

# THE ORDER BOARD

VOLUME 47 NO. 3

OCTOBER, 2019



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## Time Table

October 19, 2019

### Cajon Fall Meet

Buena Park, Ca

November 26, 2019

### Cajon-Nevada Fall Meet

Boulder City, Nevada



## CAJON DIVISION

### Fall Meet

Messiah Lutheran Church

6625 Dale St., Buena Park, Ca. 90621

October 19



### CAJON DIVISION-PSR

### NATIONAL MODEL RAILROAD ASSOCIATION

### MEET

SATURDAY, NOVEMBER 16<sup>TH</sup>

PROGRAM 9:00 AM - 3:00 PM

SWAP MEET SET UP AT 8:00 AM

NEVADA STATE RAILROAD MUSEUM

601 YUCCA ST. BOULDER CITY, NV 89005

\$10 FAIR + \$10 FOR THE TRAIN RIDE

Come join us for a Cajon Division Meet in historic Boulder City, Nevada; the city that built the Hoover Dam. Ride the rails and experience history dating back to the 1930's when the Boulder Branch Line was constructed by the Union Pacific Railroad to service the Boulder Dam project.

We will have a full program including SWAP Meet, Clinic: *Tuning Cars for Trouble Free Operation by Mike Allee*, Tour of the Museum (Including the Model Layout in a 1914 UP Chair Car) and a ride on the train! SWAP meet table free for NMRA members with Paid Admission. Lunch on your own (several choices within walking distance)

**For More info contact:  
Ed Hall 702-546-6176**



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## From The Director

**Jeff Hermann**  
Division Director

What a great summer it has been for Model Railroading! Along with many of you, I attended some great meets starting with our own Division's CIM3 at the Irvine Ranch Outdoor Education Center in June, the National Narrow Gauge Convention Labor Day week in Sacramento, and I just returned from the Pacific Southwest Region Convention in Mesa, AZ. My work schedule didn't allow me to make the NMRA Convention in Salt Lake City in July but heard great reports on it too!

I am really looking forward to our Division meets this fall in Buena Park, CA on October 19<sup>th</sup> and Boulder City, Nevada on November 16<sup>th</sup>.

The biggest take away from all these events is that Model Railroading is indeed alive and well! The number of entries and quality of models in the contest rooms is getting bigger and better! More vendors are coming to our events (always a good sign!). Lots of new (never presented before) clinics are appearing. And, even though I am getting older, it seems that there is a resurgence of younger people showing up.

I would be remiss if I didn't thank and recognize our good friend Dennis Ivison who has served with distinction as the Cajon Division Superintendent for the past three years. Dennis has been a true leader to our division and model railroading and has worked really hard to upgrade our meets and events, something we all have benefited from. At the PSR Convention in Mesa, AZ in September, Dennis was recognized at the PSR Member of the Year! Dennis and his family are making plans to move up the California coast in the very near future. He has already packed up his magnificent On30 home layout that has been featured several times in Narrow Gauge Gazette and other publications, and put his home up for sale. We will miss Dennis for his hard work and dedication to our Division, not to mention his great sense of humor! Best wishes to Dennis and his wife Christine and they move on down the line!

Here are just a few things that came up at our Pacific Southwest Region Board of Directors meeting that might be of interest to you:

NMRA is raising the membership fee by \$3 effective January 1, 2020. If you renew your membership prior to the end of December 2019 you can save the \$3 fee this time.

PSR will now be presenting box car kits to new folks that sign up and pay for a Regular NMRA Membership or a Rail Pass Membership at train shows or Division meets. The 2020 PSR Convention "The Van Nuys Special" will be held September 9-13, 2020 at the Airtel Plaza Hotel in Van Nuys. The LA Division is looking to Cajon Division to help on several volunteer committees to help plan and run the convention as well as will need additional manpower to help during the convention. If you have an interest in helping out let me know or contact Convention Chair Pat Raymer [<raymergp@yahoo.com>](mailto:raymergp@yahoo.com)

## The Buzzard's Roost

### A Tribute to our Past Superintendent, Dennis Ivison



Dennis Ivison has served with distinction as the Cajon Division Superintendent for the past three years. He has been a true leader to our division and model railroading and has worked really hard to upgrade our meets and events, something we all have benefited from. He is an On3 Scale modeler now, and many of his models and parts of his layout have appeared in the model railroad magazines over the years. He has recently he earned the Master Model Railroader recognition. While Dennis is best known for his involvement in On30 scale. His layout was originally in N Scale, and his modeling actually started with military planes and vehicles. Dennis has been involved and given leadership to several modular railroad clubs around Southern California and has regularly opened his home layout to open houses and operating sessions. Best wishes to Dennis and his wife Christine and they move on down the line!

### Social Media Report

By Dain Leese

Hello Social network;

The Cajon Division started 3 online sites last summer, so it has been a year. As we grow, we are looking for people to share what is important to them. We are now over 50 members on the Facebook Group site and would like others to join or join our Groups.io 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 and have a choice if Facebook is not something you wish to do. Whatever is posted to our Facebook page, we try and get posted at the same time on the groups.io site. We did have an auto post from facebook

**Continued on page 8**

## The Editor's Column

by Morrie Fleishman  
Editor: Cajon Division



Well, there have been a lot of events in the past couple of months. In addition to the National Conventions, there was the PSR Convention in Mesa Arizona and the upcoming Fall Cajon Event in Buena Park this next weekend.

Several of our members, including myself, attended some of these events and their description and pictures will be included in this issue. An important part of this publication is to showcase various events, places to visit, etc. that our members attend so that others could get a glimpse of what happens and can learn from the experiences of others.

Please write an article and submit pictures for our newsletter. If you need help in writing an article, email or phone me and I will help you. It is important to see what others are doing and writing articles for the Order Board count toward your AP Author Certificate.

Remember have fun and let us know what you are doing.

Morrie Fleishman editor

mefleishman@cox.net

949-351-7715

## Membership on Track

by Per Harve  
Membership Chairman



Our Division continues to keep a rather steady number of members, we are 333 as of the end of September.

Our new members this quarter are:

Charles D'Agati

Phillip Belville

Robert Collins

H.W. Derry

Steve Kazarian

Callum Maffey

David Pye

Terry Romine

Mark Smith

Mike Trenary

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



**Dennis Ivison**  
PSR 2019  
Member of the Year

Congratulations to Dennis Ivison who was recognized at the PSR Convention as The Pacific Southwest Region Member of the Year for 2019! Dennis has served with distinction as the Cajon Division Superintendent for the past three years.



**Joel Morse**  
Cajon Division  
2019 Member of the  
Year

Congratulations to Joel Morse who was recognized at the PSR Convention in Mesa, AZ as The Cajon Division Member of the Year for 2019! Joel is an avid N-Scale Modeler who regularly hosts open houses and operating sessions on his home "New York, Ontario & Western RR" 1950's era layout. Joel has been active in our division for more than 10 years and has served as Paymaster for the past 3 years.

## NOMINATIONS FOR CAJON DIVISION SUPERINTENDENT OPEN

Nominations are open for the position of Superintendent-Cajon Division. Nominations will be accepted until November 1, 2019. After the close of the nominations period, and electronic ballot will be sent to the current Cajon Division Membership. Candidates can nominate themselves.

The elected Superintendent will serve an unexpired term until September 2020 and may run again for a two-year term. The Superintendent has a term limit of two consecutive terms totaling four consecutive years. The Superintendent is the Chief Executive of the Cajon Division with responsibility and authority for the achievement of the purpose of the Cajon Division. The Superintendent shall preside at all Meetings of Members, act as the Chairman of the Board of Directors and shall preside at meetings of the BOD, have one vote on the BOD, and shall appoint such committees as may be required by the PSR and such other committees as may be required to further the purposes of the Cajon Division. The Superintendent shall be an ex-officio member of all Cajon Division committees, without vote, except for business which requires the approval of the Board of Directors as specified in the Cajon Division By-Laws.

Nominations can be sent to Jeff Herrmann, Cajon Division Director: [jeff.cajondivision@gmail.com](mailto:jeff.cajondivision@gmail.com)

## A simple scratchbuilding construction project, the Delhi Team Track Loading Platform

— By Joel Morse

On my N-scale New York, Ontario and Western Railway layout, one of the regular crews' favorite jobs is the "Delhi Turn". This 7-car train is headed by two first generation EMD NW-2's and travels up the Delhi Branch from the yard at Walton. The Turn services four customer spurs in Delhi, plus the Freight Depot spur and the Team Track spur, providing plenty of work for the Turn crew. **Photo 1**



**Photo 1**



**Photo 2**

I've been slowly adding scenery to Delhi over the past year, but up until now, a "stand-in" Team Track platform was being used. Early this summer, I decided that if I wanted to complete the Delhi scenery, I needed to scratch-build a proper loading platform for the Delhi Team Track.

The new Delhi Team Track loading platform was a simple structure to scratchbuild, and it went together pretty quickly once I got started. I'm very pleased with the result. This is a good "first scratch build" project, if you want to try your hand. Follow along as I walk you through the process of building this simple loading platform.

For me, each scratch building effort includes a number of specific steps, once I've decided on the structure to build and done any necessary research.

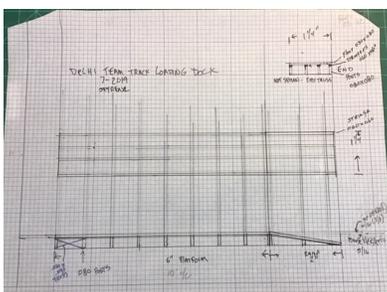
Step 1: Determine the size and shape of the structure, the Team Track Platform area has been cleared of scenic materials in **Photo 2**;

Step 2: Identify the material to be used for the structural components, and the appropriate scale dimensions for each component. In N Scale, Step 2 also includes determining how close you can come to the appropriate scale dimension with available materials. I decided to build the platform from styrene, although wood construction would have been a fine choice for this structure too.

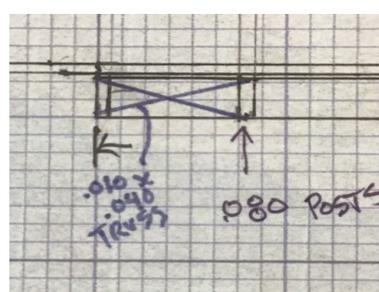
Step 3: Draw a plan, I typically draw them to scale (plan view, profile view, end view) **Photos 3, 4 and 5**. Drawing the plan to scale will allow you to use it as a template for laying out the assemblies, an additional bonus is that if you are considering submitting your scratch-built project for Merit Award consideration a scale plan will add points to your total. A to-scale plan is not required if you expect to use the plan simply as a road map; all you really need is enough information to identify all the pieces, understand the dimensions of all the pieces, how they fit together and check compound dimensions.

Finally, Step 4: Construction. Note that all dimensions in this article are scale dimensions, so this platform could be built in any scale. All the parts were cut to size using a North west Short Line Chopper.

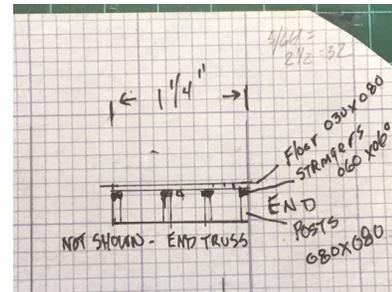
**Photo 3**



**Photo 4**



**Photo 5**



The space I had available for the Delhi loading platform shown in Photo 2 was a scale 17' wide and 108' long. The platform consists of the following individual components: 1) 8" x 8" Deck Posts; 2) 10" x 10" equally spaced Stringers; individual 4" x 12" Deck Planks (sheet styrene could be used instead); 4" x 4" Guard Rails and 2" x 8" Cross Braces. When drawing out the plan note that the loading platform really consists of two assemblies; the main platform and the platform Ramp. I built these as separate components and then glued them together during the final test fit, just prior to painting.

You might wonder how I determined the size of the platform itself and the dimensions of the individual construction components. For the width of the platform, I used the width of a Chooch resin platform I'd been using for the stand; the length was based on the measured space on the layout for the platform; the height was determined based on the NMRA Gauge and the Chooch platform height; for the dimensional lumber, I reviewed kit plans or prior scratch build plans, to see what was used for those projects. The idea of the Guard Rails came from close examination of the Chooch platform, which includes this feature.

If you are using your plan as a template, construction always begins with covering the plan with wax paper, to allow you to glue parts together over the template. (There is very likely a roll of wax paper in your kitchen drawer.)

Actual construction begins by cutting the 10" x 10" Stringers to length and gluing them together to form the grid base of the platform deck and the separate platform ramp. I only used four Stringers for this 17' wide platform, which are (supposed to be) just over 4' on center. The Stringer will support the Deck Planks, and will be supported by the Deck Posts. Since the Stringers are covered completely by the Deck Planks on top, and the spacing is covered by the end Stringers, getting this dimension perfect isn't critical. **(Photo 6)** Do note that the short end Stringers are butted to the ends of the long Stringers; and also note that the plan calls for two separate sets of end Stringers where the main platform and the ramp meet, as these are separate assemblies. Next, measure, cut and glue the Deck Planks across the Stringers. Just a drop of glue on each Stringer under the Plank, is all that's needed. Note that the Deck Planks and the end Stringers are purposely cut a bit longer than needed; these will be trimmed off flush with the edge of the outside Stringer once construction of this component is completed. The Chopper is a great time saver here because there are a lot of Deck Planks. **(Photo 7)** It is critical to keep the main Platform and the Ramp section separate at this stage, so you can create the Ramp slope. **(Photo 8)**

Photo 6

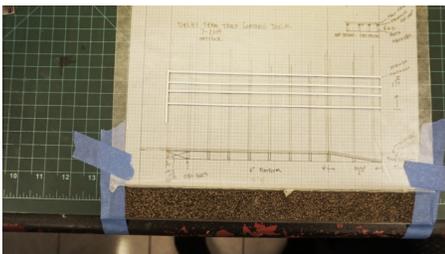


Photo 7

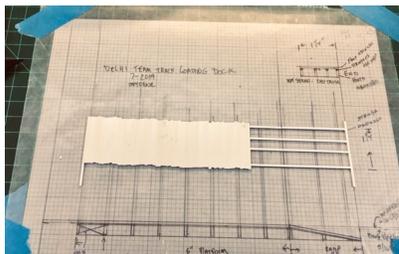
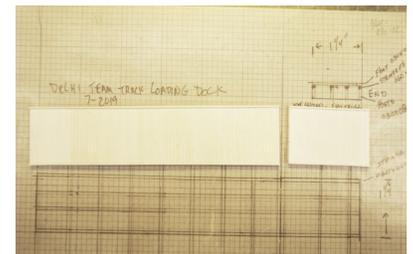


Photo 8



Once the Deck Planking is glued to the Stringers on both the main platform and the platform ramp, it's time to do a little pre-weathering of the Deck Planking, to give the styrene a wood grain, or to increase the grain, if you used wood for the build. To do this, I first used 100 grit sandpaper sanding with light pressure, with single strokes, parallel with the decking, to simulate the decking grain, followed by single strokes of the 200 grit to soften the grain. Before cutting the Posts, Cross Bracing and Guard Rails, sand these, by pulling the sandpaper along the length of the styrene or wood strips before cutting into individual pieces.

Now let's move on to measuring, cutting and gluing the 8 x 8 posts. A little grade school math is in order to determine the appropriate lengths of the Platform Posts and ensure the Platform is at the correct height when completed. The finished Platform height is a combination of the thickness of the Decking Planks (4") plus the thickness of the Stringers (10") plus the Post height. So, you will need to cut the Posts equal to the Platform finished height, minus 14 scale inches.

It's probably smart to cut the first four posts and install them at the corners of the Platform (before you cut the rest), and check that your math worked, and the Platform is at the correct height. Obviously, it is not structurally necessary to place Posts under the Stringers at all 44 potential locations (although I did), but you should add enough Posts so that it gives the impression they are all there. **(Photo 9)**

Note that the Platform Ramp will need some custom length Posts to accommodate the ramp slope from the finished Platform height to the ground. So, once the Posts are installed on the main Platform, determine the Platform Ramp slope, cut Posts to fit, and glue the Platform Ramp Posts. The top of the Posts where the Ramp will be attached to the Main Platform must be angled when they are glued to the Stringers, to accommodate the Ramp slope and ensure that the Posts remain perpendicular to the ground. Once you are happy with the Ramp slope, attach the Ramp Posts and glue the Ramp to the main Platform. There will be a space in the Planks where the main Platform and Ramp meet because of the slope (I didn't anticipate this). Planks will need to be custom trimmed and fit, to address the ramp change in elevation. In N-Scale, the custom trimmed Planks are not noticeable, but would take on more importance in a larger scale. This is also when the Guard Rails should be installed along the sides and end of the Platform. Note that I did not pay adequate attention to the ramp slope, and as a result, there is a gap between the ramp and the ground. I solved this by gluing a piece of .010 sheet styrene to the underside of the ramp and using this styrene to hold a layer of gravel road material, which nicely hid the gap. **(Photo 10)**

Once the fit of the Main Platform and Ramp are attached, it's time to add the Cross Bracing. **(Photo 11)** Again, the Chopper was handy, however, in N-Scale, the material used for the bracing is so thin and the lengths so short, that I needed to create a "fence" to improve the way the styrene sat in the Chopper. To install the Cross Braces, I turned the Platform on one side and braced it between two machinists' squares, and glued the Cross Braces to the side facing up with a dab of glue at each point of connection. Once the glue dried, I turned it over to complete the other side. I also installed Cross Bracing at the end of the Platform.

Photo 9

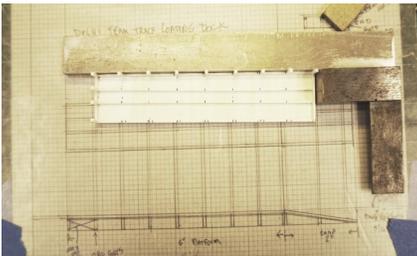


Photo 10



Photo 11



When the glue dries, construction is now complete, and it's time to paint, weather and install the Platform on the layout. To paint the Platform, I used Tamiya Fine Surface Primer in a Light Grey Color (I also frequently use Rustoleum Auto Primer – Light Grey). A light coat is all that is needed to create the base weathered wood color. **(Photo 12)** Once the paint is dry, I decided to try Bragdon Weathering Powders to create the weathered wood color I was trying to achieve. This was my first experience with this product; historically I weather structures with India Ink and acrylic paint washes. I thought the powders worked well, and I am pleased with the result. **(Photo 13)**

Photo 12

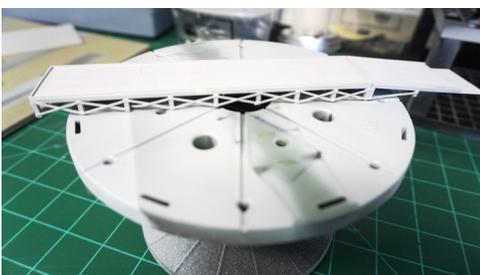


Photo 13



Photo 14



The Delhi Team Track Platform is now ready for installation on the layout. I put the Platform next to the track, double checked clearances with the NMRA Gauge and a couple of cars, and glued it to the plywood with a dab of white glue on a few of the posts. Next, I added the gravel approach by painting the ramp approach with full strength white glue, and sprinkling on Arizona Rock and Mineral #130-1 (Medium Grey Granite), which is what I used for the gravel roads in Delhi. Then I added 2 mm static grass and ground cover. (Photo 14)

The final touch was to add details to the Platform itself; two men lifting a crate into the bed of a truck, a farm tractor waiting for pickup by the purchaser, and random barrels, crates and a hand dolly. **(Photos 15, 16)**. But there are a few more things to do to finish off the scene; I plan on scratchbuilding an overhead lamp on a pole, adding a big tree in the grassy area between the Platform and the Dairy next door, and spreading additional detail materials, such as old pallets, barrels, trash, wood, etc. in the grass. I hope you will try this simple scratchbuilding project and let me know how it turns out.

Photo 15



Photo 16



Continued from page 3

to groups.io, but Facebook changed their code, so it is not working right now.

I can tell you that there is a lot of information on Facebook and groups.io sites to join for help or to show off what you are doing. I suggest giving out the least amount of information and hiding what you can on Facebook. The groups.io site only asks for a login based on email address and a password of your choice. Our sites are one of the best places to get real time updates on meets in Cajon, including the south part of Cajon Nevada. We also share information from other sites on what is going on in the Cajon and the PSR.

Based on when this newsletter comes out, hope to see or we got to see people at the fall meet.

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](mailto:Social@CajonDivision.org).

## A Tour of the McCormick-Stillman Railroad Park

By Morrie Fleishman

The opening of the 2019 PSR Convention opened with a barbeque at the McCormick-Stillman Railroad Park in Scottsdale, Arizona. The park contains a full-size locomotive and passenger cars, a 7 1/2" ride on railroad, and a building which houses several clubs ranging from "O" scale to "Z". The following are selected photos from the Welcome Barbeque.



### Historical Locomotive and Passenger Cars



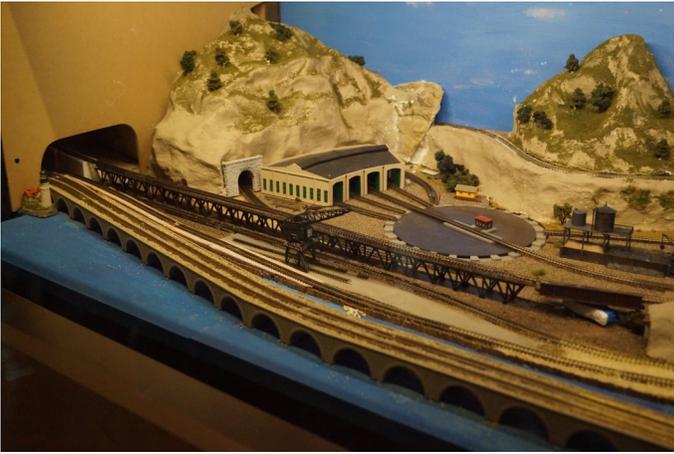
### Scottsdale Live Steamers—7 1/2" gauge



### Club Building Overview—"O" Scale in front



**“Z” Scale Railroad under construction. This club has 2 levels connected by a helix and and elevator .The bottom level, featured, is a model of SODOR complete with Thomas and Friends**



**“O” Scale Paradise & Pacific Railroad Club founded in 1975. Many scenes include Arizona Industries.**



**“N” Scale Sun N Sand Railroad founded in 1973. This layout includes several N Trak modules and has many industries representing Arizona industries. The thunderstorm , shown below, was spectacular.**



### “N” Scale Sun N Sand Railroad (continued)



“HO & HO<sub>n3</sub>” Scale Santa Fe– Phoenix Division operated by the Scottsdale Model Railroad Historical Society. The railroad is 95% complete and the Arizona Northern is the 3 foot narrow gauge.



Entrance to Park and parking are free. There is a fee to ride with the Live Steamers. Entrance to the Model Railroad building is free, although they have a donation box. In summary, if you are in Phoenix, you can spend several enjoyable hours with your family at the McCormick-Stillman Railroad

## 39<sup>th</sup> Narrow Gauge Convention

By Jeff Herrmann

This was a pretty amazing year for Model Railroaders on the west coast as most of the big conventions were held on our side of the country: In April the Sn3 Symposium was held in Seattle, in May the O Scale Convention was held in Santa Clara, the NMRA National Convention was held in Salt Lake City in July, the National Garden Railway Convention was held in Portland in August, and the 39<sup>th</sup> Narrow Gauge Convention was held September 4-7 in Sacramento.

I attended the Narrow Gauge convention along with several familiar faces from our Cajon Division. The convention was co-hosted by the Pacific Coast Region of NMRA along with the California State Railroad Museum, the Southern Pacific Narrow Gauge Historical Society and Raintown 1897 State Historical Park. Each year, and for most of the past four decades, model railroaders interested in all things narrow gauge get together for a special convention of their own. First things first: what's narrow gauge? Well, standard gauge railroads use track that is 4'8 1/2" between the rails. Most narrow gauge rail roads have rails between 1' 11 5/8" and 3'6" between the rails. Since narrow gauge railroads are typically built with smaller radius curves and lighter rail, they are usually cheaper to build, equip, and operate than their standard gauge cousins, especially in mountainous regions or difficult terrain. The lower cost of building narrow gauge usually meant they were built to serve industries and communities where traffic potential and the cost of building with standard gauge could not be justified. Except for tourist lines (think Durango and Silverton or East Broad Top) few still exist in this country today. But if you are interested in modeling mining or timber lines of the last 125 years you might just be like most of the 1,500 folks who attended this year's convention.

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 morning and night in the convention center. As I have reported from prior NG Conventions, the contest room, and displays in the main hotel were extraordinary examples of scale modeling! This year the vendors area was so large that they had to use two ballrooms to accommodate them all!

I attended as many interesting clinics as I could (so many to choose from!) but far and away my favorite was a 2 hour clinic on making scenery by Martin Welberg. Martin is a professional artist from Holland and makes layouts for museums all over Europe. If you look through the Scenic Express catalogue you will see many of his products for sale.

There were over 30 layouts to tour during the convention, and a few more available before and after the "official convention dates." Many of the layouts I toured have been featured in the model railroad press, so they were among the finest you'll see anywhere! 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 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.

The highlight of this Narrow Gauge Convention for me was a special "behind the scenes" tour of the Southern Pacific Sacramento Locomotive Works Shop. This is where the California State Railroad Museum maintains all their equipment including the steam engines. It is a working shop and not open to the public. This facility is a treasure trove of interesting railroad history, heavy engineering and 19<sup>th</sup> century industrial architecture. According to their website "Often known as simply 'the Shops,' this historically

## Continued from Page 12

important complex comes from small beginnings as the Central Pacific Railroad workshops. Within the Shops are the only remaining American railroad structures that were actually standing when the Central Pacific and Union Pacific met in 1869. The Sacramento workshops were later used by the Southern Pacific Railroad for almost 125 years.

The older building, which was built in 1867 on massive redwood piles, is called the Machine Shop, and has undergone different expansions several times to fit the needs of the Shops. It is currently actively used (but not owned) by the State Railroad Museum and houses an enormous range of locomotives (both steam and diesel), carriages, wagons and cabooses, and large machine tools. The newer building, which is nearest to the State Railroad Museum, is known as the Boiler Shop, and was built in 1888. It was used and continues to be used for much of the heavier work in the locomotive production and maintenance process.”

All in all, participating in the 39<sup>th</sup> National Narrow Gauge Convention was one of the best model railroad-ing experiences I have ever had, and I look forward to attending more in the future. You should, too! The next one will be held in St. Louis, September 2-5, 2020.



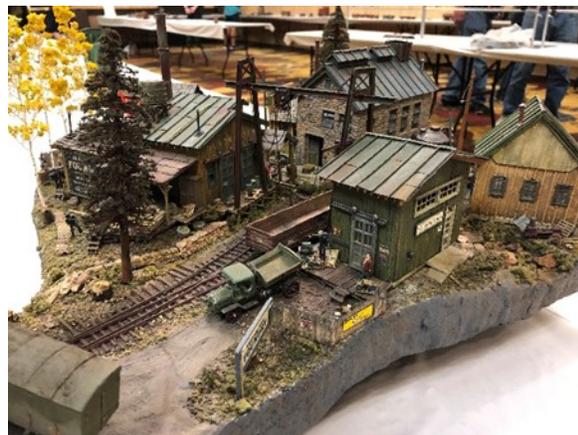
California Railroad Museum



Contest Model

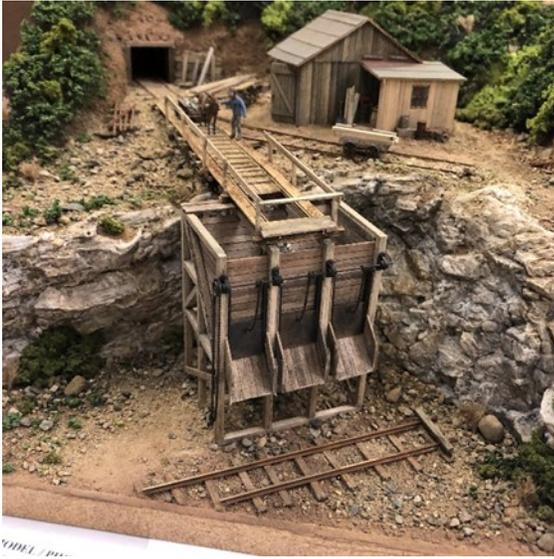


On30 Modular



Contest Diorama

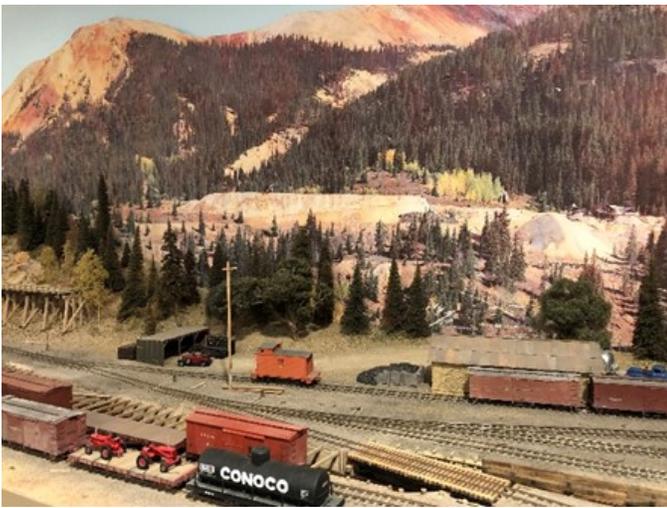
Continued from Page 13



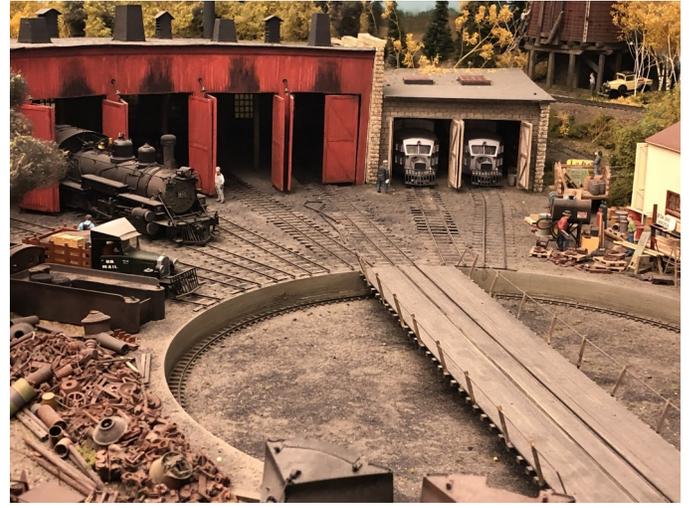
S Scale Home Layout tour model



Animation (fire pit) on On3 layout



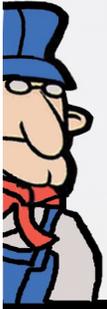
Amazing photo backdrop



Layout Photo



Layout Photo



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