

THE ORDER BOARD

VOLUME 48 NO. 2

MAY, 2020



What's Inside

- From the Director 1
- From the Brass Hat's Desk 2
- Membership 3
- Social Media 3
- The Editor's Column 4
- What We are Doing at Home 4
- In Memoriam 4
- The Backshop 5
- Keeping Busy 6
- Swap Meet Treasures 7,8
- On Line Activities 8
- Volunteers needed For PSR 2021 9
- PSR Convention in September 10,11
- On Operations Part 3 12-15
- What Have I Been Doing 15-16
- Tools & Tips 16-17
- Support Local Hobby Stores 17

Time Table

September 9—23
PSR Convention
Van Nuys, Ca

October 24
Cajon Fall Event
Buena Park, Ca

November 14
Cajon Event
Boulder City, Nevada



"May You Live in Interesting Times"

From Jeff Hermann, The Director



"May you live in interesting times" is an expression which purports to be a translation of an ancient Chinese curse. While seemingly a blessing it is normally used ironically; life is better in "uninteresting times" of peace and tranquility than in "interesting" times which are usually time of trouble. Lately, it seems that I have heard this expression a lot!

In my last column (written just a few months prior to ever hearing the term COVID-19) I mentioned that I had just retired and had a lot more time to think about and plan projects for my model railroading than I was able to set aside during my fulltime "working" days. My how our daily schedules and patterns have changed with stay at home and work from home directives are (at least for now) the "new normal!" My heart goes out to those of you who have lost work related income and those who can't just hug your kids or grandkids like you want to.

While it is unfortunate but clearly understandable, we have also lost the opportunity for so many of the NMRA events we were looking forward to both this spring and into the summer. My hope is that in the not too distant future we can get back to "normal", at least from a schedule perspective, for our NMRA division meets, regional conventions, and model railroad club activities.

The Cajon Division Board of Directors is busy at work planning our October 24th meet in Buena Park, CA and our November 14th meet in Boulder City, NV. We fully anticipate, as of this writing, that it will be OK to have group meetings and activities again, even if they look a little different than they used to. We also look forward to the Pacific Southwest Region Convention scheduled for September 9-13th in Van Nuys. I understand that a decision for go/no go for the convention will be made on or about June 1st. Be sure to check-in regularly to our division website to get the latest info on events and registration status at www.cajondivision.org

Our Cajon Division Board of Directors has also decided that during the next few months we are going to step up our communication with you through a couple of on-line sources. We already have a Cajon Division PSR Group where we are encouraging our members to post pictures and brief descriptions of modeling projects you are working on. Go to: CajonDivisionPSRGroup@groups.io. We also plan to have a Cajon Dispatch email blast at least monthly over the summer with on-line clinics and layout tours. Please let us know if you have content you would like to share or show off a model you have been working on.

No doubt during this period you have had more time for modeling and model railroad projects! I encourage you to patronize our local model railroad hobby shops. I understand that if you call in advance to place an order, they can still get you the supplies you need. It is probably more important than ever to keep buying from those shops! I also hope you will share some information about what you are working on to make these "interesting times" more enjoyable and meaningful for you and the other NMRA members in our division!

Be safe and stay healthy!

CAJON DIVISION DIRECTORY

Division Director

Jeff Hermann
1888 N. Warbler Pl
Orange, Ca. 92867
714-651-3903

Director@CajonDivision.org

Division Superintendent

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

Superintendent@CajonDivision.org

Asst Superintendent-NV

Edwin Hall, MMR
702-564-6176

AsstSuper-NV@CajonDivision.org

Asst Superintendent-Ca.

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

AsstSuper-CA@CajonDivision.org

Paymaster

Dan Moran

Paymaster@CajonDivision.org

Chief Clerk

James Smith

Chief Clerk@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
5991 Kenwick Circle
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

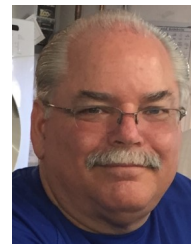
Donations

Annette Palmer
714-686-6502

Donations@CajonDivision.org

From the Brass Hat's Desk

by Superintendent
Joel Morse



It's a different world today than when I last wrote to you in early February. But that's the way of the world, isn't it? Things change, people change, circumstances change, habits change - the only thing guaranteed not to change, is that things will always change.

Years ago, when I started in my current career, my sister Lynn gave me a book called "Who Moved My Cheese?". It was all about dealing with change: acknowledging, accepting, responding and moving into the new reality (then rinse and repeat for the next change). There was no new earthshattering revelation in that book – dealing with change is the subject of many books and old "saws": "you have to roll with the punches", "you have to dance to the tune that's being played" and so on. This book comes to mind today because it reminds me that change is inevitable, but change isn't a bad thing, in and of itself. Just think of all the good changes that you have undergone in your life!

However, in this instance the stimulus for change is a terrible tragedy for many people around the world and a horrible reality that we all have to face together, but alone. And so, we have to adapt, evolve, and accept the new reality we are faced with. Or as Clint Eastwood famously said: "Improvise, adapt and overcome".

This is already happening; in our regular lives as well as our hobby lives, we are all developing new habits and doing things we couldn't or wouldn't consider doing previously. Maybe I'm an optimist, because I believe that many of the changes coming out of this bad situation will prove to be positive and enriching to us, despite the driving force initiating them.

One striking example: I've been on more video calls and Facetime chats in past two months than in the past 5 years both professionally and personally. I've gotten on video calls with my colleagues at work, my three sisters, a group of high school friends, and most recently, a video call with 38 others on the now weekly OpSig Zoom call. But the technology has been around for even longer than that! Curiously, they are no easier to use today, then they were last year or the year before that. So why haven't we been using these tools before now?! Because we are naturally resistant to change (and us old dogs, more than most): but we can adapt and overcome, when faced with the need to do so.

Rather than reluctantly adapt to using this "new" technology, the Cajon Division is going to embrace it to enhance our members shared experiences. Keep an eye on your email for more regular communication from the Board of Directors as we institute a Mini-Order Board newsletter every few weeks. Also, we are working on the format for a regular video conference that will be open to all members to attend. Think of it as a "video clinic". We'll announce the time and the topic, and provide the link. If the topic interests you, please attend. If you have a clinic you would like to present to the Division, please let me know! (We are researching how video clinics fit into the Achievement Program credits.)

Of course, we'll continue with our "old" school efforts, including the quarterly Order Board and our in-person meets. A note about the cancelled Desert Rails and Boulder City meets – obviously, we had no choice but to cancel them, the good news is that the Division recovered all our deposits (and all early registrants should have received refunds by now). And I still have the early registration prizes for next time!

Continued on Page 3

From the Brass Hat Continued from Page 2

We have two Division and two Regional events on the Calendar for the coming months and there is information on all of these elsewhere in the Order Board. But I'll remind you that at this point in time, we are anticipating that the LA Division sponsored "Van Nuys Local" Regional Convention in September will be held (LA Division need volunteers); as well as our annual Buena Park event on Saturday, October 24; the Boulder City, NV event on November 14th; and the Cajon sponsored Regional Convention in 2021.

Plenty to look forward to, I hope to see you there!

You can reach me at Superintendent@CajonDivision.org

Membership on Track

by Per Harve
Membership Chairman



I can report that through February, 2020, our membership increased by 4 as we added 6 new members and 2 of our members took their final trip.

Please welcome the following six new members to our division:

Debby Hite, Henderson, NV

Vincent Johnson, Cherry Valley, CA

David Kreipl, Las Vegas, NV

Rick Norton, Yucca Valley, CA

Neil Shaw, Henderson, NV

Fred Virgil, Placentia, CA

I'm sad to report that two of our members left us to board their final run:

Donald Berezin

Rolland Thomas

Keep them in your thought and remember the great contributions they made to the hobby and to our fellow members.

Social Media Report

By Dain Leese

Hello Social network;

Our media sites are here when stuck inside, let us know what you are working on and show off some pictures by posting them. A number of people out here can explain how to do something new to help you with that new project. Good time to start a kit or that model that has been collecting dust for a while. YouTube or even the NMRA site has info on different things that can be fun for model railroading. As of end of March, a number of things are not an option to do, but surfing the sites can get you up to date on what could happen later in the year. Have a question, just email Social@CajonDivision.org and I can help with something you need help on.

We are looking into online video clinics and programs; check in to our media sites for what is new and changes. We look forward to seeing you again in the fall.

We are and will send out invites to join our groups.io site so you can get up to date information.

Cajon Social Media sites

Groups.io group: [https://groups.io/g/](https://groups.io/g/CajonDivisionPSRGroup)

[CajonDivisionPSRGroup](https://groups.io/g/CajonDivisionPSRGroup)

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

Facebook group, [https://www.facebook.com/groups/](https://www.facebook.com/groups/CajonDivisionPSRGroup/)

[CajonDivisionPSRGroup/](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 Editor's Column

by Morrie Fleishman

Editor: Cajon Division



As both Jeff and Joel mentioned this is a regular format Cajon Order Board. Starting in June we will be sending out monthly short form newsletters with articles and information on Zoom meetings and on-line clinics and other items of interest to Model Railroaders. All activities scheduled through June have been cancelled. The PSR convention, scheduled for September, the Cajon Buena Park event in October, and the Nevada event in November are still scheduled and volunteers are needed to plan and run those events.

It is important that members help us with material for the upcoming Order Boards and newsletters. These can take the form of pictures, lessons learned, etc. If you need help in putting together an article or column please email or call me and I will provide assistance. Remember articles published qualify for credit toward the Author certificate.

Thanks, stay safe and lets hope that things get back to normal in quickly.

Morrie Fleishman editor

mefleishman@cox.net

949-351-7715

What Cajon Board Members are doing while staying home

Jeff Hermann—planning new layout

Dan Moran - Planning new layout

Morrie Fleishman - building craftsman boxcar kit



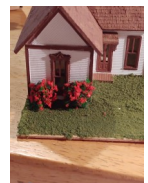
Per Harwe—working on Anaheim Module

Gary Butts—working on layout extension

Mike Allee working on club modules—see pages 15-16

Dain Leese - monitoring social media

Annette Palmer - working on a small diorama



In Memorium Bill Jacobs



We lost one of our long-time NMRA and Cajon members on April 11 2020, William "Bill" Jacobs at age 77. There are no events planned.

He was a good friend to me and to the NMRA. He loved to engage in conversation on many rail subjects and of his time in the US Air Force. We would be talking and he'd say "that reminds me of.....", once I heard that I would settle down for a truly detailed story that usually had a humorous end to it.

Bill took over as the Cajon contest chairman in 2006 when Robert Wescott suddenly passed away. He was always so patient with folks trying to fill out the paperwork. He served as Awards Program Chair and Contest Chair for the Cajon Division and Contest Chair for the PSR until 2015. Prior to that spent time as the Cajon Order Board Editor and served briefly on the National NMRA Board.

He was one of those people that always was there when needed. Many times when I was reluctant to go to the California meets, Bill would tell me we really had to go, and we would both laugh because we knew we would have lots of fun.

I will miss you my friend and your wonderful sense of humor.

Ed Hall



The Backshop

by: Gary Butts, MMR, AP Chairman



Well, I hope that all of you are well and doing OK with these trying times. Thankfully, most of us have a great hobby to fall back on that does not necessarily involve close contact with others. Yes, most of us greatly enjoy the personal interactions with our model railroad friends but we can do this through social media and yes, the old-fashioned telephone. Meanwhile, there is that little turnout problem on the module or corner of the layout or that scenery scene that has been needing attention that can keep us off the TV remote. I know that for Sandy and me, our layout expansion is way ahead of schedule due to the confinement.

Relative to the Cajon Division Achievement Program, not much going on. Since we are restricted and have not been able to hold contests or do layout visits for model evaluations, things have slowed down on this front. I expect (or I hope) to see a flood of AP applications when things get back to normal but in the meantime, we do have a couple of members advancing in the AP.

Morrie Fleishman had his latest article published in the PSR Region Dispatch newsletter which put him over the top for his AP Model Railroad Author Achievement Award. It will be presented at the PSR Van Nuys Local Convention this coming September. Congratulations, Morrie! I know he is very close on a couple of other AP categories and may have more than just the one, come September.

I am proud to tell you that my wife, Sandy, is looking for evaluation of her portion of our layout expansion toward achieving her Golden Spike Award. I think she has qualified, but it will have to wait until we can have an evaluation team come over and do the evaluation. She has learned a few new skills during the process and is now qualified with some of the basic construction tools such as chop saw, band saw, hammer, electric screwdriver, etc. etc.

Don't forget that if you have any questions relative to the AP program or specific to your application or model, don't hesitate to contact me for advice or direction. I am happy to help and like to know what you are up to relative to the AP. If you are close to earning an Achievement Award or waiting for an evaluation, let me know so that I can keep an eye on your progress. I want you to succeed!

Meanwhile, be sure to document your new projects, models, etc. using notes and photos as you go along with your confined modeling. It makes the dreaded paperwork a snap if all you have to do is look back at a few photos or notes and put the jist of them into the evaluation application. Who knows? You might just take home an award for your efforts. Remember- the Cajon Division now presents a handsome wall plaque for any model placing 1st-3rd in a Cajon Model contest that also earns a merit award.

Stay Safe, and I look forward to seeing you in person in the near future.

Keeping Busy during the Virus Shutdown by Morrie Fleishman

Well, since we have been confined to our home, I have been active in doing many things around the layouts in order to keep busy and take advantage of the period.

The first thing I did was make a list of what projects needed to be done, or completed, with some priority to them. Here is how I put created my list;

1. List all items to be done, with a separation of projects in progress and those not yet started.
2. Secondly, assign a priority to the items if that is possible.
 - A. An important feature is to make sure that you include those things that you like to do, and those things you have to do.

An example of one of my “not fun projects” is connecting 3 on-off switches to several sidings so that I could park sound locomotives there without making too much noise in the garage. I HATE electrical work. But, this was a short project and it didn’t take me long once I got started.

A “fun project example” is; Put together a coal hopper car kit as I needed more empties for operation. I enjoy adding weight and couplers and metal wheels, etc. so it was not difficult to start and finish.

Remember, you can work on several at the same time as most projects do not have to be completed before the next one can be started. I would urge you to have a few empty boxes to keep the parts together for those projects that are worked on a start and stop basis.

If you are going to start a complex project check your supplies before starting as access to the Hobby stores and other places where we get supplies are limited and it is no fun to get into a project and then have to stop for parts, glue, paint, etc.

If you need parts are supplies most mail order stores are still open. Don’t forget to call the local Hobby stores as they may be able to send you stuff and we want to support them as much as possible so that they will be there after the virus is gone.

Since we cannot socialize much, use other resources that are available. These include:

- call a friend
- surf the internet,
- check out the NMRA website for clinics to view to help you,
- Join Model Railroad Academy
- Add online services to your Model Railroader subscription
- Use WhatsApp or Zoom, or Video Chat with others

ABOVE ALL HAVE FUN and Facebook your favorite projects on the Cajon Facebook page.



Building a Boxcar from a craftsman type kit (needed for the AP certificate for “Rolling Stock”).

SWAP Meet Treasures and Other Useful Junk

By Jeff Herrmann

One of my favorite activities at an NMRA event is the inevitable "SWAP Meet!" It seems that we always have them no matter whether it is a division, regional, or national event. I also enjoy going to the annual Great Train Shows in Costa Mesa and Pomona for the SWAP meet portions of those events as well. In fact, I also can recommend going to Arnie's Model Trains (Westminster, CA) when they have their outdoor tent sales for estate items they have recently acquired. For me, the thrill is in the hunt. I like to take the time to look through the boxes of random stuff found at these events. The boxes are usually not marked; have no rhyme or reason to the organization of the stuff in them ("organized" LOL); and are often filthy because they have spent years unattended in a garage or attic. By taking a little time to sift through, treasures can be found, almost always for literally pennies on the dollar! I am not a good haggler, but sometimes just by my showing interest, the box owner will give me the box just so he doesn't have to take it back home! And of course, we all have the neighbor, friend, or co-worker who knows we are into model railroading (they usually have no idea what that really means) who have "this box of trains from their dad..." to give us.



My wife laughs at me when I return from a train show or NMRA event with (her words, not mine) "a new box of junk!" I guess she just doesn't understand the truth in the expression "one man's junk is another man's treasure!"



I like to have a general plan in my approach to a SWAP Meet, so I don't just acquire more junk. I try to go into it with a rough idea for a future project. Building structures and scenery is my passion, so I am always on the lookout for kit-bashing supplies and detail parts in the right scale. I have used the same methodology for engines and rolling stock.

Sometimes I strike SWAP Meet gold by finding a kit or detailing parts still in the original packaging. I particularly like old plastic building kits by Revell, AHM, Minikits, and German kits by Kibri, Faller and others. Unlike the newer plastic kits of today, these usually have authentic brick or woodwork that doesn't look out of scale and has great detail parts that were included in the kit. Usually, with just a little creativity, I can make a European-themed building look "American."

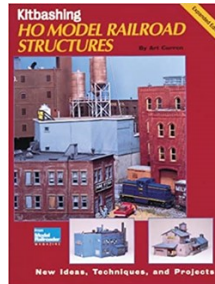


Continued on Page 8

Continued from page 7

Particularly at SWAP meets, I can find old building kits that were poorly assembled (think glue globs) and unpainted for fifty cents to a few dollars each. I will rarely build one of these kits the way it was originally intended. I usually strip them for parts for kit-bashing or adding details to other projects. For me, often the separate parts are better than the rest of the kit!

By the way, I do recommend an old Kalmbach publication by Art Curran "Kit-bashing HO Model Railroad Structures." It was originally printed in the 1980s and reprinted several times with a few updates. There are some great ideas to get the creative juices flowing for kitbashing and repurposing detail parts. BTW, I got my copy at a SWAP Meet for 25 cents!



Virtual Meetings

Several organizations within the NMRA had scheduled virtual meetings or conventions

Attached are 2 of those that I have limited information on. I suggest you log in and see what they have to offer.

NMRA—X Virtual Facebook Convention

Scheduled for April 24-25 and features 18 clinics

The presentations start at *12 am British Summer Time*

NMRA Social Media Team, Div Rep for Div 12 (Scotland), NMRA British Region

<https://www.facebook.com/events/1474263012755341/>

OPSIG Zoom Meeting Sunday night 4:00 pm PDT

Join Zoom Meeting

<https://v2.opsig.org/R/virtualmeetup>

(Note: this will redirect to the Zoom URL, which tends to get mangled for some people's emails)

Meeting ID: 890 1426 7083

Password: 008164

PSR 2020 and 2021 PSR Conventions

This has been an interesting time in the lives of many of us, especially us model railroaders. NMRA National Convention Canceled, and the Lone Star, Pacific Northwest, Pacific Coast Regions also canceling their conventions. Not to mention the numerous train shows and train events that have been cancelled. And many of us locked down in our homes. Good news is it looks like we are on the down hill side of the crisis, so let's start looking forward.

September brings us the Pacific Southwest Region Convention the "Van Nuys Local" so here is your chance to get out and enjoy some great fellowship, outstanding clinics, layouts, and tours. Yes, there will most likely be a few social changes, but we must for our sanity get back to normal lives. So, if you had planned to attend any of the above events this looks like the only game still in town. At several of the above-mentioned events there was the "One Foot Challenge" well for those of you who have been working on something for this challenge the Van Nuys Local will also have this challenge. So just bring what you have been working on to the convention. RULES? Yes, there are some rules, the diorama must be 12 inches by 12 inches, can be any scale, era or theme, must be railroad related and must include a section of railroad track. The diorama must sit flat, and you must be a member of the NMRA. There will be prizes and places will be determined by popular vote. So, what are you waiting for sign up today and attend the Van Nuys Local.

So, what is with the 2021 PSR Convention? We are in the planning stages and yes, we need



VAN NUYS LOCAL 2020

PSR-NMRA CONVENTION

SEPTEMBER 9th - 13th 2020

Presented by Los Angeles Division-PSR-NMRA

Van Nuys, California is centrally located in the San Fernando Valley. It has gone from a Spanish rancho to many acres of orange groves to a major metropolitan area of greater Los Angeles. There is a long railroad history here. The Southern Pacific and Pacific Electric inter-urban lines once crossed the valley. Now, Union Pacific freight, Amtrak, and Metrolink commuter trains ply the rails.

On behalf of the entire convention committee, I cordially invite you to discover with us all that this area has to offer. We are working diligently to bring you an excellent convention experience. We have made arrangements with a great hotel, at a great rate. There will be a new convention format in 2020 that will allow you to do and see more than ever before. Don't let our logo mislead you-this convention isn't just about trolley cars! This article highlights only a few of the offerings we have planned for you. I hope you enjoy looking through it, and I look forward to seeing you in Van Nuys in 2020!

Pat Raymer, *Chairman-Van Nuys Local 2020 PSR convention*

Registration

It takes time to assemble a great convention. We are constantly adding information and activities to the convention website. For current registration information, go to: [www.psrconvention.org/Van Nuys Local 2020](http://www.psrconvention.org/VanNuysLocal2020).

Our Convention Hotel

We have made arrangements for an outstanding room rate of \$119.00 (plus tax)/night and \$4.00/day parking with in and out privileges. The convention rate extends before and after our convention dates so you can arrive early or stay longer for the same great price! You can make reservations via a link on our website or contact the hotel directly.

AIRTEL PLAZA HOTEL
7277 Valjean Ave., Van Nuys, CA 91406
(818) 997-7676 (800) 2 - AIRTEL

reservations@airtelplaza.com (ASK FOR PSR - NMRA CONVENTION GROUP RATE)



A MESSAGE FROM YOUR VAN NUYS LOCAL 2020 PSR CONVENTION CHAIRMAN:

Hello friends and fellow NMRA members in the Cajon Division,

It is my hope that you are safe and healthy.

I would like to take a moment to reach out to you during these unprecedented times to talk a bit about the Van Nuys Local 2020 PSR convention. As I write this (April 18, 2020), the world has been turned upside down, and has been for a while. The things we have taken for granted in the past are now precious, such as shaking hands, or toilet paper. The COVID 19 virus has left an indelible mark on our society.

I want everyone to know that the health and welfare of you and your family is of paramount importance to me. I would never put you or your family in harm's way.

At this point the Van Nuys Local 2020 convention committee continues the planning process necessary to hold our convention. We are all doing what we can to make this convention a reality, but there is much more to take into consideration than we would face in a normal year. So far, eight regional conventions, plus the national convention and train show, have had to cancel due to the COVID 19 pandemic. The future is unclear, and I monitor the evolving situation daily. There are multiple reasons why we may have to cancel Van Nuys Local 2020, such as governmental restrictions, or lack of attendance.

For instance, if groups of 50 or more are prohibited from gathering, then we would have to comply. The six foot physical distancing requirement currently in effect would make most clinics difficult and bus tours impossible. If we do not have enough attendees, or current registrants cancel, we may have to cancel for financial reasons.

All of this is why I need to ask you for assistance in our efforts. If you have already registered for our convention, THANK YOU! Please do not cancel your registration unless you absolutely have to. If you have not made your hotel reservation, please do so now. If we do not have enough room nights booked with the hotel, we will not be able to afford the meeting rooms and will have to cancel the convention. If you have not registered for our convention, please consider doing so now. I understand that the COVID 19 pandemic has had a devastating effect on the economy, but if you think you might be able to afford it, we would value your attendance immensely. Having a good estimation of how many will be attending as early as possible will be invaluable for our planning. If we have to cancel the convention, you will receive a full refund of your registration fee, minus any merchandise purchases. Any merchandise ordered will be delivered to you. There is no cancellation fee from the hotel.

We are doing our best to bring you a convention this year. We have not given up on you-please do not give up on us!

Pat Raymer

Chairman-Van Nuys Local 2020 PSR-NMRA Convention

<https://psrconvention.org/VanNuysLocal2020/>

On Operations – Part 3: Creating Operations based Motor Power and Rolling Stock Fleets by Joel Morse

If you have been following along with this series of articles on Operations, you'll recognize that Part 1 discussed what is meant by the term "model railroad operations". Part 2 discussed the initial decision-making topics which can help you develop an internally consistent operational concept by identifying important questions related to the "where, when, what, why and how" of your railroad.

The underlying premise of those two segments is that whether you are modeling a prototype, proto-freelancing or free-lancing, you will increase the realism of your operating sessions and the enjoyment of your operating crews, by creating a coherent and recognizable operations scheme, which is supported by visible components that clearly reflect your decisions.

The decisions you make about the "where, when, what, why and how" of your railroad have to be implemented on your railroad to create the concept. In this segment, we'll go down another level or two on the "decision tree" for bringing the concept of your railroad to life.

Of course, this assumes you care; each of us has a different "level of commitment" regarding every aspect of this hobby. Some modelers know every "phase" of particular locomotives, others just know it's a GP7; some wire their layout like there's an inspector coming over to check the wiring; others are only committed enough to wiring to do it cleanly enough so that troubleshooting can be done when needed (I'm in this camp). By the way, I never thought I would ever be able to tell the difference between an FT and F-3, but I do now. Although I still have no idea how to tell an F-3 from an F-7, because my railroad didn't run F-7's! (I've just exposed my level of commitment to locomotive spotting!) It's the same with these decisions; if your level of commitment to one or more of these areas of decision-making is low or non-existent today, don't get hung up on it, concentrate on what you find interesting, it's your railroad. Like me, you may find that over time your level of commitment to certain aspects changes.

Motive Power

Selecting motive power will be driven by the answers to a number of the questions, with each to slightly different degree: for example, if you are modeling the "transition era" you can reasonably choose from a very wide range of mid to late period steam power and first generation diesels. But which steam and/or diesel locomotives are appropriate for your railroad? Once you settle on the time period (I proto-freelance in the transition era, so will use that example and my thinking process), the questions related to selecting the motive power options become more nuanced. If you are modeling a prototype, the answers are there for the curious. But if you are freelancing, the decision is more difficult, and should be made based on what kind of: railroad (healthy Class One or raggedy regional); terrain you are traversing (flat or mountainous); trains you are running (passenger or freight, hot shots or local peddlers); lengths of trains; or perhaps what year(s) you are modeling.

For example, here's some of my thinking about selecting the summer of 1954 for my N-scale New York, Ontario and Western. I believe in picking an actual year, rather than a range of years because in reality, if you "model the 1950's", you're actually modeling 1959, because you are justifying anything prior to 1959. Additionally, picking an actual year allows you to effectively research key changes in the industry or on a particular railroad that might help you make decisions and clearly demonstrate the time frame you are modeling.

In my case, 1954 is not a totally "random" year because there were a number of specific reasons related to the NYOW particularly, and heavily weighted to the selection of prototypical motive power, that drove me to select that year. First, the NYOW was out of business by March, 1957 - so before March, 1957 was the first parameter (although I know of NYOW modelers whose layout assumes survival of the road into the 1980's). Second, the road retired its' last steam locomotive in 1948, due to the high cost of maintenance, taking delivery of GE 44's, NW-2's, FT A/B sets and F3 A/B sets, between 1940 and 1948, and that's all they ever had (see Figure 1). So I could have chosen 1945 or 1949, and run Light and Heavy Mountains along with small steam including double cabs ("Camelbacks"), but I didn't, because although there are some very nice running N scale steam models, there are no Camelbacks, and I generally find N scale steam difficult to work on and difficult to get to run well on my layout. So, if I don't want to run any steam, I need to pick a date after 1948. With that information, I could have selected any date between 1948 and 1957, so why 1954?

Continued from Page 12

Other considerations: the closer to the end of steam power, the more authentic the “remnants” of the steam era appear; such as the water tank in the above picture, as well as wood sheathed boxcars, 36-foot reefers, coal bunkers, etc. Further, at this point in time many homes and businesses were still using coal as a heating and process fuel – fuel oil, natural gas and propane were not yet the norms. Choosing 1954 puts me in the middle of the decade, where I can choose which “remnants” to model (or infer), like the coal dealers in Sidney and Delhi. Although, I could have chosen any date between 1950 and 1955. And I’m not a purist – one leg of the wye in Walton was pulled up right after the last of the steam, and the engine shed in Walton was a distant memory by 1954, but they are on my railroad: the full wye is retained for operational efficiency and the engine shed just because it’s cool. There are also some scenic bonuses with modeling the early 50’s; there are a limited number of N scale vehicles for 1940 to 1950, but plenty from between 1950 and 1955. And the early fifties allow me to justify the high volume of traffic on the railroad (far denser than in reality) because my concept includes the assumption that the NYOW benefited from the post-war effort to rebuild Europe. One final thought on selecting a time frame; certain types of railroads have surges of car types at certain times of the year that could influence your decision; such as Midwest road serving farm country, which would have a surge of grain cars at harvest time.



Figure 1: Walton Engine Facility and all the types of NYOW motive power (NW-2, FT set, F3 set, 44 Tonner)

Rolling Stock

The second key decision area after motive power is rolling stock. Creating a “prototypically accurate” roster of rolling stock can be a real challenge, even if you are modelling a prototype, because there are many more factors related to rolling stock to consider than with motive power. When it comes to building a freight rolling stock fleet, I’m focused on four aspects of the decision: railroad/customer service driven car types, era appropriate car types, appropriate numbers of each car type and the relative percentage of various road names of the cars in your fleet. Passenger cars have similar considerations, as well as others, but that’s for another time.

You may have to do a bit of research to narrow down your choices, and you will likely come face to face with your level of commitment in this area of operations, and decide when “good enough” has been reached. Developing a prototypically “appropriate” rolling stock roster is very achievable by considering a few key items.

The first step in determining the kinds of rolling stock that would be most appropriate on your railroad is to go back to the “why” and “what” of your railroad; meaning why does this railroad exist? You need to determine the kinds of customers this railroad serves, what raw materials they get delivered and what finished products they ship out. If you haven’t previously identified the customers and industries served by your railroad before, you must do it now. Once you establish this, the next step is simply to determine the kinds of rolling stock that would be used to transport the identified commodities and products appropriate for those customers.

The second step is to modify the types of rolling stock required to service your railroads customers based on the time period. A few examples: lumber was transported in boxcars well into the 1950’s, the centerbeam flatcars didn’t appear until later; in the early 1950’s there were no 60’ freight cars, and while 50’ cars had been introduced, they were still the exception, not the rule. The 40’ car length was still dominant, when it came to boxcars, gondolas, flats and reefers; tank cars were predominantly 39’ or shorter, and coal cars were predominantly 55 to 70 tons. In the early 1950’s you would still see mostly iced, rather than mechanical reefers (I was surprised to learn this), and you would still regularly see 36’ wood boxcars and wood reefers (although they would be long in the tooth by then). By selecting a specific year (rather than a range), you eliminate particular car types and better reflect the real world as it was in that year.



Figure 2: Rolling stock on the classification tracks in Walton, NY, 1954.

The next consideration is the mix of the selected types of rolling stock – that is: how many tank cars, how many boxcars, etc. The percentage of each car type on the railroad, should be a function of the number of loading “spots” available for each car type on the related customers spurs. For the purposes of this article, I’m going to ignore the question of how to determine the total number of cars that should be on your layout, because that’s not really what we are talking about here. I’m also going to ignore cars on through trains that are not classified or switched while on the railroad. (How to calculate the appropriate number of cars on your railroad is available in a number of articles in the MR press). What we are trying to determine here is how many of each car type is needed to service this railroad’s on-line customers. One nuance to keep in mind is that while commodity shippers, such as coal mines, would predominantly handle open hoppers, they would also see periodic shipments of equipment using a boxcar, flatcar or gondola. And having some kind of car mix is true for most customers: the dairies on my layout not only handle milk cars/reefers, but boxcars are delivered there as well, bringing in bottles, cans, labels, etc. Therefore, if you have 10 car spots on the dairy spur, perhaps only 9 of those are earmarked for reefers or milk cars, the other be a boxcar.



The final consideration in building your rolling stock fleet is determining the relative commonality of cars with various road names on your railroad. This will locate your railroad in the greater context of North American railroading as it existed at the time and place you are modelling. This is accomplished by introducing freight cars from railroads that would have had interchange traffic with your railroad, and doing so in a realistic number.

The easy part (with the help of a railroad atlas) is to determine the directly connecting railroads that would interchange with your road, whether your railroad is prototype based or freelanced. (And even easier, if you can find interchange traffic reports through a historical society or book, like I was able to, that would be great.) Next, to determine a reasonable number of cars that would appear on your railroad, assess the relative size of each of those railroads, it’s logical to anticipate that larger nearby railroads generate more traffic (duh), and assign a percentage of the overall fleet to each connecting road, based on their relative size. This is really just an educated guess, so don’t get hung up with the analysis. It is not critical that the percentages be exact, just that there is some logic to it, and it’s based on real world proximity between the other roads and yours.

The calculation of relative percentages would be influenced by a number of factors – so many in fact, that you really can justify almost any relative percentage, if you have a mind to. For example, if you are modeling the Pennsylvania RR or a one of its subsidiary roads, your home road cars would dominate the traffic on the line, or if you model a railroad that interchanges with the Pennsy, those cars would be plentiful. Another example would be in if on-line customer shares a manufacturing process with a customer on a connecting road: this might result in more connecting road rolling stock related to that industry than would otherwise be on your railroad. Still another scenario would be if your railroad is a bridge line: it might own very few cars, but have traffic from many other railroads, proximate or far flung.



Continued from Page 14

Other than coal hoppers, the NYOW had few company owned cars (I've taken modelers license with this though).. But the NYOW directly interchanged with 10 northeastern railroads, including large railroads such as the New York Central, the Erie, the Delaware, Lackawanna & Western, the Delaware and Hudson, and the New Haven, as well as relatively smaller ones like the Susquehanna, Lehigh & New England and one small one, the Unadilla Valley. So, on my railroad, you will see a lot of cars from the large railroads that directly interchange with the NYOW, and a few cars from the smaller railroads, a few cars from the Pennsy (just because) and very few cars from railroads west of Buffalo. At one time there were only one or two cars (out of 150) for railroads west of the Mississippi, but recently we started running a hot shot Pacific Fruit Express reefer train carrying fresh produce from California. Hey, it's my railroad!

There is no magic number for any of the percentages, the key to creating a rolling stock fleet that is consistent with the operations concept is to use common sense and a little research. The simplest way to think about it is that the further away your railroad is from any other railroad, the less likely a car from that railroad is to be on your rails. So, if you are modeling in the northwest, you would not have many, if any, Boston and Maine or D&H cars, but you might have a few Pennsy cars, because at one time, they were the most plentiful on American rails.

In order to create an internally consistent operating railroad, it's important to start with the things your operators will be paying the most attention to – the motive power, the rolling stock and the customers. These two items will have a big impact on how your crew perceives your railroad, even if the effect is partially subconscious. If you commit to minimizing obvious inconsistencies by using the process I've described in this article, and use good common sense, you will be well on your way to creating a great operating railroad. If you want to know more about operations, join the NMRA Operations Special Interest Group (OpSig), read their bimonthly magazine and purchase a copy of their book: "Compendium of Model Railroad Operations".

If you have questions about operations, please feel free to ask those questions on the Cajon Division Facebook page, or Cajon Division/PSR IO website: CajonDivisionPSRGroup@groups.io. Or email me at Superintendent@cajondivision.org (your question and my response will be posted on the above referenced websites so the entire membership can learn from it).

What have I been doing in the model railroad hobby during "stay-in-place?"

By Mike Allee

I belong to a modular club and we were going to have two shows in conflict. Not a problem if we upgraded an old four-foot section and up date an old corner I built from the time I sponsored a railroad model club at the high school at which I taught.

On the four foot, called the "old engine facility extension" I've painted much of the surface a soil color. Some of the surface will get a static dusting of weeds. Other areas are getting a team track dock, an off-loading oil dock, and a junkyard. I added more dock to a kit-building clinic I'd taken not too long ago.

As for the corner, fortunately I'd built the corner with two tracks 2" and 4" centers from the outside edge, which met the clubs standard. I've added a third rail 6" center and a spur as needed in one of the shows. It was a challenge, for me, in finding a switch that would work in the third track curve and allow the spur to meet another club standard of 18" from the outside edge, to meet track from another module. In building the module I followed the NMRA recommendation/standard bracing design of an "X" frame design of 1" x 4"s and 2" x 2" legs. This makes it difficult to build cross bracing on the new legs of electrical conduit and presently the module leans a little to one side. Well I've got stay-in-place time to get it right.

During those periods when I get a little tired/frustrated with these two projects I take on another some times frustrating project, speed matching. Presently I'm working on six steam locomotives. Fortunately they all have the same decoders. I don't use the 3-point speed setting nor of Mark Juett's 4-point system. I don't have JMRI/Power Pro, all though the article PowerPro® Comprehensive Programing is well worth reading. I practice the 28-point system but don't use the preset values that came with these decoders. They're just fine if you're going to run the engines separately. I like a straight-line curve and to make life simple I set top speed of all engines to 56-scale mph. That means controllers that have a 28-point scale each point means 2 mph. Sounds easy, well let me advise you that unless you really want MUs that don't buck at all don't attempt. You're looking at an average of 3 hours per engine. Of course I'm assuming you have a speedometer reader otherwise it's a lot of calculator time as well. (There was a recent discussion on the NCE group about speed matching mentioning that there is a MAC app for speed determination for model engines.) I've found an engine that has a max speed of 48 mph and another that had a max speed of 104 mph. But the crowning engine, after a frustrating couple of hours, I finally came to the conclusion the gears were binding. This engine has lots of hours of run-in but not enough apparently. [Continued on page 16](#)

Continued from page 15

After all that has been said I may just download JMRI/PowerPro. Even though you can set up a beautiful curve and download it into your engine it isn't going to be the same from one engine to the next and you'll have to go and tweak the curve which means run the engine through the speed trap for each of the steps. You could try the suggestion in the above mentioned article about letting the system set the points between determined points.

Enough rambling, "Happy Trails To You" in your railroading, stay safe.



Tools and Tips- Ground is not Flat in the Country by Gary Butts, MMR

The basic issue is that once you get out of the city confines, the ground in most areas of our country is not perfectly flat, but plywood is. We (Sandy and I) model the early 20th century and logging and so almost none of our layout is plywood flat although it is mostly built on plywood. I am not concerned here about major hills or mountains; I am looking at relatively flat ground that isn't.

We have used various products in the past to add dimension to our flat terrain including but not limited to Sculpta-mold, Hydracal plaster, Plastiscene (an old one), Foam paste, etc. etc. but the problem with most of these is that they are very hard to modify after they have been put down. When it comes time to plant a new structure or add a new stub siding, I have to get out the saw, chisel and hammer and that is never good for the rest of the layout not to mention the collateral damage done to the surrounding scenery from a misplaced hit.

I'm sure most of you have heard of Bragdon enterprises polyester Geodesic foam scenery techniques for use in making great hills, rocks and the like (you have been to a train show somewhere, haven't you?). Anyway, we became familiar with the techniques on our new layout expansion. After the rock faces had been built, we were back to the old flat parts of the plywood base near the mine, in the yard and up around the logging camp. We needed something that would add maybe 1/8 inch to 1/2 inch of ground undulations but be easy to shape and modify after the fact. Our experience with the polyester foam had me thinking about it but controlling its thickness can be a problem. A short discussion with Joel Bragdon at a train show didn't help much but he mentioned that the reason he recommends using ordinary window screen in his process is to control the thickness of the applied foaming liquid (he recommends two layers for hard shell construction). That gave way to some experimenting and something for you to consider for your future layout needs.

We have now done multiple square feet of layout using Geodesic foam and are happy with the results. Shaping the cured foam is really easy (like foam board) and lifting out a section for a structure is a piece of cake with a razor knife or X-acto blade.

Basically, we use a single layer of regular fiberglass window screen cut to closely fit the desired area to be built up and apply Bragdon's Geodesic foam to the screened area. This is followed by shaping and ground cover application. There are a few important techniques that we learned in the process and they are:

1. Glue the screen down to the layout base to prevent it from lifting during the liquid foaming process. You don't

want to fill the screen up with glue or there won't be any depth for the liquid. We use a single coat of 3M's Super 77 spray adhesive on the screen and then stick it to the layout.

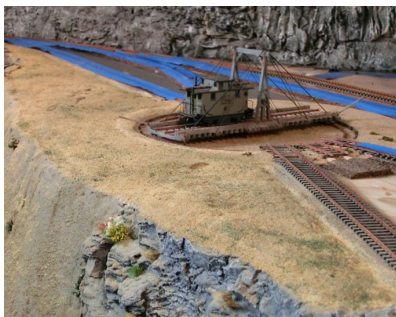
2. If you need a thicker layer of foam consider two layers of screen

3. Don't doddle with the application and don't try to do too much area at one time. The Bragdon liquid starts foaming at our house temperature almost instantly after it is mixed. I know it is slower at colder temperatures and that would be an advantage but our layout is in the house. We mix the 2-prt material quickly and try to have it brushed on in less than one to two of minutes including the mixing. Try 2 ounces of mixed liquid for 1-2 square feet of surface.

4. You can use a cardboard squeegee to spread the liquid for a more consistent thickness and we did in one area but we have found that brushing gives a little more texture to the finished surface. We use throw-away 1" & 2" brushes and toss them. There is no easy way to save them once the liquid starts to foam.

5. Don't worry if the surface comes out more uneven than you wanted. The foam cuts easily with razor knives and sands in a second with course sandpaper ready for ground cover application.

6. Be sure to tape off anything that you don't want the foam on. It is extremely sticky when curing and requires acetone to remove while liquid. If you goof, just wait until it cures and pick or sand it off later.



Finished Undulating ground
with Ground cover and Static



Window Screen in position on
the new area



The new area foam has been
shaped and sanded and is ready
for ground cover

Support Your Local Hobby Store

In these times when Hobby Stores are not able to function normally, we need to continue to support them when we can. There are 3 Brick and motar train stores in our area that support our hobby;

Arnies' Trains & Milepost 38 (next door for O gauge and larger)

6452 Industry Way, Westminster, Ca. 92683 714-893-1015

Train Crossing, 1113 Baker Street, Costa Mesa, Ca 92626 714-549-1596

Railmaster Hobbies, 9812 Belmont St., Bellflower, Ca. 90706 562-867-5627

While they may not be open as they have been, please email or call them as they may be able to ship you're the material required or make other arrangements.