



THE ORDER BOARD

Volume 45, Number 3

November 2017

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TIME TABLE

November 18, 2017
Cajon Fall Meet
 Henderson, NV

December
 1,2,3,8,9,10,15,16 and 17
 2017

OCMR
"Santa's Workshop"
 Perris, CA

February 3-4, 2018
The Great Train Show
 Costa Mesa, CA

April 7, 2018
LA Division Spring Rail Meet
 Whittier, CA

April 27-28, 2018
Cajon Division Spring Meet/Event
 Perris, CA

2017 Cajon Division

Henderson, NV Fall meet

Saturday, November 18, 2017

9:00 am to 5:00 pm

Henderson Convention Center

200 Water Street

- * Swap Meet
- * Doughnuts & Coffee
- * Clinics
- * What are you working on? (Show & Tell)
- * Contest / Achievement Evaluations
- * Membership Meeting
- * White Elephant Auction
- * Layout Tour– Neven Wilson, MD's Las Vegas & Tonopah, Bullfrog Goldfield RR, and the Tonopah and Tidewater.
- * Free Cajon T-Shirt for Cajon Division members first meet Attendance
- * Admission: \$7 at the door, Swap tables: \$10 or 3 tables for \$20



For more information see the web site

CajonDivision.org

or

contact Ed Hall

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Cajon Division Spring Meet,

April 27-28, 2018,

Orange Empire Railway Museum

Perris, CA



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From the Conductor's Desk

Well surprise, surprise. I'm sure none of you attending the convention expected to see me riding in this chair again. It's not mine anymore, I handed over the Director position to a new person, Gary Butts, and he asked me to write one more column.

This will give me a chance to say goodbye and thank you all for four wonderful years as your Director. The convention was like passing a milestone of sorts. Not the Swedish milsten "milestone" in the picture, but having had the honor of serving you for four years. Those were four wonderful years and I hope I did something for you to make you remember them as good years as well.

Now it's on other tasks. I volunteered to become the webmaster for the Cajon Division and after a slow start and problems with software (where have I heard that before?) I hope I have it all under control now. Let me know if you see something that needs to be added, completed or changed.

I won't write much about the convention, there will more in this issue so you can read all about it. But I want to thank all of you who served on the committees to make this convention the success I think it was. And thanks to all of you who attended, it was a pleasure to see so many coming and enjoying themselves. Just think about it, in four years we are doing this again in the Cajon Division.

We will have our fall meeting in Henderson, Nevada on November 18. We are hoping to see all of you in our Nevada group at the meet, and if you are in the neighborhood, I hope many others will drop in. I surely will!

And with that I think I will quietly sneak out of this chair and leave it warmed up for Gary when he returns from his vacation. See you around.

Per Harwe

Former Director, Cajon Division, PSR
webmaster@cajondivision.org



Thank You, Per

I know I write for every member of the Cajon Division Board of Directors and also, I am sure, for the members of the Cajon Division as well as our sister divisions in extending a sincere "Thank You" in appreciation of the dedication, enthusiasm, and resources you have brought to the leadership of the Cajon Division during the previous four years. Your calm demeanor coupled with your special gift of attention to detail has set a standard for the leadership of the Division to which we all aspire.

Of course, it is no accident that you were asked to take on a continuing position on the Cajon Board of Directors- We will be tapping into your expertise regularly.

Thank You!

Gary Butts, MMR, Director, Cajon Division



The Buzzard's Roost

By: Dennis Ivison, Superintendent

Spring Meet at the OERM

I know we just finished the 2017 Ontario Manifest Convention in September, but I wanted to give you some insight into the Cajon Division's first 2018 meet. For those of you who are unaware of the circumstances, our last meet in Temecula 2017 was just that. Sometime around January, the facility manager from the Senior Center called to inform us that there was a change in policy and that we could no longer hold meets there. This had nothing to do with our organization or members, but was due to an upper management policy decision regarding all outside groups. Fortunately, members of the Cajon Board of Directors (BOD) had been exploring possible new sites for meets including the Orange Empire Railway Museum (OERM). We contacted the event manager with our budget and facility needs, and they matched what we had been spending at Temecula. After viewing the museum's offer, the BOD voted unanimously to hold the Spring Meet at the OERM.

I am excited about holding a meet at a railway museum, since model railroaders and prototype equipment are a natural combination. The meet's format is still in the formative stages, but at this point it appears we should be able to offer a new slate of clinics. Most are brand new, some are with clinicians that have never before shared their talents, and some demonstrate new twists to a tried and true clinic.

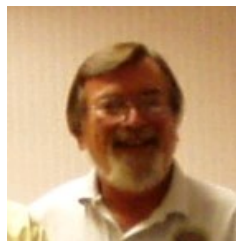
One example is Pete Steinmetz's freight car weathering clinic, we have all been to his wonderful workshop. This time he is presenting a two-hour clinic. The first hour will be in the field taking pictures of various freight cars, then everyone will move to the classroom whereby the goal will be to try to replicate the photos just taken.

Some other clinics in the design phase are: 1) Using a Raspberry Pi to make a device that plugs into your DCC system and allows you to use your phone as a train controller, presented by a new clinician; 2) Super detailing your N-scale diesels, given by another new presenter; 3) How to make your own decals; 4) Transitioning a forest from front of the layout detailed trees to less detailed "puffball" trees at the

Continued "Buzzards" pg 7

Achievement Program

By: Bill Jacobs



After skipping an issue to report on the Contest Room results from the April Temecula meet, I'm keeping my promise to address the various categories in the Achievement Program that will lead you to become an MMR. If you'll remember (and don't shake your head yes, because I had to look it up myself) we were going to discuss the Chief Dispatcher Achievement Certificate. Operation is a growing (and very fast) part of our hobby. I have received this Certificate myself, along with several other folks. I only bring this up because we all submitted our paperwork at the same time and ran into several differing interpretations of the rules. I believe that this has been worked out, but there will be places in the following discussion where I'll caution you to keep good records and point out where the zingers may arise.

Having said that, go to the NMRA website, and under Education, Achievement Program, and Categories, read the Chief Dispatcher rules. Also, print out the two forms that are at the end of the rules. Stepping back here, for a minute, after you are overcome with all the requirements and paperwork, what the NMRA is trying to do is, essentially, hook you up with possibly more experienced modelers who are in a club or who have layouts and hold regular operating sessions. The program tries to work you up from being an engineer (seemingly the easiest) to dispatcher (possibly the hardest). I will not lie, this Certificate will take a long time and requires extremely good records. You will notice that page 4 of the SOQ form and page 3 of the Records and Validation form are exactly the same, this is one of the forms that absolutely must be kept up to date, so take it with you every time you operate. An aside, the "verified by" column is extremely small. Initials are no good here. Whoever signs this needs to write small and can run over the line. Also make sure they are an NMRA member in good standing. Page 3 of the SOQ and page 2 of the Records and Validation form are, also, exactly the same. You will notice that they require judges approved by the Region Achievement Program manager. At first, I will admit, I was a little miffed by this, because I'm the Cajon Division Achievement Program manager, but I found that not all regions have divisional folks who do this. Anyway, those of

Continued "AP" pg 15



MEMBERSHIP ON TRACK

By: Jeff Herrmann,
Membership Chairman

On Saturday, June 17th eighteen NMRA members from Cajon and LA Divisions helped the Orange County Boy Scouts of America present Railroading Merit Badge to 253 local Boy Scouts at Knott's Berry Farm. NMRA members taught classes on: model railroading scales, types of modern freight cars, how diesel and steam locomotives develop power, how braking systems work, types of signals used by modern railroads, and safety around trains and railroad tracks. In addition, our members helped each Scout build an HO scale box car kit to take home and compete for best time on the "Time Saver" layouts.

Getting "the next generation" interested in model railroading has always been a priority for NMRA and I think Cajon Division made a pretty big impact at this Boy Scout Merit Badge day! As a "reward" for our help with teaching Scouts about Model Railroading, each of the NMRA volunteers were treated to lunch and a special tour of the C-19 steam engine, "Galloping Goose," Parlor Cars and the machine shop that services the historic trains at Knott's Berry Farm and their Ghost Town & Calico RR.

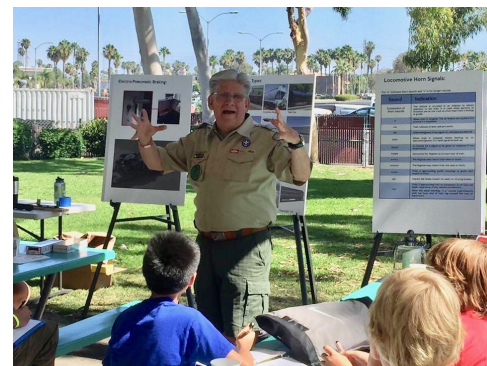
The C-19 2-8-0 Consolidation type steam locomotive at Knott's, was originally constructed by Baldwin Locomotive Works for the Denver & Rio Grande in 1881.

"Galloping Goose" motor rail buses kept the Rio Grande Southern railroad viable from the 1930s by carrying mail until they were used to scrap their own line in 1953. Knott purchased this efficient and unique rail vehicle, the RGS Motor #3, which soldiers on at the GT&C on quieter days during the off-season. It is "kitbashed" from its original Pierce-Arrow limousine frame, engine, radiator, cowl and body which was converted to rail use by replacing the front axle with a four-wheel bogie truck and fitting the rear axle with flanged wheels at first, then a bogie truck which linked the powered axle to its mate with a chain drive. The Pierce-Arrow gasoline engine has been replaced with a Cummins Diesel engine supported with an I-beam frame extension salvaged from the demolished *Windjammer Surf Racers* roller coaster.

The parlor car *Durango* restored in 2011, the *Silverton* observation sleeper and the No. B-20 *Edna* were held with the short two axle way car "bobber" caboose and a wooden box car D&RGW No. 3350, on sidings during normal operation. Nowadays the *Silverton* has been converted to revenue service as a chair coach, and the caboose serves to embark bandits while in motion.

The Business car B-20 *Edna* (formerly *San Juan*) was built for use by the Rio Grande Southern president Otto Mears on sidings and spurs as a portable office and temporary home while making track orders.

The Board of the Cajon Division is in discussion with the Orange County Boy Scout Council about what our involvement in introducing Scouts to model railroading will look like going forward. -jh



The Backshop



By: Gary Butts, MMR, Editor

Well, I am back from my month-long vacation in Mexico and boy, was it ever needed. We left the day after the close of our "Ontario Manifest" convention.

Sandy and I had a great time at the convention, but I have to say that I was somewhat surprised at how much work goes into putting our PSR Regional conventions on. We had a great convention committee without whose efforts the convention would never have happened. Fortunately, we had Carl Heimberger at the helm with his previous experience in model railroad convention production and Per Harwe sharing the load with him. The convention was in the planning stages for over two years and all for the enjoyment of our members over a four-day period. No wonder it was a great event. When you next meet one of the committee members a "Thank you" might be appreciated. The 2017 "Ontario Manifest" Convention Committee members were: Dave Arendes, Don Berezin, Gary Butts, MMR, Morrie Fleishman, Roberta Fleishman, Ed Hall, MMR, Per Harwe, Carl Heimberger, James Keena, Mel Marquardt, Bob Mitchell, Annette Palmer, Joe Parrino, Steve Pepin, Todd Scott, Alex Van Leeuwen, and Michael Wolf. In addition, many other members from all of our PSR divisions volunteered for duty before and during the convention to help with the various daily requirements. My thanks to all of you!

There is a lot of fun stuff coming up for the Cajon Division. The annual Arnie's train's event just wrapped up with a ton of visitors. We offered a free Rail Pass membership to anyone that could switch the two car TimeSaver problem in less than two minutes (not easy) and gained two new members from the day! On the close horizon we have the Cajon mini meet in Henderson, Nevada this November 18th. This is always a fun event with a smaller, more intimate group of dedicated Cajon Division model railroaders from the Nevada area. They have a swap meet, clinics, and a layout tour scheduled. Call Ed Hall or see the web site for details. If you have not attended this event in the past be sure to include it in your future planning. If you are coming from California, hey, a trip to Las Vegas with a train meet in the mix is well worth the trip! See you there!

Before you know it, the Winter/Spring meet in April will be upon us. This year the event has been moved

to the Orange Empire Railroad Museum. Trains, Trains, Trains! This event draws members from our sister divisions in the PSR so it is a great time to see old friends and catch up with what is happening in the other divisions of our Region. In the planning stages are workshop events at local hobby shops, and a mini train show with several of our local modular railroad club layouts, boy scouts, swap meet, model railroad vendors and manufacturers all exclusively for NMRA members, their guests and boy scouts going for their railroad merit badge on Saturday morning (this event will probably not be open to the public) and will probably be a two-day event held in the late Spring time frame.

From the Region, the news is all about the new membership drive incentive and the Division Grant programs. In short, whoever brings in the most regular NMRA members this year will walk away with \$500 cash! (10 new members minimum to qualify for the award). See me if you want specifics. The Division Matching Grant program is just that. The Region Board voted to match Division expenses for any PSR division membership effort up to \$1000 for pre-approved programs. If you have a membership enhancement idea, let any Cajon Officer know and we will try and take advantage of this offer.

See you in Nevada!

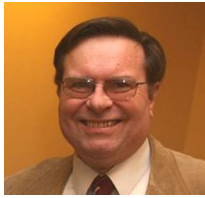
-gb

New Cajon Division Members

George Barrier, Aliso Viejo
 James Davis, San Bernardino
 Donald Dobbs, Mission Viejo
 Elliot Gorlin, Las Vegas
 Danny Hotchkiss, Perris
 Richard MacKay, Indio
 Stuart Mann, Rancho Cucamonga
 Stephen Mayville, Yorba Linda
 Joseph Monge, Santa Ana
 Glenn Noell, N. Las Vegas
 Lorenzo Sanchez, Santa Ana
 Marc Thrasher, Beaumont
 Dana Vincent, Wildomar



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.



The Show Room

By James Keena

The recent 2017 Ontario Manifest Pacific Southwest Region (PSR) Convention was jointly sponsored by the Cajon Division and the Orange County Modular Railroaders. Corporate sponsors included Arnie's Trains in Westminster, RailMaster Hobbies in Bellflower and the Train Crossing in Costa Mesa. The Convention was enjoyed by many participants from our four PSR Divisions of Cajon, Los Angeles, San Diego and Arizona as well as some from the Pacific Coast Region and guests from Canada. The Convention Show Room was again open for display, people's choice popular vote and NMRA Merit evaluations.

Results of both the model evaluations and people's choice popular votes are as follows for the various entered categories:

Steam Locomotives

- 1st Place & Merit Award for D&RGW 378 2-8-0 by Norm Suydam
- 2nd Place for ATSF 9446 2-6-0 by Nick Lisica
- 3rd Place for ATSF 4113 2-8-4 by Nick Lisica

Freight Cars

- 1st Place & Merit Award for Arrowhead Water Car by William Chappell
- 2nd Place for SP 42739 Flatcar with Railway Express Load by Nick Lisica

Structures On-Line

- 1st Place & Merit Award for "Saccara Station" by Nick Lisica
- 2nd Place for V & T Tin Shop by Dave Arendres

Structures Off-Line

- 1st Place, Merit Award & Best of Show for Logging Tug "Alexandria" by Nick Lisica

Displays On-Line

- 1st Place for "Juniper Freight Station" by Jeff Herrmann

Displays Off-Line

- 1st Place & Merit Award for "Bernard Tractor Repair" by Jeff Herrmann

Photographs Model Color

- 1st Place for "Burlington 9280" by Roberta Fleishmann

Photographs Prototype Black & White

- 1st Place for "Loco 315 in Morning Light" by

- Don Stewart
- 2nd Place for "RGS Freight Train Nearing Cut" by Don Stewart
- 3rd Place for "Narrow Gauge Double Header" by Don Stewart

Photographs Prototype Color

- 1st Place for "RGS 455 Coming Around the Corner" by Don Stewart
- 2nd Place for "RGS Freight Train" by Don Stewart
- 3rd Place for "Engine 455 at Sunrise" by Don Stewart

Arts & Crafts General

- 1st Place for "Dr. Seuss Quilt" by Kimberly Fowler
- 2nd Place for "Table Topper" by Kimberly Fowler
- 2nd Place for "Steam Train Pillow" by Annette Palmer
- 3rd Place for "Bow Tie Pasta Angels" by Annette Palmer

Arts & Crafts Needlework

- 1st Place & Best of Show for "Stuffed Dog" by Roberta Fleishman
- 2nd Place for "Musical Themed Quilt" by Kimberly Fowler
- 3rd Place for "Mickey Mouse" by Annette Palmer

Railroadiana

- 1st Place for CMStP&P Switch Stand Lantern by Annette Palmer
- 2nd Place for Locomotive Oil Can by Annette Palmer
- 3rd Place for Milwaukee First Aid Kit by Annette Palmer

Thumbs Levity Award

- 1st Place for "Bunny Lov Baby Carrots" by Steve Pepin

In response to suggestions from various individuals, the PSR will be adding an additional category of Vehicles to the Model and Popular Vote Contests. There are so many cars, trucks, buses and construction equipment that are now being built by members in various scales from Z to G to complement model railroads that we need to acknowledge, recognize and award these talented individuals.

Remember to bring your models, arts & crafts, etc. to your next nearby NMRA event to share with your fellow model railroaders and spouses. Your entries provide opportunities for recognition of your talents, obtain constructive ideas and suggestions, stimulate conversations and inspire others to expand their creativity as well. Hope to see both you and your entries soon.

Sincerely,

James L. Keena, PSR Contest Chair



1st Place, Steam Locomotive, Norm Suydam D&RGW #378



2nd Place, Structures On-Line, Dave Arrendes V&T Tin Shop



1st Place, Displays On-Line, Jeff Herrmann Juniper Freight Station



1st Place, Displays Off-Line, Jeff Herrmann Bernard Tractor Repair



Roberta Fleishman 1st Place & Best of Show, Arts and Crafts-Needlework



Annette Palmer 1st Place, Arts and Crafts-Railroadiana



Steve Pepin 1st Place, Thumbs Levity

From "Buzzards" pg 3

backdrop (although Joel won't be referring to them as "puffballs"). Additionally, Frank Carroll is deciding on whether or not to do an in the field photography clinic designed to help you take better prototype photos. Now for the disclaimer, these are still in the formative stages and could possibly change.

We would like to have a couple more, hopefully new clinics to round out the event. Here are a couple of topics we would like to expand. A two-part clinic with the first part in the field observing all the details of track work and the second part in the classroom talking about the modeling aspects of duplicating what was observed. A two-part clinic in the field and in the classroom detailing passenger cars, or cabooses. These are just a few ideas, if you would like to take on one of these, or have an idea for a new clinic please send me an e-mail. We have an opportunity to use the equipment right outside our doors and incorporate it into an interesting presentation, why not take advantage of it?

Here is a draft schedule for the Spring Meet:

- Friday April 27, 2018
- Bingo in the Evening
- Saturday April 28, 2018
- Morning Swap Meet
- Morning to Lunch Clinics
- Lunch Break
- Afternoon Clinic on Prototype Photography- still under consideration
- After Lunch Self-guided and Docent Guided Tours Around the Museum
- Afternoon PSR BOD Meeting
- Catered Banquet in the Evening
- Hobo Auction After Dinner

Rather than travel to a local restaurant, like we have in the past, we are working on having the evening banquet catered. Another idea we are considering is holding a raffle for you to win the chance to drive one of the locomotives around the museum grounds.

Please mark your calendars for our Spring Meet on April 27 and 28, 2018. We are working hard to make this a memorable event and hope to see you there!

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

Dennis

2017 Narrow Gauge Convention

By: Jeff Herrmann

Along with about 2,000 other model railroaders, I was able to attend the 37th Annual Narrow Gauge Convention held August 30th through September 2nd in Denver, Colorado, and I am sure glad that I did!



While not officially an NMRA event, there are many similarities to an NMRA National Convention which many of us are used to: outstanding clinics; modeling contests; a vendor area with items for sale; modular displays; a prototype tour; and of course, home layout tours, most with a focus on narrow gauge. During the convention, I ran into many of the same folks I look forward to seeing at our NMRA conventions.

The daily format for this convention was the normal pattern: clinics in the morning and after dinner and home layout tours in the middle of the day. The vendors' area, contest viewing and judging, and modular layout displays were available to visit each night in the convention center.

If you like prototype narrow gauge, live steam, or mountain railroading it is hard to beat Colorado in the summertime! The convention made special arrangements with: Colorado Railroad Museum; Colorado Mining Museum; Cumbres and Toltec; Durango and Silverton; Georgetown Loop; Manitou & Pikes Peak Cog Railroad and others for exclusive discounts and "behind the scenes" tours. Since I lived in Colorado prior to moving to "The OC" I have visited these attractions before, but on this trip I particularly enjoyed a rare ride on Galloping Goose #7 at the Colorado Railroad Museum.

For me, the highlight of this convention was the layout tour circuit! There were over 30 layouts to tour during the convention, and a few more available before and after the "official convention dates." The Narrow Gauge Convention layout tour visits work just like we do ours in the Cajon Division; you have an address and layout description, fire up your GPS, get in the car and drive from site to site. This format



Durango and Silverton



Galloping Goose #7



Argo Mine, CO

allows you to pick and choose the ones you want to see and determine how long to stay at each one. Several of the layout owners were also willing to let participants join in on operating their layouts! One of the things this convention's organizers did that was quite helpful, was to group the layout descriptions in geographic blocks, so it was easier to plan your route and not waste time driving long distances between layouts.

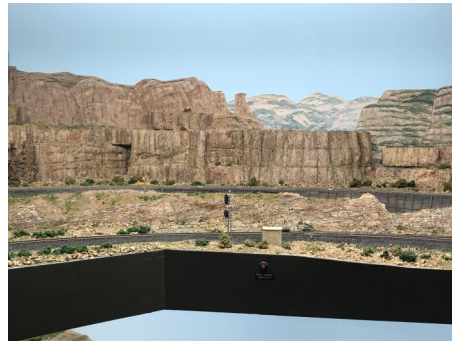
Most of the layouts that I visited were ones that have been featured in the national hobby publications. I found, not surprisingly, that all the layout owners were so glad that folks came and were pleased to answer questions, share their techniques and let me take lots of photos! Don Meeker's HO Rocky Mountain Line is the largest home layout I have ever seen, 2,800 square feet with 679 feet of mainline and an additional 1,179 feet of branch lines and sidings! And the scenery is 100% complete!

The narrow gauge conventions are organized by groups of local modelers who would like to host a convention (like how an NMRA Region or Division would), except the location of future conventions is determined by the votes of those in attendance. Bids are usually announced and voted on five years in advance. Next year's National Narrow Gauge Convention will be held in Minneapolis and Sacramento in 2019.

All in all, participating in the 37th National Narrow Gauge Convention was one of the best model railroading experiences I have ever had, and I look forward to attending more in the future. You should, too! *-jh*



Don Meeker's Mine Area



HO Rocky Mountain

According to Don, his operation sessions work best with 30 operators, if he has less than 25 he needs to shut down parts of the layout! My wife's favorite was Ron Keiser's Fn3 basement layout. Its scenery is also 100% complete and has extraordinary modeling!



Contest Room



Ron Keiser's Fn3 Mine





“Tools & Tips”

By Dennis Ivison

Graphite

"Don't You Clean Your Track?"

I can see the question in their faces, the looks exchanged between visitors, the burning question they are dying to ask but are too polite to broach the subject. The quick swipe of the track observing the smudge on their finger. Then finally when they can't hold it in any longer, the question is blurted out, "Don't you clean your track?" My response is always, "No, I haven't cleaned it in years. Do you want to run some trains?"

Graphite is a wonderful thing! I've used it on my layout for over eight years, and since I started I very rarely clean my track. No rubbing alcohol, no silver polishing compound, no pink goo, and no Bright Boy (except in certain circumstances, like when I've worked on scenery or ballasted the track).

When I started my newest layout, which became the South Pacific Coast Lines, I wanted something different than my previous two pikes. My last two layouts were the Southern Pacific in Arizona and the Southern Pacific in the Imperial Valley, both desert settings. For the current pike I envisioned my trains winding their way through several tunnels and tall stands of pine, redwood, and Douglas Fir. Keeping my track clean however, would be a fairly impossible task if I could barely fit my hand in between all these obstructions. All of the previously mentioned solutions were unsatisfactory. Plus, I'd drawn the ire of some friends who regularly brought their equipment to run on past layouts since they didn't like sharing my pink goo track cleaner. When I spoke with a model railroader I met on vacation some time back while I was visiting his layout, I discovered that he used graphite to keep his track in good running order. He explained that he had regular visitors and needed to keep his track operational on a moment's notice. So, I thought I'd give it a try.

I built the benchwork and laid some basic track work while I was deciding on what my next layout would be, with the final decision hinging on the success of the experiment. The rails were given a coat of graphite, and I began running trains while I searched for a prototype. Three months later I was convinced, and the SPCL was born. As scenery progressed and the track plan was finalized, I still hesitated to place tall trees in front of the tracks, and all six of my tunnels were built with lift-off tops. A year later I was convinced that graphite was the solution and the scenery took a serious turn towards fulfilling my vision.

Graphite is a good conductor of electricity and therefore a perfect coating for model railroad tracks. It is also used in industry for its self-lubricating and dry lubricating properties. If you Google it, you'll find warnings that it causes pitting corrosion when used on stainless steel and is corrosive to aluminum in the presence of moisture, but no mention is made of causing problems with nickel silver. I've been using graphite for over eight years with no problems. As great as graphite has proven to be, it is not fit for all applications. One down side is that it is a lubricant, and one place on my layout that I've seen a degradation in performance is on my logging line. I have an eight foot stretch of track with a 2½% grade around a sharp curve followed by a tight S-curve. I also weight my cars slightly above NMRA recommended practices. These factors along with the lubricating properties of graphite have led to an estimated 30% reduction in the number of cars that can be pulled/pushed up the hill on this stretch of track. This track is set back from the edge of the layout and is behind several foreground obstacles and would be impossible to keep clean with a Bright Boy. Graphite has allowed me to put this logging line into operation. Plus, I've turned this negative into a positive by requiring the use of helper engines, or by necessitating the doubling of the hill into my operational schemes.

Graphite sticks, sometimes marketed as woodless pencils may be found in any art supply store and are inexpensive. I don't use liquid graphite (graphite suspended in alcohol) because it is messy, difficult to apply, and more expensive. Graphite sticks come in various hardness levels and have an alpha numeric designation. An "H" in the designation indicates it is

Cont'd "Tools & Tips" pg 15

PSR 2017 Convention “Ontario Manifest” Ontario, CA

By Gary Butts, MMR



This year the annual Pacific Southwest Regional convention was held September 13-16 in Ontario, California. Although the convention hotel changed its name three times during the year leading up to the convention date, everyone seemed to find it just fine. The rooms were nice and the facility clinic rooms amply sized for those attending the clinics. This year was our (Cajon) division's year to sponsor and organize the convention. These conventions require an amazing amount of time to coordinate and the planning for the convention started 2 years prior to the convention date. Carl Heimberger and Per Harwe led a team of volunteers that met monthly during most of the prior year to ensure that all of the aspects we are used to seeing at a regional convention were present and functioned smoothly.

The kick-off for this year's convention was a sit-down welcome dinner held Wednesday evening with a hosted beer and soft drink bar. The venue for the dinner was the San Bernardino Railroad Museum located next to the BNSF intermodal yard. The mu-



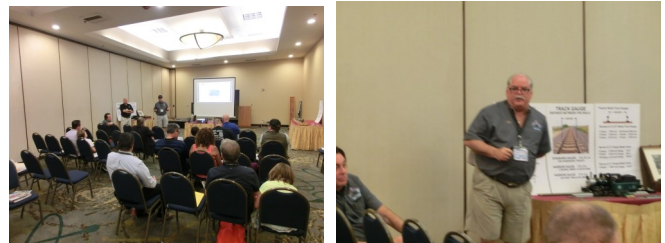
seum is a great place to visit on its own and the staff were very accommodating to our full house dinner crowd. Tickets for the event were sold out prior to the event and unfortunately a few last minute attendees could not be accommodated. Several were able to secure dinner spots from no-shows so the event went on with a good crowd at the make-shift bar and at the dinner tables.

The clinic schedule this year started off with a few clinics on Wednesday before dinner for the early arrivals and a totally full schedule for Thursday. There were over 36 regular Clinics presented over the four day convention, many of which were completely new and all were interesting. In addition to the normal

model railroad oriented clinics there was a complete set of clinics presented for our Railette attendees. We were fortunate in being able to secure Clark Kooning this year to present his series of Modeling With The Masters hands-on clinics. These clinics are an extra cost presentation where each attendee is given personal guidance by Clark as they progress through the stages of building and completing a model structure kit from start to finish in the scale of their choice. These clinics were well attended and many modelers took home some great structures for placement on their home layouts and modules.



Modeling With The Masters, Clark Kooning



The convention featured two prototype tours this year. Thursday found a full bus load headed for the Orange Empire Railway Museum for the day. This turned out to be a special event in that we had the whole museum to ourselves. Everyone was treated to free trolley rides aboard the #418 Pullman Blip MU Coach built in 1913 and their #717 Brill Hollywood MU Car. Several attendees opted for the chance to be at the controls of the museum's #3100 Southern Pacific GE U25-B Road Switcher. This event gave each guest engineer a chance to run down and back over about a 1-1/4 mile section of right-of-way. The tour was complete with a visit to see Ward Kimball's Grizzly Flats collection including his #1 0-4-0RT Forney "Chloe". This collection is not normally open to the public but was for our tour.



Another feature not normally available is the Museum's Barn #7. This huge structure houses a large number of

engines and cars waiting for restoration. It is an amazing building in that standing between one of several sets of parallel tracks it is nearly impossible to see the other end of the building and the building is filled to overflowing with all manor or rail cars and engines waiting to be restored or under restoration construction. The OERM tour also included a walk-through of their large scale restoration of Santa Fe's War Bonnet #98 FP-45 locomotive. Built by EMD in 1967, this was the last passenger engine purchased by Santa Fe. This is a very large and impressive engine and being able to visit the cab and see the prime mover up close and personal was a treat.



We had two docents/guides for most of the day and really got to learn about all of the exhibits in detail. Lunch and a visit to the new Harvey House display and the model train collection and model shop wrapped up the tour of the museum but not the tour. A visit to Bob Mitchell's layout under construction on the way back to the hotel kept our railroad juices flowing. Bob had some trains running and lots of goodies to snack on. It has been fun to follow Bob's progress with his very impressive layout and I look forward to seeing this John Allen inspired layout in the future with full scenery.



Museum Rolling stock is everywhere!



A couple of Barn #7 Projects



Mail Car

Although I did not make it to the Colton Yard Tour, I understand that they had an opportunity to visit the control tower and see the operation of the yard from the perspective of the yard operators. I know that when I was able to visit this yard for a tour several years ago, it was amazing to actually see the retarders in operation on the switching hump and watch the cars travel for up to 3/4 of a mile coasting slowly at their own pace making up the next outgoing trains. I also understand that the Railettes Luncheon at the Mission Inn was well attended along with the Benedict Castle Tour.

Meanwhile, back at the Convention hotel we had the Green River Junction Railroad modular railroad layout set up in the lobby. This large modular layout is of the highest quality. Each module is finely detailed with beautiful trackwork and amazingly detailed scenery. It is truly one of the better modular layouts I have seen. As a testament to this, several of the members of the club were awarded the NMRA golden spike award based solely on their modules present at this convention! Congratulations and thank you to the Club.



The Green River Junction Railroad modular railroad club layout set up in the hotel lobby



A big part of our annual convention for many is the private layout tour. This year we had 17 layouts on the self driven tour representing model scales from N to Garden. All of these layouts were top quality and presented a great opportunity for us to see what other modelers are doing and to get tips and ideas from their efforts. We also had multiple operating sessions on four layouts this year. Thank you to all of the modelers that opened their homes for us to visit. On the tour this year was also a visit to the Corona Model



Railroad Society layout and the Riverside Live steamers. The Corona Club Layout is fantastic and we were able to get



“behind the glass” and actually run a couple of trains.

I also didn’t make it to the Riverside Live Steamers, but the photos of the visit speak for themselves.



Just who are these guys, anyway?

Friday night found everyone at the annual membership meeting. This is always an interesting meeting where we all get to find out how well each division is doing and what they have planned in the future. Of course, San Diego introduced their discount program for early sign up for next year’s convention and we also heard from our sister PCR Region regarding their upcoming Convention in April to be held in Rhonert Park, CA. (I’m going, are you?) We also heard about the new Regional \$500 membership drive award and the division matching grant programs. After the meeting business was out of the way it was on to the real reason everyone came to the meeting (other than to have a drink and socialize): the Hobo Auction! Just about everyone won something and as usual some got tons of stuff. What fun!



Membership Meeting



The last day of the convention started out with Ed Hall’s Hobo Breakfast. This special breakfast is designed to give a chance for members that have attended a convention outside of our PCR region to get together with friends/members of other regions that have traveled outside of their normal areas as well. Also Saturday morning, the swap meet is always a draw and I saw a lot of happy

Cont’d “Manifest” pg 15

Arnie's Trains Open House



Arnie's Trains and Milepost 38 model railroad shops held their annual open house event again this year on Saturday, November 4th. This event draws a large crowd of model railroad enthusiasts every year as well as a good number of prospective modelers looking for a hobby. This year's 40th anniversary event featured several modular and small operating model railroads from N scale through Garden. The Disney Barn folks set up a booth along with several other model railroad vendors. There was live music, a train



ride for the youngsters, and a free pizza, popcorn and pop lunch for all of the volunteers, vendors and any customers that made a purchase from the two train stores.

Always a big day for kicking off the model train season (Christmas) this event drew over an estimated 1000 people over a four to five-hour period. In spite of long lines at the train store check-out counters everyone had smiles on their faces and were having a good time.



As per usual, Dennis Ivison, our Cajon Superintendent, was the main coordinator for the event. He is very close to many of the Southern California model railroad clubs as well as many of the local model rail vendors so he is the perfect person to put this event together. This year, the NMRA's contribution to the event came in the form of an information tent for model railroading. Conceived by our Joel Morse, we had tables set up



for each of the major model railroad scales with an NMRA volunteer representative from Cajon, LA and San Diego Divisions available for answering any questions modelers may have had regarding modeling in a particular scale and/or the NMRA in general.

In addition, we had two TimeSaver layouts operating to generate interest and offered prizes for anyone completing the two car swap set-up under 3:30, 2:30 and 2:00 minutes. The fastest time of 2 minutes earned the participant a free Rail-Pass membership in the NMRA from the Cajon Division. This is a pretty fast time and we had two individuals complete the task under the allotted time and therefore gained two new NMRA rail-pass members. One young individual returned to try his hand at switching three times but was determined to earn a membership and he did!



The San Diego division set up a table in the NMRA tent, advertising their next year's 2018 PSR "Beach Ops" convention. I don't know if they signed anyone up but there was interest and I'm sure it helped spread the word.



This is always a fun event held once a year in the late Summer or early Fall. If you haven't made it to one of these open houses, plan on attending next year for an enjoyable experience.



From "Manifest" pg 13

faces walking back to their rooms with arm loads of train goodies, so I know it went well this year to. I was presenting a clinic so probably saved a bundle.

The Convention wrap up is the Annual Awards Banquet on Saturday evening. This is one of my favorite parts of the convention in that I get to see and chat with everyone in a relaxed setting, enjoy a good meal, listen to a good speaker and see the contest entrants and deserving members awarded for their efforts.



My food was actually pretty good this year and I really enjoyed Trevor Marshall's talk regarding millennial involvement in our hobby. I am starting to understand why I don't always relate to the younger people. The model contest drew several great model entries and our Cajon Division walked away with an impressive number of them. See James Keena's article in this issue for the details and photos.

This year Per Harwe ended his four year term as the Cajon Division Director with a symbolic removal of his badge (Four consecutive years is the maximum term allowed by our by-laws). Also at the Banquet, the Member of the Year awards are presented and Morrie Fleishman rightfully earned the Cajon Division's Member of the year. I was deeply honored (and surprised) to be given the PSR Region Member of the year award.



Morrie Fleishman and Gary Butts, MMR, Members of the Year, Cajon Division and PSR Region

Being a member of the Convention committee was a lot of work but I must say it was interesting and I really had a great time before and at the convention. My wife, Sandy, was there helping all the way and I think she enjoyed the event as well. If you did not make it to this year's convention, don't miss next year's in San Diego. See you there!

-gb

From "AP" pg 3

you who have regular operating sessions contact me, with names of regular attendees who will verify that the folks applying for this certificate have done this and I will get approval from the Region- do this sooner rather than later.

I got a good question from one of our members at the convention who is just beginning to hold operating sessions on his layout. "I sign everyone's forms, who signs mine." This goes exactly with the discussion above. Pick out a regular attendee and he or she can sign for you.

This now comes to the documentation part of the requirements. You will notice that if several of you are submitting at the same time, much of the documentation can be the same. It is extremely important that this is pointed out. This is one of the zingers that I spoke of at the beginning. Get the whole group together to work this out. See you on down the line, Bill

From "Tools & Tips" pg 10

hard; the number of "Bs" (B, BB, BBB) gives its blackness; and the number its relative hardness. The larger the number, the softer the stick: 3 is softer than 2, 4 is softer than 3, etc.. I usually buy a 5B or 6B stick because the softer material goes on much easier. Apply the graphite by rubbing it onto the rails just like you would a Bright Boy. There is no need to reach into tunnels, or around objects because the wheels of the locomotive and freight cars will spread it around the layout well. Remember, it CONDUCTS ELECTRICITY, so DO NOT put it on your track while your system is powered. It gets really hot really fast (it conducts heat) and will short out your DCC system. So remember to shut all power off prior to application.

One additional bonus is that graphite is great for weathering. Rub some on grab irons, brake wheels, steps, or anywhere you want the look of exposed steel. I learned this technique from my armor building friends and use it extensively for both of my hobbies, model railroading and World War II armor. Give it a try, you won't be disappointed.

-di



**Cajon Division Convention
Model Contest Winners**

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