



THE ORDER BOARD

Volume 46, Number 4

December 2018

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TIME TABLE

January 26-27, 2019
Great Train Show
 Ventura, CA

March 2-3, 2019
Great Train Show
 Costa Mesa, CA

April 13, 2019
LA Division Spring Rail
 Whittier, CA

April 26 -27, 2019
Cajon Spring Meet
 Perris, CA

May 3-5, 2019
Fullerton Train Days
 Fullerton, CA

May TBD
Henderson Spring Meet
 Henderson, NV.

June 14—16, 2019
CIM3 EVENT
 Irvine Ranch OEC, CA



New Director Elected

Jeff Herrmann has unanimously been elected to fill the open Cajon Director position. His term is effective immediately and will terminate at the PSR Convention in Phoenix next September. A new election for Director will be held again at that time to align the Director's term with the Cajon Division By-laws. Congratulations Jeff.

CAJON DIVISION

Spring Meet

Orange Empire Railroad Museum
 Perris, California
 April 26th through April 27th

The Cajon Division Spring Meet will be held at the Orange Empire Museum on April 26th and 27th. Events include clinics, tours of the museum, hobo auction and banquet.

Hotel Accomodations are pending.



Cajon Division Future Events

Henderson Spring Meet, May 2019
 Henderson, NV, Date and details TBD

This yearly Cajon Division Event will be held in the usual Henderson Convention center. This event will also feature a Members swap meet for registered attendees (with donuts and coffee), a make and take model structure kit build clinic in HO and N scale, Achievement Program evaluations, BBQ hot dog lunch. Additional details will be announced later.

CIM3 Event on Father's Day Weekend June 14th through the 16th, 2019
 Irvine Ranch Outdoor Education Center

This event is a time for Modular Groups to set up and run layouts. On Saturday members will assist Scouts who will be working on their Railroading Merit Badge. There will be snacks on Friday evening, a BBQ on Saturday evening, lunch on Sunday and an opportunity for members to display their creations for judging as part of the Achievement Program.

Look for the event flyer coming soon or see the Cajon Web site for details.

CAJON DIVISION DIRECTORY

Division Director

Jeff Herrmann
1888 N. Warbler Pl
Orange, CA 92867
714 651-3903

Director@CajonDivision.org

Division Superintendent

Dennis Ivison
9962 Lenore Dr.
Garden Grove, CA 92841
714 530-8924

Superintendent@CajonDivision.org

Assist. Superintendent-NV

Edwin Hall, MMR
702 564-6176

AssistSuper-NV@CajonDivision.org

Assist. Superintendent-CA

Carl Heimberger
1256 Old Hickory Rd
Corona, CA 92882
951-256-1319

AssistSuper-CA@CajonDivision.org

Paymaster/Chief Clerk

Joel Morse
11891 Tunstall St
Garden Grove, CA 92845
714 614-5401

Paymaster@CajonDivision.org

Membership Chair

Jeff Herrmann
1888 N. Warbler Pl
Orange, CA 92867
714 651-3903

Membership@CajonDivision.org

Contest Chair

Mike Allee
23627 Cahuilla Road
Apple Valley, CA. 92307
626-633-9913

Contest@CajonDivision.org

Achievement Program

Gary Butts, MMR
5991 Kenwick Cir.
Huntington Beach, CA
714 842-4980

AP@CajonDivision.org

Order Board Editor

Morrie Fleishman
26771 Via San Jose
Mission Viejo, CA. 92691
949-351-7715

Editor@CajonDivision.org

Webmaster

Per Harve
2182 Sycamore Ave.
Tustin, CA 92780
714 832-2469

Webmaster@CajonDivision.org

Social Media

Dain Leese
Social@CajonDivision.org

Donations Chair

Annette Palmer
714-686-6502

Donations@CajonDivision.org



The Backshop

By: Gary Butts, MMR,
AP Chairman
(Past Director)



As most of you probably know by now, I have been kicked upstairs, but don't think you are rid of me yet. In addition to my Regional duties, I have agreed to take on the assignment of Cajon Division Achievement Program Chairman, a position I have been interested in for several years. One of the biggest reasons for my continuing interest in model railroading is my love of building models and there is no better platform to garner appreciation and to gather modeling knowledge than through all things associated with the NMRA Achievement Program. Enhancing this enjoyment is the ability to meet, discuss techniques and admire other modeler's modeling efforts and being heavily involved with the administration of the AP puts me right in the middle of it.

One of my goals as the Cajon AP chairman is to help as many members advance through the various Achievement Awards as possible with the reward of seeing many of you achieve the deserved title of Master Model Railroader. I know many of our members already have achieved the necessary modeling skills and have dedicated volunteer time to the hobby such that they are already de-facto MMR's but for one reason or another have not gone through the documentation process to be recognized as such. In an effort to ease this situation, I held an AP paperwork workshop at the San Diego Convention in September, and was pleasantly surprised by the number of Achievement Awards that came from that session. Several members did not realize that they already had qualified for the awards until we went over their qualifications. A few members are only shy one or two awards from qualifying for their MMR's and I expect we will see them fully qualified within this coming year. This is great fun stuff!

My plan is to continue holding AP Paperwork (and advice?) workshops at all of our Cajon and Regional meets and events, so if you are interested in adding a dimension to your model railroading experience while having your work appreciated and recognized, come and see me to discuss your AP goals and directions at any time. All of the aspects of the Achievement Program are fun and do-able by any dedicated modeler that would like to earn the awards.

One particular consistent problem area in regards to several of the Achievement Awards has to do with verification. The Volunteer, Official and Dispatcher awards all require that the applicants service or activity be verified by another NMRA member knowledgeable of the applicants claims. This can be a problem if the activity was not recent and not in another members recollection. Hey, I can't remember what I had for breakfast and it isn't getting any better! Anyway, be sure you have someone sign your Record and Validation forms as you go along gathering Volunteer, Official and Dispatcher points. Don't be worried about getting them all on the same R of V form, you can turn in as many of these as needed. I don't care if there is only one signature on each one. For Volunteer and Author awards, be sure you receive some form of recognition for NMRA meet and event participation (Clinics, Contest Judging, food committee, etc.) and keep these as a form of verification. Usually this will come as some form of a certificate of appreciation with the date and the event. If you have the certificate, I will sign your verification even if I didn't see you in action!

gb



The Buzzard's Roost

By: Dennis Ivison, Superintendent

Where Did the Year Go?

It's already Thanksgiving weekend and almost time to decorate for Christmas. Wow, it seems like just yesterday that the tree came down! Just like many of you, I used to set-up my Lionel train set under the tree, but I have not done so for many years; I don't know why, maybe I just got lazy. But, from time to time I open the Lionel box and the memories come flooding back. In my younger days my dad would get down the train board he had built and kept in the rafters of the garage. Usually, it was two weeks before the tree went up so that I could run my trains. Within an hour I had the track laid; next the paper houses, Plasticville station, bottlebrush trees, and Lido Plastic Toy cars were all set in the same place as they were in years past. For many of us who grew up with that special holiday tradition, the love of model railroading has never truly left, I still have that Lionel set as well as many add-on's accumulated over my early Christmas's. Over the years, most of us have had children, and maybe even grandchildren; and technology has changed our hobby tremendously, but our first train set is still an indelible memory.

As this year winds down, I can't help but reflect on the wonderful year that we've had in the Cajon Division; the Spring Meet at the Orange Empire Railway Museum for the first of many successive years; a first-of-its-kind divisional event we called the Cajon Invitational Modular Modelers Meet (CIM3) that coordinated modular railroad clubs from all over Orange County with the Boy Scouts of America; and an Amtrak trip with our fellow divisions to the San Diego Model Railroad Museum. We held two very successful events in Henderson, Nevada and another in Buena Park. Our division moved into the modern era by putting together a Facebook and Groups.io page, updated our eighteen-year-old By-Laws, and started the process of publishing a Manual of Operations to be completed by early next year. We've expanded our Board of Directors to a whopping eleven members, an extraordinary number of volunteers to be envied by many of our fellow NMRA divisions. Every one of these is a first-class achievement, and I'm proud of them all but perhaps that which stokes me the most is the increasing number of our members who are working towards achieving Master Model Railroader, members who earned a Golden Spike Awards and others who have

Continued "Buzzards" pg 5



MEMBERSHIP ON TRACK

By: Jeff Herrmann,
Membership Chairman
(New Director)

Over time, my interest in model railroading has taken me to also develop an interest in all things related to the early days of mining and logging in the western US. Imagine my surprise when on a recent family vacation to Mammoth Lakes I came upon a neat museum just north of Bishop, CA called the Laws Railroad Museum and Historic Village. If you have an interest in the early days of railroading in the Sierra, mining in the Owens Valley, or what small towns were like in the 1890-1910 period, this museum is a must see!

Authentic and historic buildings have been relocated to the 11-acre museum site from their original locations in Bishop and other parts of the Owens Valley. Each of the buildings are filled with authentic displays of tools and memorabilia used by dentists, physicians, newspaper publishers, gold miners, haberdashers and more. There is also a neat display of 20 Mule Team Borax wagons on the site.

The focal point of the museum is the Laws Depot complete with water tank, oil tank, turn table and agents house all in their original location. In fact, one of the docents told us on our visit, that the turn table at the Orange Empire RR Museum is modeled after the original on display at Laws. They have a nicely restored (and it runs!) Brill Car from the Death Valley RR (it never ran in Death Valley!). There is also a nice display of Locomotive #9, a ten-wheeled Baldwin 4-6-0 built in 1909 that ran to the Laws Depot until 1960. The depot was built by the Carson & Colorado Railroad Company. The C & C was a narrow-gauge line that was planned to run from Mound House, Nevada to the Colorado River. It never reached the Colorado and trackage stopped at Keeler, CA. The C & C is often referred to as "the railroad that was built 300 miles too long or 300 years too soon."

As word got out that the railroad would run east of the Owens River, people started to arrive at what is now known as Laws. A new railroad town was built. It took 3 years for the rails to be laid from Mound House to Laws, with the first train arriving in 1883. Many of the ranches around Laws used the railroad to ship their crops.

Continued "members" pg 5

The Social Media Report *By: Daine Leese, Social Media*

The objective for our facebook and groups.io sites is for Cajon members to be able to interact with fellow members electronically. Discussions on local activities, providing information on modeling techniques, how to do repairs and suggestions on materials to use are just a few ideas of what can be discussed. We started posting information in August.

The online group sites allow for real time info to be posted, for people to reach out to others in our area for ops sessions, help or other reasons. We will be adding ocal events as we receive information.

Facebook page: <https://www.facebook.com/CajonPsr/>

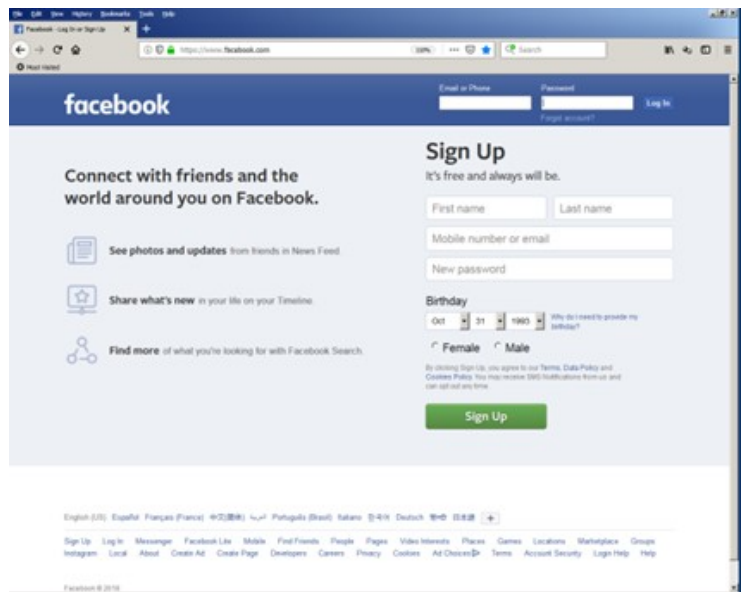
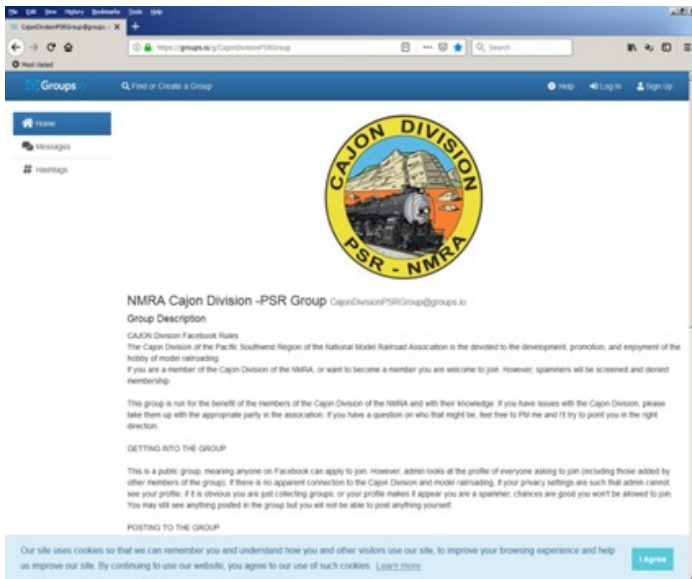
Facebook group: <https://groups.io/g/CajonDivisionPSRGroup>

Facebook page, <https://www.facebook.com/CajonPsr/>

Groups.io, <https://groups.io/g/CajonDivisionPSRGroup>

Facebook group, <https://www.facebook.com/CajonPsr/>

Dain Leese, Social Media Chair





The Editors Column

By: *Morrie Fleishman,*
Editor, Cajon Division

Hi Everybody.

Assembling this Order Board has been a challenge to get all of the reports on the various events into the few pages that we have. Clearly there has been much going on and more to come in 2019. I was very impressed with the buildings that came out of the "Make and Take" Clinic at Buena Park. Just a few hours learning new ways of doing things can lead to a lot of fun. See the article on page 14.

While this issue contains a articles by members of the Board, I want to invite others to submit pictures, and articles of what they are doing. We have a lot of skills and interests out there and it is fun to trade information. If you have questions or have learned how to do something that you want to share, please contact me and I will help you develop a presentation for the Order Board.

My contact information for the next quarter is;
mefleishman@cox.net.

Thanks and remember, the objective is to;
HAVE FUN!!!!

Morrie Fleishman Order Board Editor

From "members" pg 3

The decline and demise of the railroad were a result of local mines closing, trucking becoming cheaper than rail freight and the City of Los Angeles buying up most of the valley for water rights. By 1960, other than the depot, most of the buildings in town had been torn down for salvage.

The Laws Railroad Museum and Historic Village 4 miles north of Bishop, CA on US 6. Their website is <https://www.lawsmuseum.org>. I highly recommend you check it out on your next trip to the Eastern Sierra...in fact it is worth a special trip by itself!

From "Buzzards" pg 3

received Achievement Program certificates in Author, Volunteer, Scenery, Structures, Civil Engineer, Electrical Engineer, and Master Builder Cars. In addition, we have members that are working on completing the requirements for AP's in Motive Power, Dispatcher, and Association Official. Given that our organization is the National Model Railroad Association, the Achievement Program warrants our division's focus. Leadership should help in any possible way to assist members in improving their modeling skills. The Board has discussed this at meetings, and is looking into ways to better lend this assistance. The kit builds that we held at Buena Park and Henderson where we came together as a group and collectively built Laser kits were overwhelmingly popular, and we hope to be able to bring this type of program to as many events as possible in the future.

That first Lionel train around the tree still holds a special place in my heart, but my train sets have graduated to layouts, and my train boards are no longer populated with paper houses, snap together kits, and Lido Plastic Toy cars. Over the years my modeling has improved tremendously as I've learned new skills and techniques. I have benefited from the help and guidance from many mentors, clinics that I have attended, and the patience of a great array of model railroader friends. If you've never been to one of our events, please come and join us, go to a clinic, maybe build a kit with us, and most of all, meet some really good people!

May your Holiday Season be memorable for you and all of your loved ones. I hope that you receive every model railroad item on your wish list, and hopefully I will see you at one of our events next year. And who knows? Maybe I'll set up that Lionel train set this year.

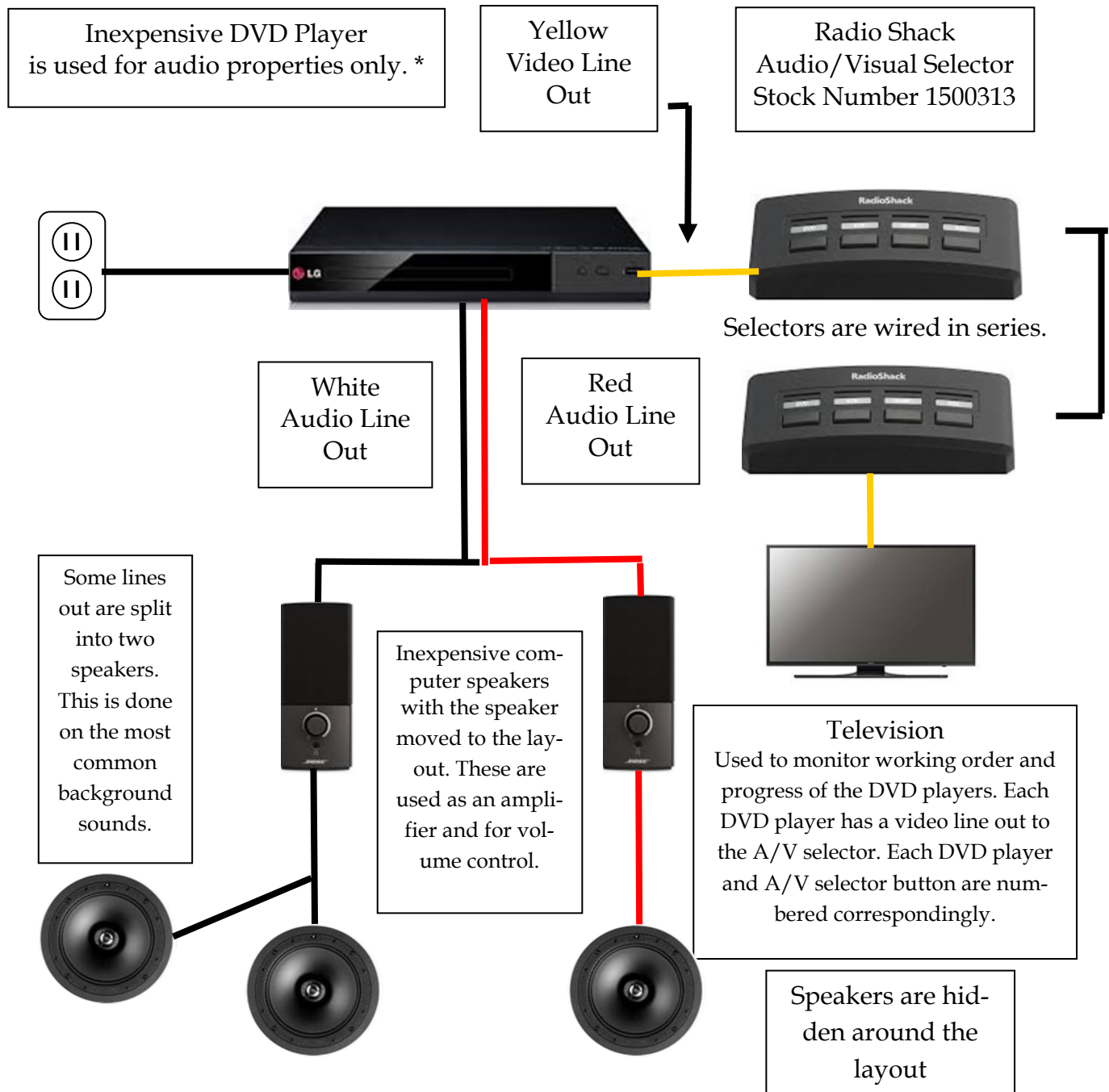
Until our next issue, "Bail it in, and hold the brownies to a minimum,"

Dennis

Building a Sound System for Your Model Railroad

By Dennis Ivison

**The speakers are hidden in the layout.
This drawing is an example of how each module is built.
Each module powers two speakers with the same sound but in different locations.**



* DVD recordings can be from sources such as Fantasonics Engineering (fantasonics.com) and freeware downloaded from the internet

Sound System Bank

By
Dennis Ivison



SPST Toggles from local electrical retail supplier. These are used for on/off/ (on) for ITT modules giving localized sounds on the layout.

DVD players from Best Buy, used as CD players. Audio feeds go out to the speakers hidden in the layout. Video feeds go to a small television with a selector panel in order to view CD performance.

Computer speaker sets from local electrical retail supplier. The speakers are removed and relocated to hidden places on the layout. The output from the DVD players go to these for amplification, and to utilize the volume control. The DVD/Computer Speaker system is for generalized "background" sounds.

The speakers are hidden in the layout. The sounds powering these are two distinct types.

Innovative Train Technology Products (ITT) sound modules supply localized sounds.

Modules can be controlled by Arduinos (also from ITT) to give seemingly random on/off sounds.

Or, Modules can be controlled by on/off toggles in the fascia panels.

CD's for "background" sounds. The CD recordings I use come from *Fantasonics Engineering* and freeware downloaded from the internet, but there are other sources available. The "Night Time" sounds for my layout are a CD I purchased while in Yellowstone titled, what else, *The Sounds of Yellowstone After Dark*. It has a narrated and non-narrated sound track.

The soundtracks I have include:

Old West Town- *Fantasonics*

Ocean/Port- *Fantasonics*

Sawmill- *Fantasonics*

Forest- *Fantasonics*

Babbling Brook- Freeware downloaded from the internet.

Stable- Freeware downloaded from the internet.

Waterwheel- Freeware downloaded from the internet.

Cajon Division Fall Events/Meets

By Gary Butts, MMR

This year was somewhat unique in that two of our four scheduled membership meetings fell within a week of each other. We normally alternate our meetings between Southern California and Henderson Nevada to spread the burden of long travel between our two most separated Cajon Division areas. We also try to space the timing of these event such that they fall, more or less on a quarterly basis during the year. This year, because of other model railroad events that were taking place in our area, the two meets both fell in November. This was not really a trial for most since typically only a few of our members make the trip across the mountains to make it to both meetings.

Although normal for our Henderson meet, this year the Buena Park meet featured single clinic sessions as opposed to multiple clinics taking place at the same time. This allowed everyone the chance to attend all of the clinics not worrying about missing one while attending another. Also, both of these meets featured a new, extended, hands-on, kit building clinic. Included in the cost of attending, all members were invited to put a small laser kit freight house together with instructions and help with the assembly if needed. Tools and adhesives were loaned and supplied by the Division as needed and the kits were available in both HO and N scale.

In Buena Park, the morning kicked off with a swap meet to accompany the coffee and donuts included in the normal fare. We had a wonderful T-Trak layout to watch, set up by the Orange County Nginers. These small modular layouts are really great and anyone should be able to find room to build one and maybe get involved with one of the T-Trak clubs. The Swap meet was good and most everyone that brought stuff to sell went away lighter in the car and a little heavier in the wallet. The Contest room was open during the morning, manned by our new Cajon Contest Chairman, Mike Allee. Although there were not a lot of models, the ones that were there were really nice. Several earned Merit Awards.

After a Pizza lunch, we got down to the business of building the laser kits. What fun! Everyone had a great time and almost everyone was able to finish the construction phase of the kit build during the 1-1/2 hour session. Stay tuned because there is talk of a special contest that may be held at our April OERM meet in Perris just for these Freight House Models. Be sure to bring your finished model to the meet to enter into the contest. If the contest is held, there will be modeler categories (beginner, advanced, expert, etc.) to give everyone a chance to win a ribbon and a prize! (See Page 14)



Laser Kit building Fun!

The meeting in Henderson also went well with a swap meet in the morning (also with coffee and donuts!) and try as I might not to, I had to buy a structure and a couple of old time automobile kits. The make and take Laser kit build clinic was given with the same Freight house as in Buena Park in HO or N scale (member preference) and was followed by an included home cooked barbeque hot dog, chips and soda lunch with our Assistant Superintendent-Nevada, Ed Hall, doing the cooking honors.

Both of these meets were great. Even though the trip across the mountains can be a bit long, the fun and camaraderie are all well worth the drive. I hope to see you at our next event in Perris on April 26-27!

Gary



Per Harwe, Association Official,
Model Railroad Author,
Association Volunteer



Dennis Ivison,
Master Builder- Cars,
Association Volunteer



James Keena,
Association Volunteer



Dain Leese,
Association Volunteer



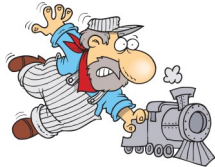
Fred Lewis
Master Builder- Scenery



Mona Raymer (Los Angeles Division)
Association Volunteer



Pat Raymer (Los Angeles Division)-
Association Official



An Adventure in Model Railroad Operations

By Joel Morse

The 2018 NMRA Convention in Kansas City was my first opportunity to attend an annual convention and I'm glad I did. It's packed with such a wide variety of things to do, that every participants' experience is bound to be different. Since I host regular operating sessions on my N scale New York, Ontario, and Western Railway, and I'm a member of the OPSIG (Operations Special Interest Group), my week revolved around operations-oriented layouts, both operating on (as much as possible) and visiting these layouts. I was not disappointed. While I wasn't operating, I attended a few clinics, successfully bid on a few items at the silent auction, spent a few hours at the National Train Show, ate some Kansas City Barbecue, and met some great folks from around the country, and the world. (All the layouts I visited, and more, can be viewed on the [Prairierail2018](http://Prairierail2018.com) website)

I arrived in Kansas City on Saturday afternoon with three friends, and since the convention didn't kick off until Sunday, we immediately set off to a locally recommended train watching site, the Santa Fe Junction Interlocking Tower. This location only a few miles from the hotel and is an amazing spot, with a prototype track arrangement straight out of the old "spaghetti bowl" school of layout design. There were trains everywhere, and we stood alongside one leg of this four legged interchange, with one double track steel viaduct passed over the interchange tracks and then across the river, while trains traversed a double tracked concrete viaduct which carried trains along the edge of a nearby hillside. We also got a chance to see the Kansas City Southern Locomotive Facility and the BNSF Argentine Yard.

Sunday morning, we had a great breakfast at Harvey's restaurant (Harvey Girls) at the fully restored Union Station, just a short walk from the convention hotel lobby.



KCS Switcher at the KCS Locomotive Facil-

Union Station is a beautiful structure, and was one of the busiest in the country during World War 2. Today the station services Amtrak trains, along with housing an excellent exhibit about the station history and construction, a very well done multi-scale public model railroad exhibit, and a bridge over the in-service tracks for train-watching.

After visiting the station, it was off to Leavenworth, Kansas for our first of many operating sessions. Rodney Eddington just recently put the golden spike in his three level, N-scale mushroom style Western Pacific railroad, in his 1,500 square foot basement. This railroad models the Feather River Route from Portola to Oroville, featuring first generation diesel power and 100 car trains. Rodney wasn't ready to offer the layout for formal operations during the convention, but we were privileged to be invited to operate informally, and provide Rodney with our impressions and recommendations for his consideration. We ran a few mainline through trains, but didn't do any local switching, as the local towns still need track-work to be completed. Following the operation session, we were treated to some wonderful Kansas hospitality by Rodney and his wife Christine, who served up a delicious Kansas style BBQ ribs dinner. Good eating, folks!

Monday was an extremely busy day, with an early start for a 9 am operating session on Jon Percy's beautiful, N-scale Buffalo and Pittsburgh Railroad. This large basement layout (there's a theme building here) was featured in the March, 2018 Railroad Model Craftsman (a short excerpt from the article is available on-line). Jon models the B&P, a short line between Buffalo, NY and New Castle, PA, (Pittsburgh area), essentially from end to end (compressed, of course). Jon uses hundreds of pictures of the B&P, and his commitment to the prototype shows on the layout, and in the operations. Jon was a great host, with a terrific approach to model railroading and operations. I worked the Buffalo Yard job as footboard yardmaster. A number of aspects of Jon's flawlessly operating layout were unique: First, the layout is not DCC; it's DC, but frankly, because of the operating concept and how well it operated, it didn't matter. In fact, we would not have realized it was DC, if he hadn't told us. His operating concept allows the layout to be divided into blocks organized so each local or yard job can do all the work they need to do, without requiring constant changes in block authority. The key operations idea I got from visiting Jon's layout was his use of an "industry switchlist" for some of his larger customers. Here's the idea: a local or turn will leave the yard with a standard type switchlist, showing the pick-ups and set outs for the various custom-

ers needing service. On B&S, when you get to a particular customer, there's another, more detailed, switchlist focused on this customer's requests for the crew. This request might include in-plant car moves from one track to another, or moving cars on the same track from one spot to another to facilitate the next loading or unloading operation. This adds lots of interest to the overall switching job, without adding to the complexity of the operating scheme. This is an idea that I may incorporate into my own operating scheme, so that each local train on the NYOW is more interesting. Our Monday night session was at Mike Porter's superb (and somewhat overwhelming), HO-scale Chicago, Great Western (CGW) layout, modeling northwest Iowa in the mid to late 1960's. The layout includes portions of the Chicago & Northwestern, the Fort Dodge, Des Moines & Southern, the Minneapolis & St. Louis and the Rock Island. With a 450 foot-long mainline, 30 car freights, a division yard at Clarion, 12 granger town sites, downtown Fort Dodge, and industrial trackage in numerous towns and great scenery, this 3,100 square-foot basement layout requires a crew consisting of one dispatcher and 13 operators. Operations utilize train movements via verbal authority using a telephone system, and this approach seemed to work well, even for a large layout like this. I was able to mark up for my first choice; the Fort Dodge Southern Downtown Fort Dodge job, an engrossing turn, originating and terminating at the Fort Dodge Southern East Yard. The work includes pick-ups and set-outs for 15 customers located on the 46' long downtown Fort Dodge industrial peninsula. (Did I mention this is a large layout?) Downtown Fort Dodge has one short siding to allow a two car runaround move, so blocking the train correctly in FDS East Yard and working the pick-ups and set-outs in proper order was critical. Once I finished the FDS job, I got a chance to see the rest of the layout by marking up as the road crew for a run on the CGW, from Clarion Yard to Omaha (Staging). All in all, a fantastic layout, and a great operating experience.

After another great breakfast at Union Station, Tuesday night started out at world famous Joe's Kansas



Fort Dodge Downtown Job on CGW



On the mainline of the CGW



Granger Town on the CGW

City BBQ in Olathe, on our way to Joe Kasper's N-scale, Burlington Northern, Marias Subdivision. Located in a finished 2,800 square-foot basement, this layout depicts 18 scale miles of fully signaled Centralized Traffic Control (CTC) mainline using CMRI by Bruce Chubbs, and approximately 400 hand-laid turnouts. The layout ran exceptionally well.

There are a number of terrific jobs for guest operators and I was lucky enough to get the M-K-T (KATY) Glen Park footboard yardmaster job. This job requires working the 10-track KATY yard along-side the BN Ft. Scott subdivision mainline. M-K-T traffic is purely southbound at this location, with inbound cars received from Parsons, Kansas, along with transfers from the BN, ATSF, SP, NS, UP and KCS. I was fully absorbed with this job for the entire session. Frankly, I was so focused on the work of this job, that the fact that there were 15-20 other operators and 18 scale miles of track, and almost no scenery, was meaningless. I was only concerned with the traffic heading my way, and getting new trains made up and out of the yard, and the 3-hour session flew by.

Wednesday morning found us back at Jon Percy's layout where we again operated his B&P layout and answered questions for visitors, during the Design SIG self-guided



Quarry scene on the M-K-T (Overholtzer)



Glen Park Yard on the Burlington Northern, Marais Division (Kasper)



Glen Park Yard Approach

tour. We then headed out to see some of the other layouts on the tour, including Jim Eudaly's O-Scale C&O, Mike McLain's HO M-K-T (KATY), and Don Ball's HO Stockton & Copperopolis RR. Of these basement sized layouts, the standout was the Stockton & Copperopolis, an 1890's era operations oriented railroad, with great scratchbuilt bridges, cars, and structures.

We went straight from John Breau's GN to operate on Bob Willer's HO-scale Spokane, Portland & Seattle RR. The SP&S models the North Bank of the Columbia River Gorge, set in 1967, with a very serious and heavy focus on the mechanics of Time Table and Train Order operations. There is no scenery on the layout, with no plans to install any, a 1,500-square foot "plywood central". I have a lot of interest in learning more about TT&TO operations, and was looking forward to gaining some experience on this layout. Unfortunately, I volunteered for the Lyle Station Agent-Operator position but was only provided an opportunity to copy two train orders for passing trains during the entire 2 1/2 hour session. I did prepare one switchlist for a nearby town to stay busy and I did bring home some interesting TT&TO operations paperwork from the session, so it was not a total disappointment.

Thursday was my only full convention day, so I visited the Contest Room, picked up my Silent Auction items (Yay!) and attended a few Clinics, including one by a working local BNSF yardmaster, which provided a window into the daily working life of a modern era yardmaster. I had one more operating session Thursday night, on Dr. Michael Borkon's HO scale UP, Wyoming 3rd Division. Another basement size layout, the nearly 500 feet of double tracked mainline is controlled via ABS semaphore signals using a prototype Schedule and Dispatcher Sheets from October, 1956. I was fortunate to pull the Rock Springs/Rawlins Turn job, a mixed freight turn doing switching at the towns of Rawlins, Wamsutta, Bitter Creek and Rock Springs, and then back to Rawlins. This



Union Pacific, Third Division



Union Pacific, Third Division



Union Pacific, Third Division

local job was totally absorbing and the 3 hour session flew by.

Friday was my last day in KC because I had a family obligation in South Florida, so I headed over to the National Train Show for a couple of hours and then to the airport.

The National Convention was a great experience overall, and a highlight of my decades of model railroading. The national gave me a once in a lifetime opportunity to see and operate on huge, world class private layouts in the Kansas City area, meet great people and expand my knowledge about many aspects of model railroading. As for me, the National Convention was worth both the time and money expended to attend, and I'm planning on attending next year's convention in Salt Lake City! Hope to see you there!

NEW CAJON DIVISION DIRECTOR: Jeff Herrmann



Jeff Herrmann was recently elected to serve as Director of the Cajon Division. In that capacity he will act as the representative of the Cajon Division in all matters before the Board of Directors of the Pacific Southwest Region of NMRA. He will work closely with the Division Superintendent (Dennis Ivison) in promoting the programs and purposes of Cajon Division. We sat down with him to find out more about him and his interest in our hobby:

Jeff:

I think that Model Railroading is the greatest hobby in the world! Like most men of my generation, I got interested in model railroading at an early age. One year for Christmas in the early 1960's I received an HO scale Fleishmann train set (my grandparents were German immigrants). I remember it well; it was a Pennsylvania 0-6-0 switch engine with 4 or 5 box cars. I still have the loco! Through the years as my interests and skill levels have grown, I have come to realize that this hobby has something for almost everyone: history buffs, model builders, electrical tinkers, folks who enjoy woodworking and the comradery of people who enjoy recreating miniatures of all kinds.

I have been an active member of NMRA for nearly 20 years. I have a strong appreciation for the positive influence NMRA has brought to our hobby; especially in the areas of standards and product conformity. But most importantly I have come to value the friendships I have made along the way. Friendships that would not have occurred without NMRA participation.

Job transfers, because of my work as a professional leader in the Boy Scouts of America, have given me the opportunity to participate in NMRA in a number of different parts of the country. I have attended about a dozen NMRA and Narrow Gauge Conventions and volunteered at several of them. The last eight years I have been active in the Cajon Division of PSR and have been serving on the Cajon Board of Directors as Membership Chair for the past 3 years. I have come to know and appreciate the quality of leaders we have serving on the Cajon Division Board of Directors and have worked closely with our new Regional President Gary Butts. I have become familiar with most aspects of the operation of the division and particularly enjoy helping to increase program and event quality and participation. I am honored to have been elected Division Director and will bring my passion for model railroading and my professional experience of leading large not-for-profit organizations to the position.

Buildings from Buena Park Clinic

The Buena Park Meet included a "Make and Take" Lazer Kit. The Clinic lasted a couple of hours and everyone was able to complete their house. The pictures on the left show three of the buildings that were assembled at that clinic.

One trick that was learned was to use a rubber band to hold the building while the glue dried.

These three participants continued to finish and work these kits into scenes after the clinic was completed.

It was great to see the inspiration that was provided and hopefully will lead to additional projects using the techniques taught in this clinic.

Morrie Fleishman
editor

New Cajon Members

We welcome the following new members to the Cajon Division;

Kanaloa Gomes
Donnell Wells
Mark Newton
David Kanoy
Brad Baier
Kalen Matson
Bud Backus



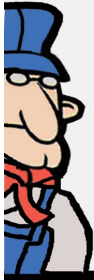
Jeff Hermann's clinic building



Joel Morse's clinic building



Annette Palmer's clinic building



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**The Cajon Division, Inc.
c/o Morrie Fleishman
26771 Via San Jose
Mission Viejo, CA 92691**

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