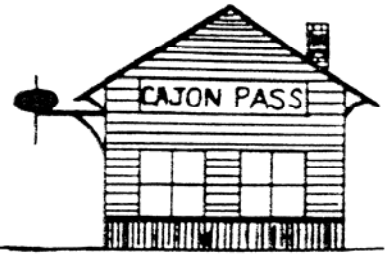
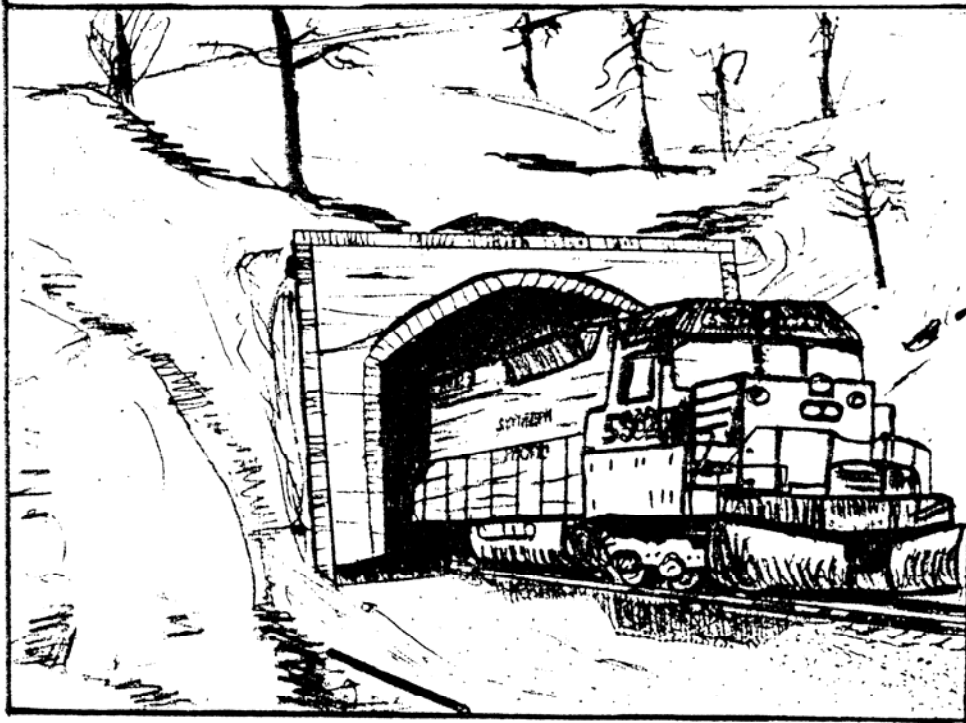


The Cajon Order Board



VOL. 2, NO. 3 The Official Publication of Div. 8 SEPTEMBER



5302 Southern Pacific SD-39 is captured bursting from a tunnel just above the Tehachapi Loop. Built in 1968, this unit is able to develop 2,300 Horsepower. It weighs 195 tons.

SUPERINTENDENT
DAN W. CROCKETT

ASST. SUPERINTENDENT
WAYNE WALKER

EDITOR
GARY B. STENBERG

CAJON DIV. MEET

VISIT SOUTHERN PACIFIC COLTON YARD --- DETAILS INSIDE

The Blank Page

It is with regret that we have to announce the resignation of Andy Anderson from the office of Chief Clerk/ Paymaster. Andy recently had a heart attack and had to resign for health reasons. We hope you feel better now Andy.

Until the next elections Thomas J. Cummins has been appointed to fill in as Chief Clerk/ Paymaster. Welcome Aboard Tom!

NOMINATIONS ARE NOW IN ORDER!

Nominations for the election of officers for the year 1975 are now open. If you know of someone who will be an asset to our Cajon Division, or if you yourself feel qualified to fulfill one of the following offices, Please contact: David M. Sacks, 1040 N. Orange St. Orange, Calif. 92667 Phone 633-0186

SUPERINTENDENT:

- 1- Conducts all meetings of Cajon Division.
- 2- Appoints chairmen of all standing and special committees.
- 3- Supervises all general business and sees that all of the objectives of the Division are carried out.

ASSISTANT SUPERINTENDENT:

- 1- Assumes the Superintendent's duties in his absence.
- 2- Assists the Superintendent in all his duties.

CHIEF CLERK/PAYMASTER:

- 1- Will have full charge of all records of meetings.
- 2- Will have a full record of membership in PCR and NMRA in this Division.
- 3- Will have custody of all funds of the Cajon Division.
- 4- Will maintain a Division checking account.
- 5- Shall assume Superintendent and Assistant Superintendent duties temporarily when these offices are vacant.

Please name one candidate for each office. Each winning candidate must be from a different county.

DIVISION MEET

VISIT COLTON YARD! SEE MODEL RAILROAD DISPLAYS! ENTER THE DIORAMA CONTEST! FOOD WILL BE AVAILABLE! COME HAVE A GOOD TIME.
OCTOBER 6th, 1974. ALL DAY SUNDAY.

The "Order Board" needs your support. We need contributions of articles, sketches, and drawings. As all committees are freshly appointed with each new Superintendent, we will need volunteers for all the committees, including a new Editor for the "Order Board".

The Visiting Fireman

WEATHERING + OBSERVATION = REALISM By THOMAS J. CUMMINS

Weathered rolling stock and structures look more lifelike than unweathered, because the prototypes are exposed to natural weathering and their appearance reflects this. The key to realistic weathering is observation. Observe how mud splashes look, how rust stains appear, what kind of mud and muck exists in the area you're modeling.

Once you determine the effect you need, decide how best to achieve it. There are many paints, stains, dyes and powders available, not any one of them suitable for every requirement. For example, Floquil paints are excellent for wood and cardstock. Poly-S works best on most plastics, and Scalecoat goes on metal without a primer coat. For most weathering, Floquil will do the job. Their rust, however is rather too yellow, and should be mixed with brown, Boxcar red, Tuscan red, and even a bit of weathered black. New rust, by the way will tend to be lighter, old rust darker, with old rusty areas including several shades blended. Be careful to thin paint used for weathering about 4 to 1 with Dio-Sol or whatever thinner fits your paint. Then wipe your brush nearly dry and dip it in thinner before applying it to your model. Subtlety is the key word here; it is much easier to avoid over-weathering if your paint is well thinned. When it dries, you can see whether more paint is needed. Don't wait until one coat of weathering is dry before adding a second color; blend each layer to achieve a natural look. The exception to this is the base coat of light gray applied to corrugated metal to kill the bright shine. For this, first spray with Testor's Dul-cote, then paint with Floquil Lettering Gray, then another coat of Dul-Cote, then a second coat of gray. Let dry at least 24 hours between coats. This will give a solid base for weathering which will not lift when weathering is applied.

There are many shades of paint sold to simulate mud, earth, grime, dust and weathered tones of metal and paint. None should be used as it comes from the jar. Skillful mixing in the jar or on a pallet to achieve a color match with the prototype is the best method. Sometimes this matching will require colors other than specific "weathering" colors, for example PC green for the patina on copper or brass. Weathering colors are thinner than regular colors, so when using the regular color, you should use more thinner. By the way, Poly-S tends to lose adhesion when thinned too much, so be careful. It is excellent for earth or grime colors however.

The use a car or structure is put to, determines what kind of weathering is needed. Covered hoppers, for example, usually carry powdery loads which spill and run down the car roof and sides, leaving streaks which can be quite heavy. Oil tank cars usually have a similar spill-streak running down from the dome(s). This black and glossy stain is best done with an enamel, such as Factra. (Next Issue is on Tank cars)

Many modelers use powdered chalk, pastels or tempera for weathering. If done well, this can be very effective, especially a white dusted on to simulate fading of paint. Spray fixative, found in art stores, keeps powdered color from rubbing off from handling. Add a touch of gray to tone down brightness.

Placement of weathering is dictated by the prototype situation. In general, dirt washes down and splashes or drifts up from below, thus the middle of a car or structure will be less dirty than upper or lower parts. The windward side will be more weather-beaten than the leeward.



THE CAJON ORDER BOARD
EDITOR
2506 N. Spurgeon St.
Santa Ana, Ca. 92706

Timetable

WEST COVINA BROTHERHOOD OF MODEL RAILROADERS, ANNUAL OPEN HOUSE.

NOV. 1, 8:00 to 11:00 pm.

NOV. 2, 7:00 to 11:00 pm.

NOV. 3, 1:00 to 5:00 pm.

Scheduled operations of HO and HO₃. Static displays, refreshments, no admission charge. Information from John Achramowicz, 1710 Coolcrest Ave., Upland, Calif. 91786. PHONE 714-982-3383.

Club Address: 164 W. Bonita Ave., San Dimas, Calif.

SOUTHERN NEVADA MODEL RAILROAD ENGINEERS OF LAS VEGAS, CORNFIELD MEET.

NOV. 3, 1974

We're all set for a smash hit. The Southern Nevada Model Railroad Engineers of Las Vegas, Nevada, are holding their fifth annual "CORNFIELD MEET". In addition to a steak dinner and cocktails, there will be displays, and contests for both men and women with cash prizes and a fabulous and exciting auction (you have to see it to believe it). All this will be happening at the Showboat Hotel in Las Vegas, Sunday evening, Nov. 3rd.

For additional information, please contact: Jim Wiest, 348 Wisteria Ave., Las Vegas, NV. 89107.

CAJON DIVISION, PCR, NMRA.

OCT. '6, 10:00 am. Colton. The Division has arranged with the SP, a great tour of the new Colton facilities.

SEE FLYER FOR MORE INFORMATION

OR CONTACT: Larry Borden, 2648 Milton Ave. Apts D. Fullerton, CA. 92631

The Warehouse

FOR SALE

HO SCALE

0-6-0 Side tank switcher, Brass, \$25.

2-6-2 Side tank switcher, Brass, \$30.

4-6-0 A&LM, Brass, \$125.

Contact: Howard C. Smith, 814 W. 7th St., Corona, CA. 91720
714-737-5248.