction.MRR.htm -ed]



Bonus Extra:

“Tools & Tips #2”

By Gary Butts, MMR

Easy Control Panel Construction

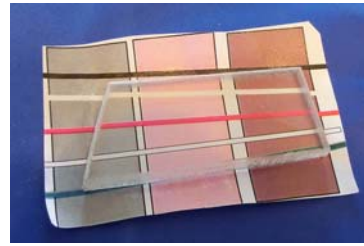
A couple of months ago while watching my wife, Sandy, nearing the completion a two track staging and turnout installation on our G&SRR layout (she is working on her Golden Spike requirements) I was thinking about the need for some kind of small control panel for this staging yard that would be easy to make, look great, be easy to clean and be relatively inert to the common abuses control panels are subjected to. Our main turnout control panel was done many years ago and has worked out pretty well but it was a real pain to make. It was printed and covered with a self stick clear Mylar (polycarbonate) overlay, no longer available.

It dawned on me that maybe printed artwork could somehow be laminated to the back of a piece of normal Plexiglas or polycarbonate. Both hold up well to most cleaning solvents and resist scratching. I thought of canopy glue which dries clear, so I gave it a try.

First, I tested artwork on photo paper which failed miserably because the glue dried around the edges but refused to dry in the center. The photo emulsion on the paper sealed the air from the glue. The answer was easy, just use plain old printer paper printed on a laser printer. I don't think an ink jet printer would work because the glue may dissolve the ink, but I didn't try it. My second test with regular paper worked out great! With this method any panel that can be conceived can be easily reproduced with any graphics program using curves, text and colors to replace the normal “stick” white lines and stick-on lettering often found on layout panels.

Follow along the steps I used to produce our little panel.

We needed a self supporting panel for this staging yard so I took a scrap piece of 1/4” thick panel for a test and printed up some random patterns in color to see what effect the glue might have on the finished panel. Somewhat to my surprise, the colors remained virtually unchanged and the art remained crisp and clear.



Test Sample

I'm sure that the panel thickness could be anything that is required and I found that

by simply spreading the canopy glue generously around on the bottom of the cleaned Plexiglas back side, then pressing the artwork into the glue, kneading with my fingers as necessary to insure complete glue coverage worked fine. After the glue had been spread relatively evenly (it's easy to see the glue spread from the front of the Plexiglas) I took a small scrap of straight edge plastic to “squeegee” the back of the artwork to form a uniform glue thickness. I'm sure a credit card



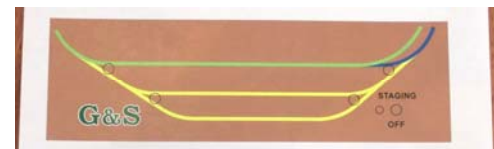
Laminating the art-

Canopy Glue



would work. At this point the glue has white color but don't let this concern you. It will dry completely clear after a few hours and you will have a beautiful panel to show for it. Drill any required switch and mounting holes in the plastic before laminating to prevent tearing the art with your drill bit. Cut out the artwork around the holes and edges after it dries with an X-Acto blade.

-gb



Printed artwork and the finished Panel in place



From "Buzzards", p3

car, "And I can do that, and that, and that", pointing out different items in the photos. "And, I know that you can do that, and that, and that over there," pointing out things that I knew everyone there could do. "What I mean is, we have to complete *individual* projects in order to end up with a layout that looks like 'this', and that we *can* do."

I've hosted numerous open houses and layout tours over the years going back to my early N-scale days. One question that I get asked regularly is, "How did you do all this?" I always answer, "One tree, one structure, and one small detail at a time." What I have found that works for me is, I find something that motivates me and build a model of it, and then set it on the benchwork, or a shelf, or the layout if that section is far enough along. Meanwhile, I'm always on the lookout for something new, and maybe just a bit more challenging and then I build a model of that. If you take this approach and do it enough times, you'll have a layout; and if you've challenged yourself a little more with each new undertaking, you'll end up with an outstanding layout. Now, let me put in a little plug here; there is no better way to ensure that you are working towards your goal than to bring these same models to a meet or convention. Your fellow members will appreciate seeing what you have built (and, I'm sure they'll share that appreciation), you'll definitely get some great tips, and even possibly earn a Merit Award.

It's a dangerous thing to look at someone's layout, especially your own. See if you can relate to this, it happens to me from time to time, I get into a kind of "vapor lock". It doesn't matter how many unfinished

projects I have on the desk that troubles me, I could have a dozen, I could have zero. It comes on when I start looking at my layout and thinking about how many projects that I haven't even started. It's never about what I have to finish, but always about what I still have to do. Whenever my mind begins to focus on: how am I ever going to *do this*, I get overwhelmed. Truth be told, building a layout is a lot of work, and building your dream layout can be daunting. I've gone weeks so hung up on the thought of never finishing, that I'm unable to get *anything* done. Thankfully, I'm lucky enough to be surrounded by a bunch of model railroaders who I can call friends. The motivation to get going again usually comes from seeing a new section on a friend's layout, or helping a friend work on a new section of their layout. Maybe the inspiration comes from going to a meet (insert a shameless NMRA plug here), on a tour, or just shooting the bull with some fellow model railroaders. These personal interactions usually infuse me with the enthusiasm that I often need to complete a project and to get back "on track." The point of this column is that you can do it. You can end up with one of those layouts in a magazine, or on a website that someone else looks at and says, "I can't do this!" But You can only get there one tree, one structure, and one small detail at a time-- and if I may add, with the camaraderie of some good (model railroad) friends.

This month's hobo symbol [see column heading- ed] is the one that was marked up for *The sky's the limit*, and I chose it for this column for obvious reasons.

Until our next issue, "Bail it in, and hold the Brownies to a minimum,"

Dennis

The NMRA Pacific Southwest Region extends a sincere "Thank You" to our 2017 "Ontario Manifest" Convention Sponsoring Train Shops





2017 "Ontario Manifest"

NMRA Pacific Southwest Region Convention

September 13-16, 2017

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

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