



THE ORDER BOARD

Volume 47, Number 2

July, 2019

WHAT'S INSIDE

- Cajon Division Fall Meet, 1
- PSR Convention 1
- CIM3 Report 1
- From The Director, 2
- Cajon Backshop 3
- Social Media Report, 4
- The Editors Column, 4
- Membership on Track 5
- Nevade News 5
- CIM3 Awards 5
- CIM3 Model Contest. 6
- CIM3 Report cont 7
- NG Trench Railway 8 –9
- Inexpensive Pine Trees 10-11
- Ideas for Building Modules 12-13
- Large Scale RR in OC 14
- Arnie's Trains -15

TIME TABLE

Sept. 25—29,2019
PSR Convention
Mesa, Arizona

August 11-12, 2019
Great Train Show
Pomona, California

October 26, 2019
Cajon Fall Meet
Buena Park, CA



CAJON DIVISION

Fall Meet

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

October 19
8:00 AM to 5:00 PM

Our Fall Meet will include clinics, model judging, Hobo auction, Bingo, lunch, and a special Halloween design contest.



PSR 2019 Convention

Arizona Junction
September 25—29
Mesa, Arizona

Convention website: <https://www.azdiv-nmra.org/psr2019convention/>



CIM3 REPORT

On Father's Day weekend, June 15-16, the Cajon Division held our Second Annual CIM3 event at the Irvine Ranch Outdoor Education Center in Orange, CA. CIM3 is an acronym for "Cajon Invitational Module Modelers Meet." This meet is becoming our largest and one of the most popular meets on our division calendar and a great way to kick off a summer of great model railroading events!

Thirty-eight NMRA members and a few guests gathered with five local modular clubs to run trains on their layouts in a single location and to share in a full weekend of exciting NMRA activities and fellowship. Each modular club was able to set up its layout in the expansive Harrison Hall on Friday afternoon and run trains until noon on Sunday.

Continued on page 7

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

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



From **The Director**

*By: Jeff Herrmann
Division Director*

“Things ain’t what they used to be...” we have all heard the expression, and if you are of a certain age, probably used it a time or two!

In many cases, I am glad things aren’t the same as they were because they are infinitely better now! Sure, when I was born in the late 1950’s bread cost 19 cents a loaf, gas was 24 cents a gallon, and a first-class postage stamp was 4 cents! But the average yearly household income in America was \$4,650. If you were a model railroader back then almost everything was scratch built...because you didn’t have a choice! Most model railroad products back then were really toys, not well made, not prototypical and relatively unreliable.

Things seem like they cost more now than they did back then, but when you factor in inflation, quality control, variety, and technical sophistication, that’s not the case for most of the stuff in our hobby.

Our Cajon Division Board of Directors is working hard to make sure that as a member of NMRA in our area, you are getting real value for your membership fee and the money you spend goes further. We are keeping the costs down at all our meets and events - most just break even - many cost more to put on than we make in admission fares. Free venues for NMRA meets just aren’t available anymore. Just ask your friends in a modular layout club; most of their traditional venues have gone away. But we cut costs in other areas; food at our events is usually optional and almost never catered (that adds to the cost of food), we have “extra fare” items, so those who don’t want to participate in a special event don’t have to pay for it. We also are able to partially underwrite the cost of events by conducting an optional Hobo Auction of items that have been donated to our Division. Occasionally we charge extra to members who want a table at a Swap Meet but don’t want to participate in the rest of the event. We also really lean on volunteers to do all the necessary “behind the scenes” work that makes events run smoothly. At the same time, we are stepping up the quality of our awards and recognition items for contests and AP recognition, because we think it brings value to NMRA membership and it might draw more members to our meets. Also, for the first time in our history, our Division will be getting a modest \$2 per member annual stipend from the Pacific Southwest Region to help with program costs.

Sure, before you factor in inflation and quality, things cost more than they used to in the NMRA, but compared to other hobbies and recreational activities, I think it’s one of the best bargains around!

The **Cajon Backshop**



By: *Gary Butts*
Achievement Program

I just finished putting together the various name plaques for all of the awards that were earned at the Cajon Module Modelers Meet held this past June 15th and I am happy to report that it was a big job! I'm sorry if you weren't able to attend because everyone involved had a great time and the models in the contest room were outstanding. There were 34 entries in the room with most model categories represented including a complete module entered by Michael Wolf. Nine of the models entered for evaluation earned Merit Awards and six of those entered by Cajon Division members that also placed 1st through 3rd were awarded Cajon Division wall plaques. In addition to our normal contest we also had a special contest for Freight House models that resulted from our last Cajon meet kit-build clinic and essentially all of them earned ribbons!

In addition to the contest entries we also held a Golden Spike evaluation for individual club member modules and ended up awarding five Golden Spikes at the event. The Golden Spike Award trophy that Cajon has been presenting for years has now moved up to our PSR Region level and we were able to present "Spikes" to two LA Division members along with three of our Cajon Division Members. Golden Spike recipients: Foster Rash & Charles Fisher from the LA Division and Kenneth Hecker, David Okamura and Mark Carnighan from Cajon.

In addition to Annette Palmer receiving her Association Volunteer Achievement Award at the meet, congratulations go out to two of our Cajon Division members whose applications for Achievement Awards have been approved at our Region level and have been forwarded to NMRA HQ for final approval and recording. John King has fulfilled the requirements for his Association Volunteer Achievement Award and Gordon Remala's modules qualified him for his Master Builder- Scenery Achievement Award.

This is all fun stuff. If you are not currently involved with the NMRA Achievement Program, take another look at this facet of our hobby that can bring a lot of added enjoyment to your modeling. -gb

CIM3 Contest Winners

Freight House Kit Build Contest:



Novice Builder: 1st & 2nd Place, Annette Palmer



Advanced Builder:
1st Place, Paul Stoner

Modules: 1st Place & Popular Vote, Michael Wolf, "American Tribal Settlement"

2nd Place Advanced Kit Builder (three-way tie),



Jeff Herrmann,



Sandy Butts



James Keena

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

Hi Everyone;

This is the fourth newsletter since the Cajon Division started 3 online sites last summer. We are about up to 50 members on the Facebook Group site. We post the Cajon newsletter on the Facebook group site, along with the Groups.io site. We have both Facebook and groups io sites so you can have access to information should you wish to not be on facebook. Whatever is posted to our Facebook page, also gets auto posted to our groups.io site.

We just put a wrap on CIM3/Summer Cajon meet on father's day weekend. We had a kit build clinic, building a two story outhouse and a railroad information clinic. As with normal meets, there was a fee, but it included the meals on Saturday and Lunch on Sunday. We did help the Boy Scouts receive their railroad badge, Saturday the first day of the meet. The CIM3 meet should go back to our normal format next year with no dual meet. Pictures from the event are posted online.

Bob Chaparro who runs the southern California model railroad groups io group and who is the person who puts together the model railroad tours, puts out posts for events in Southern California for each week. We try and post them on our Cajon sites so you can be up to date on information about events in our area.

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

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

Dain Leese, Social Media Chair

If you have questions about using Social Media, email me at Social@CajonDivision.org.



The
Editors Column

*By: Morrie Fleishman,
 Editor, Cajon Division*

Hi Everybody.

It looks like the wet weather is over and the summer is upon us. While that means more time outside, it also offers the opportunity to work on projects on the patio to enjoy both Model Railroading and the great summer weather. That is for those who don't have garden railroading work to do. Please send in a few photos or a brief description of what you are working on so I can include it in the Order Board. It is fun to tell others what we are doing and you get points toward the AP award for Author as well.

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 Director's notes

On another note, I was pleased to participate in our Division's annual Las Vegas Spring Meet on Saturday, May 18th. Timm Martin hosted and catered the event at his home (which doubles as an event center). He has a nice HO scale layout and owns and runs a professional BBQ catering business with his wife Crystal. I presented a clinic on improving the looks of plastic doors and windows, PSR Director Gary Butts presented a clinic on Frog Juicers and making turnouts and reversing loops work error-free, and Paul Mickelson presented a clinic on how he makes trees (thousands of them!) on his Vegas Valley RR. After the event wrapped up, many of us went to Paul's home to see his layout and extensive HO Brass collection display; both are very impressive!

MEMBERSHIP ON TRACK



By: *Per Harwe*
Membership Chairman

Our membership level has been almost constant this quarter. We are now 335 members.

The new members this quarter are:

April:

James Bremer
Dave Carhart
Henry Seynaeve

May:

Christopher Kelley
Darlene Kelley
Russell Loomis
Timm Martin

June:

Alex Rose
Mike Southerland

Gullermo Mendoza

Please join me in welcoming these members to our Division. -ph

Nevada News by Ed Hall

Hello from Nevada,

Things are heating up here in Nevada, it's hot but not too hot. The low 100's may seem hot but look at it this way it could be 115! The Vegas Valley HOB group is taking their usual mid-summer break, resuming in September.

We are in discussion for holding a combined meet in Boulder City during the month of September with the Nevada State Railroad Museum. The date is looking like the third week in September the 21st. Once the date is firmed up we'll let you know on the Cajon website. We will be in the maintenance shop so that in itself will be very interesting but you have to keep in mind this is a working repair shop so be careful where you go and do not touch anything.

The Southern Nevada Model Railroad Engineers will be set-up there, and yes we will run trains. This will be the first time SNMRE will set-up modules for the public so please be kind (G) there may be some scenery....hopefully.

See you at the next stop, Ed Hall MMR

CIM 3 Awards Presentation



Foster Rash , Mona Raymer, Gary Butts



Jeff Hermann , Mark Carnighan– Golden Spike
Gary Butts



Jeff Hermann , Ken Heckler– Golden Spike
Gary Butts



Jeff Hermann , David Okamura– Golden Spike
Gary Butts

From "Cajon Backshop" pg 3

CIM3 Judged Model Contest Results:

Freight Cars: 1st Place, Sandy Butts, 40' Flat Car 019 w/ Lumber load (Merit Award)



2nd Place & Popular Vote, Foster Rash, Narrow Gauge Pickle Car (Merit Award)



3rd Place, Annette Palmer, 40' Penn 1776 Junk Gondola

Steam Locomotives

1st Place & Popular Vote, Foster Rash, Saddle Tank Locomotive (Merit Award)



Structures, Off Line

1st Place, Foster Rash, Ronstadt's Hardware (Merit A



2nd Place, Richard Hock, Store Front (Merit Award)

3rd Place & Popular Vote, Annette Palmer, P&W Produce & More

Structures, On Line



1st Place & Popular Vote tie, Gary Butts, Gallows Turn Table (Merit Award)

Structures, On Line (Continued)

2nd Place, Foster Rash, Wood Truss Bridge (Merit Award)

(Not shown)



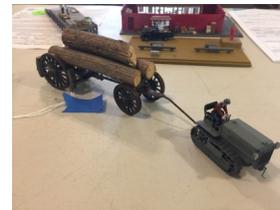
3rd Place tie & Popular Vote tie, Morrie Fleishman, Sunkist Packing House (Merit Award)



3rd Place, Gary Butts, Team Track Loading Dock (Merit Award)



Passenger Car: 1st Place—
California South Coast Excursion Car #93
By David Okamura



Vehicles: 1st Place Popular Vote :
Logging Tractor & Wagon by David Okamura

In addition James Keena entered several photos which were enjoyed by all. (editor's note)

Additionally, we also had great participation in our traditional Cajon Division meet activities during the weekend. Steve Philips presented a great clinic on the Colorado Narrow Gauge Circle. PSR President and Master Model Railroader, Gary Butts, led a great "kit build" session that was included in the fee for the meet. The kit was a "two-story out-house" that is actually based on a Colorado prototype (no kidding!) and was available to build in 3 different scales. Cajon Division Superintendent Dennis Ivison (our division's latest MMR) did his usual superb job in leading a hobo auction. La Division Member James Keena did an outstanding job (with an assist from Cajon Division member Carl Heimberger) in coordinating our contest room. A record 20 models were submitted for Achievement Program evaluations and contest judging. A special contest was held for the Cajon Kit Build Freight House from our fall division meet at Buena Park. See pages 3,5 & 6 for results and AP recipients that received their awards at the closing ceremony. Saturday night the Orange County Module Railroaders hosted an Operating Session that was great fun, and Sunday morning there were bargains to be found at our "members only" Swap Meet. Jeff Herrmann, Cajon Division Director, was the chief cook (and dishwasher) for the weekend. Morning coffee with donuts and lunch were served both days. For Saturday's dinner, our division supplied grilled chicken and burgers, and the modular clubs brought along more than enough sides and dessert to share! As a special treat, The Irvine Park Railroad supplied tickets for our members to ride the rails in Irvine Regional Park.

For most of the NMRA members in attendance, the highlight of CIM3 was hosting 60 Scouts BSA youth on Saturday and helping them earn Railroading Merit Badge! The Scouts preregistered for the event and completed several of the merit badge's prerequisite requirements in advance of our meet. The Irvine Park Railroad and each of the modular clubs took the remaining merit badge requirements and presented excellent teaching and hands-on experiences for the Scouts. Irvine Park Railroad, under the direction of NMRA and OCMR Member Charlie Backes, gave a tour of the facility and taught

signals, railroad signals and horns, EOTD (end of train device) and FRED (flashing rear end device) usage and gave the Scouts and their parents a ride on the railroad. OCMR taught a session on types of modern freight trains, identifying rolling stock, how locomotives develop power, and how trucks and dynamic breaking work. OC-Engineers taught the Scouts about the history of Amtrak and how to read train schedules. N Trak Express Members taught Operation Life-saver and safety around train tracks. The Cal South Coast On30 club taught model railroad scales and helped each Scout build an HO scale box car (donated by Bowser) and run it on Cajon Division's new "Box Car Race Track." Green River Junction club ran the Time Saver contest for the Scouts and taught them about the departments of a Class One railroad and railroading career opportunities. Feedback from the Scouts and their parents was very positive; everyone had a great time, learned a lot, and was really impressed with the modular layouts and the friendly and knowledgeable instructors!

Put the next CIM3 on your calendar; June 13-14, 2020. You won't want to miss it!

If you would like more information about any of the modular clubs that had their layouts at our event, here is how to contact them:



On30 Scale
Dain Leese

dleese@pacbell.net



N Scale
Bob Hesselgrave



HO Scale
Don Berezin
dabear1944@cox.net



N Scale
Paul Stoner
paul.stoner@cox.net



HO Scale
Fred Lewis
flewis9858@yahoo.com

CIM3 Awards Presentation (Cont)



Annette Palmer, Carl Heimberger, Dennis Ivison, Gary Butts



Carl Heimberger, Sandy Butts, James Keena, Dennis Ivison



Gary Butts, Morrie Fleishman, James Keena



Carl Heimberger, James Keena, Gary Butts, Dennis Ivison

A Visit to a Narrow Gauge Trench Railway -Le P'tit train de la Haute Somme

by Joel Morse

On June 9, 2019 my wife Dee and I had the opportunity to visit this operating 2-foot (60 cm) narrow gauge strategic railway in Froissy, Department of the Somme, France, as part of our tour of WWI and WWII battlefields and memorials in France, Belgium and Luxembourg. Fortunately, our itinerary allowed us to visit this trench railway museum during their annual Steam Day Open House, so we not only had the opportunity to visit the museum, but we got to ride this unusual railway, behind 100 year old narrow gauge steam locomotives, meet some European narrow gauge modelers and see their work. The railway was constructed in 1916, specifically to prepare for the planned July 1, 1916 start of the Battle of the Somme, bringing ammunition, artillery shells, men and other supplies to the front lines. This Decauville type strategic railway was considered "portable", because it was very lightweight, could be (and was) built on mud, and was able to be laid at the rate of 10 km/day. Lightweight it may have been, but it supplied 1,500 tons per day of supplies to the French and British soldiers along the front line. Similar railway networks were installed in the fortresses of Verdun, Epinal and Belfort, as well as used in industry. From 1919 to 1924, following the end of WWI, the railway was used for the reconstruction efforts of rebuilding the villages of the Department of the Somme, destroyed during the war. From 1926 to 1974, the railway served the local sugar refinery at Dompierre, located at the end of the line. In 1971, a portion of the line was purchased by the AP-PEVA volunteers, with the remainder of the 4 mile long line purchased and dedicated as a tourist railway in 1974. Today, Le P'tit train de la Haute Somme consists of a large, modern museum building containing a well maintained collection of narrow gauge steam and diesel locomotives, both industrial and military, along with a variety of 2-foot gauge

rolling stock, including mining equipment, hospital cars, and passenger equipment. In addition, the museum grounds contain a turntable, nine bay locomotive shed and workshop. The four mile long open coach ride behind Vulcan-Werkes steam locomotive #8 takes you through the woods and along the tow path of the Canal de la Somme, through a 236 meter-long tunnel, over a 20'-long girder bridge and then uses a zig-zag track arrangement to work up the side of a steep hill, onto the Plateau du Santerre. A short stop on the Plateau for photos, then back down the zig-zag, and a meet on the lines one passing siding, where a locomotive change is made, and more photos taken, before heading back the station and museum. We were also pleased to meet and chat with a number of HOn3 modelers and view their very small layouts, containing very well done modeling, with trench railway and WWI themes. Luckily, I had my iPad with me, so they got to see a bit of my n-scale New York, Ontario and Western layout; they were amazed (and a bit envious) at the amount of space we get in the USA to fulfill our modeling dreams. Operated by AP-PEVA Association volunteers and supported by donations and entry fees, the Le P'tit Train de la Haute Somme is worth a trip, if you find yourself around Amiens, about an hour north of Paris.



Decauville #5 0-6-0T 1916



Vulcan-Werke #8 0-8-0T 1925



Military Train Model



Main Museum Collection



HOn3 Scene

TOOLS & TIPS: INEXPENSIVE PINE TREES

By Jeff Herrmann



Not long after graduating from the "Plywood Central RR", most model railroaders decide that after adding a few buildings and developing some scenery is the next major step. This will of course, include adding trees. In most cases, lots of trees! No matter how big or small your layout is, it always seems like you never have enough trees. Buying commercially pre-made trees is one solution, but it can also get expensive in a hurry. Here is a tip I use to make good looking (my opinion) generic conifers fairly quickly and inexpensively.

So, let's start with a basic definition: Conifers are evergreen, they keep their needles all year, they are cone-bearing, and have needles or scale-like leaves. Generically we think of pines, spruces, firs and cedars. I model the Mountain West in HO scale so this is my favorite for foreground and background trees!

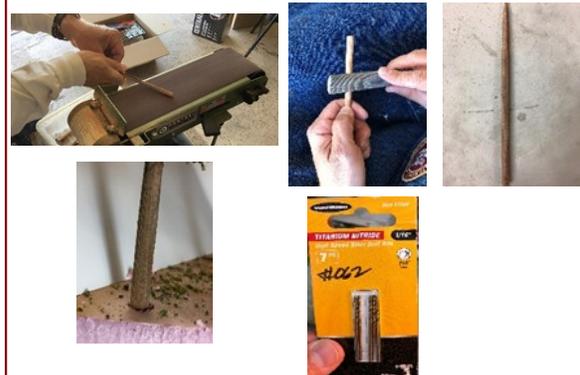
MAKING THE TRUNK:

I use cedar roofing shingles. Many home supply stores carry them, but they might need to be special ordered. I have found that one shingle can produce 30-50 trees 5"-6" tall or 40'-50' in HO scale. Nearly twice that many in N Scale and 25 or so in O scale. For HO scale, I trim the shingle into $\frac{1}{4}$ " X $\frac{1}{4}$ " sticks about 6 inches long (5 $\frac{1}{2}$ inches equal 40' in HO scale). Using a table saw or band saw makes this go quickly.



Next, I make each of the trunks fairly round and tapered at the top. When making lots of trees at once, using a belt sander makes quick work of this step. Of course, don't forget safety goggles and push rods when using power tools! Once I have it looking mostly the shape of a tree trunk, I will add texture with a file or rasp. Be sure to go in only one direction (usually bottom to top BUT NEVER side to side). Once I have it looking good I will give it a good coat of BROWN India Ink and alcohol wash. Sometimes it might take two coats. Always start light. It is much easier to add darkness than take it away! You can also use BLACK India Ink, but I personally like the redder tint when I use brown. Try other wash combinations or PanPastels to get the trunk to look realistic.

To make planting the tree easier, I use a #62 drill ($\frac{1}{16}$ "") to make a hole in the bottom and insert and glue a $\frac{3}{4}$ " piece of floral wire or coat hanger.



PREPARING THE BRANCHES:

I use "[Coco Liners](#)." They are available from JoAn's, Hobby Lobby, and Michael's and are used in floral arrangements. First cut the Coco Liner into 3" squares for HO scale. The liner tends to be a little thick so most of the squares can have the thickness separated in half. You should end up with pieces that are roughly 3" square and about $\frac{1}{4}$ " thick. Sometimes there will be some wood-like particles in the square that you'll need to remove. Next step is to spray paint both sides. I like Rust-Oleum 2X Paint and Primer in Satin (Moss

Green and Hunt Club Green are my favorites). Be sure to spray in a spray booth or very well ventilated area (like outside!). You can also do this with furnace filters



PUTTING THE BRANCHES ON THE TRUNK:

Using Aleen's Original Tacky Glue or Titebond Wood Glue, make the first ring around the trunk. Make sure to start from the bottom but high enough up on the trunk to look realistic. Next impale one of the painted squares on the spindle. Follow this procedure for 4 or 5 rings. Be sure to make enough space between rings for a realistic look, but not so far apart that it looks like stacks of pancakes! When you get to the top of the tree, take an extra painted square and separate it to make a wispy and conical top. Then use heavy duty scissors to trim each layer to give the tree the right looking shape. Remember that in nature you can see light through most trees so don't make the branches too dense.

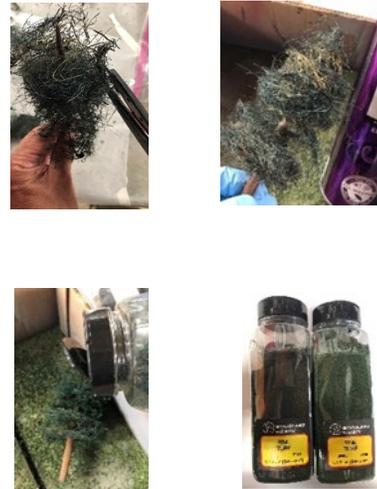
ADDING GROUND FOAM:

Once you have the shape you like, put a heavy dose of cheap (unscented!) hairspray over the entire tree and sprinkle fine ground foam over the tree- be sure to do the underside too! This can be over done so do it lightly- you can always add more later. Brown spots are good, and make



the tree look more realistic! For the finishing

touch, use spray paint in a lighter color to shade and contrast.



Rslaserkits



Quality laser kits
in all scales
Custom cutting
WWW.Rslaserkits.com
5145 Gaffin RD. SE
Salem, Or
PH 1-503-371-4290
E-mail- Sales@rslaserkits.com
Richard Shepard Owner

Modules as modules or as a layout, ideas for building

By Dain Leese

Overview, if part of a group or building a layout, your benchwork is a key to how your trains run. I like the idea of using sections or modules to form a layout. If part of a group, at the end of the event, you need to pack up and take things home. You also have to have built something that can be hauled around and hold up. It also needs to be light weight enough so you can move it.

If building a layout, you might not care how heavily it is or thinking of moving it. But someday you may move and not want to lose your work or you may have a garage layout and find you have a water leak and need to move it.

Lets start with the introduction to module terms:

1. Interface plate – The part of the module that faces other modules, sometimes an Interface plate can be in the front or back of the module when branching off. The lower 4 inches is the portion of the interface responsible for the physical union between modules. This portion is the interface plate. Above the interface plate is scenic support materials (e.g. foam board, risers, plaster cloth, etc). The other key physical parameter is table height which is 48" above the floor. Module width – In most cases the Interface plate side of the module.

The basic width of a module's interfaces is 24 inches with a height of 6 inches. Each module needs to start and end with a width of 24 inches when hooking up to others. Your choice of 24" or more width between the two Interface plates or when only hooking up your modules.

3. Interface plate material –plywood $\frac{3}{4}$ inch plywood or $\frac{3}{4}$ inch hardwood. Plate height is 6 inches, no more than 6 inches. Should have easy access to bolt up to next module.

4. Module length - (Public facing view, left to right) – minimum is 24 inches. Can be no less than multiple of one foot (2', 3', 4', etc.).

5. Module height – (not counting legs) can more or less be any height that can fit into your car to achieve your scenery needs like valleys with bridges. The top of the module (top of track) must be 48" off the floor with the standard feet adjustments.

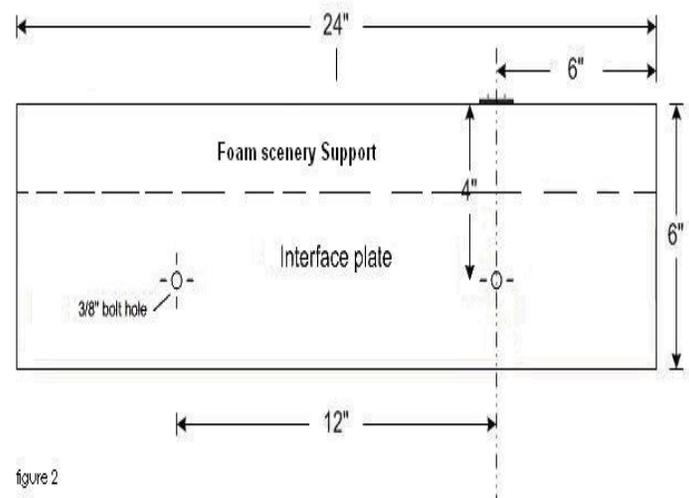
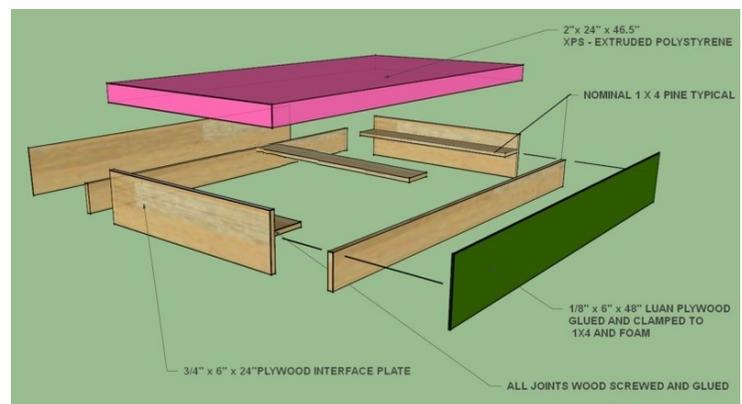


figure 2

Interface plate mounting (Figure 2) – Plate will be secured to a module's frame with both glue and screws.

It is highly suggested that you use 24" x 6" x $\frac{3}{4}$ inch plywood for the Interface plate, foam fits inside the ends. The finished interface will end up being 24" $\frac{1}{4}$ " wide when finished with 2 - $\frac{1}{8}$ " luan sides.

With the fascia material, the module should end up at 2', 3', 4', 5' and or 6 feet long on the nose when done. It must extend from the bottom of the interface to the top and be the full width of the plate. The fascia material must minimally be glued in place with a high strength adhesive.



Normal module setup, $\frac{3}{4}$ " Ply sides x 4", 24" x 6" end plates and $\frac{1}{8}$ inch thick ply sides to cover the foam. The normal 2 x 4 module will end up 4 feet long x 24 $\frac{1}{4}$.

Mounting holes – Interface plate must have $\frac{3}{8}$ inch holes placed as shown in figure 2. These holes are used with 2 to 3 inch by $\frac{1}{4}$ inch bolts to physically connect modules. There are 2 washers and 1 wing nut used on each bolt

Normal module setup, 3/4" Ply sides x 4", 24" x 6" end plates and 1/8 inch thick ply sides to cover the foam. The normal 2 x 4 module will end up 4 feet long x 24 1/4.

Mounting holes – Interface plate must have 3/8 inch holes placed as shown in figure 2. These holes are used with 2 to 3 inch by 1/4 inch bolts to physically connect modules. There are 2 washers and 1 wing nut used on each bolt

Module top for the track– is 48 inches above the floor to top of the track, Height must be adjustable at least +/- .5".

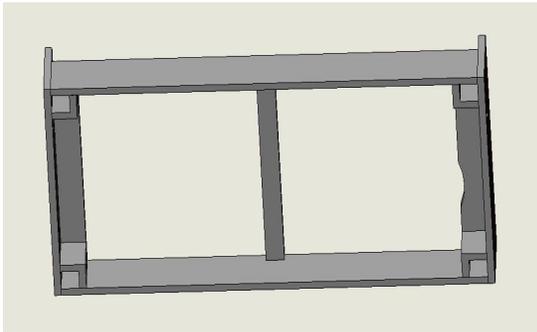


Figure 1

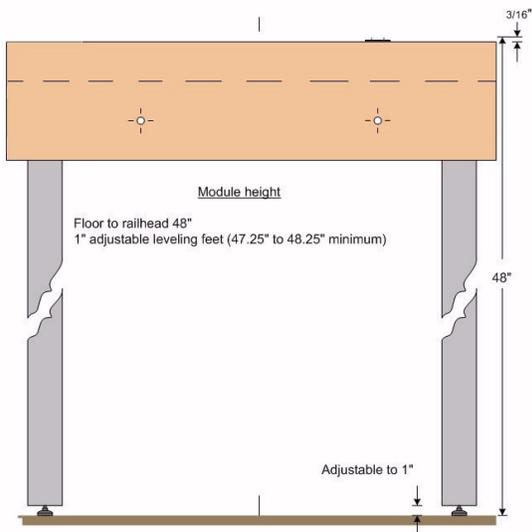


Figure 2

Legs may be mounted to the interface plate or sides provided that the mounting hardware does not protrude the surface (with fascia material installed).

Module Construction standards & recommended practices:

Tunnels and other scenery that may require access needs to have easy access for cleaning or removal of cars or engines. This can be done from top lift off access or from under the module.

Suggest best practice methods and the following is a good baseline module. A basic rectangular module consists of two solid 6" high interface plates and two 4" high sides. Interfaces and sides are glued and screwed together. Three inside 3/4 x 3 1/2 supports are added to the middle and each end. They should be installed front to back, so the full surface is level with the top of 4-inch sides, but inside the frame. The end result should be a box which resists twisting and torque while minimizing weight.

For wood, use higher grade wood glue which produces a very good bond between wood parts. Also, screw wood parts together with wood or drywall screws. The last basic step is to glue pink or blue foam inside the frame using Liquid Nails for Projects. At some point cover sides with 1/8 ply when the terrain is set. The world is not flat, neither are modules when the terrain is done.

Prior to securing the track, the foam board terrain is painted with a flat wash of latex paint. A light brown/tan shade is used though any earth tone brown shade will do (tobacco brown is a good choice). The paint serves a couple of purposes. First, it seals the foam which protects it from solvents used in glues and some track cleaning solutions. Second, it provides an earthy color under the scenic materials should they get rubbed off. Lastly, it gives some tooth for the glue medium used to adhere to dirt, ground foam, and other scenic materials. The tracks on modules are attached using Liquid Nails for Projects. This glue does not have solvents which can attack the foam. See Figure 3 above for module shapes that others have used.

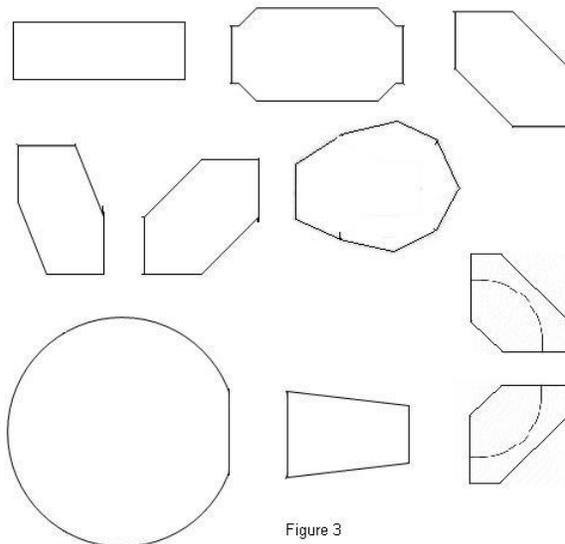


Figure 3

Large Scale Railroading in Orange County

by Morrie Fleishman

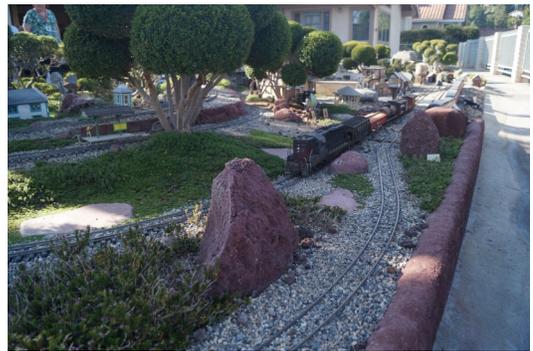
There are a few of us in Cajon who model more than one gauge. I model HO and G. While being outside takes a lot of work to keep the weeds down and protect from the elements, when I drop a kadee coupler spring I can usually find it! The following pictures are of some of the Orange County Garden or G gauge layouts that I have visited.



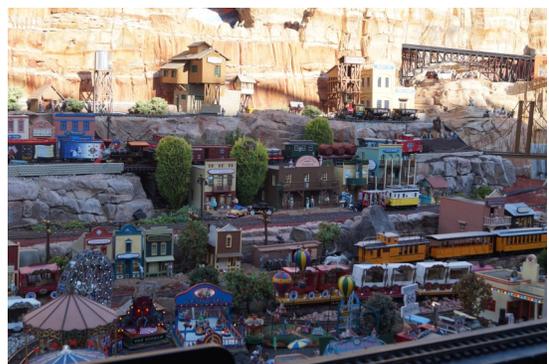
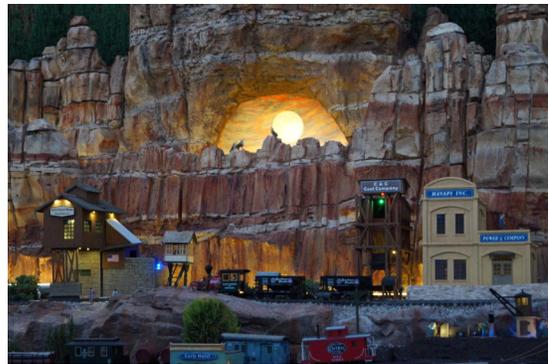
Roger & Faith Clarkson



Morrie & Roberta Fleishman



Todd & Linda Brody



Vic & Sue Theis



Arnie's Model Trains

www.ArniesModelTrains.com

6452 Industry Way
Westminster, CA 92683
(714) 893-1015

Store Hours:
Monday - Saturday
10AM - 6PM
Sunday - Noon to 5PM



Orange County and Los Angeles County's Largest Model Train Store

Specializing in HO, N-Scale, Scenery, and DCC



Some of the brands we proudly carry. Be sure to drop by and see our full collection!

Directions:

Coming From South OC/San Diego:

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

Coming From North OC/LA:

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





Box Car Track at CIM3

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

Return Service Requested