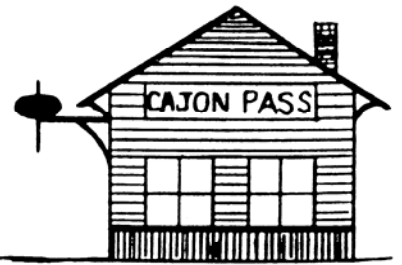


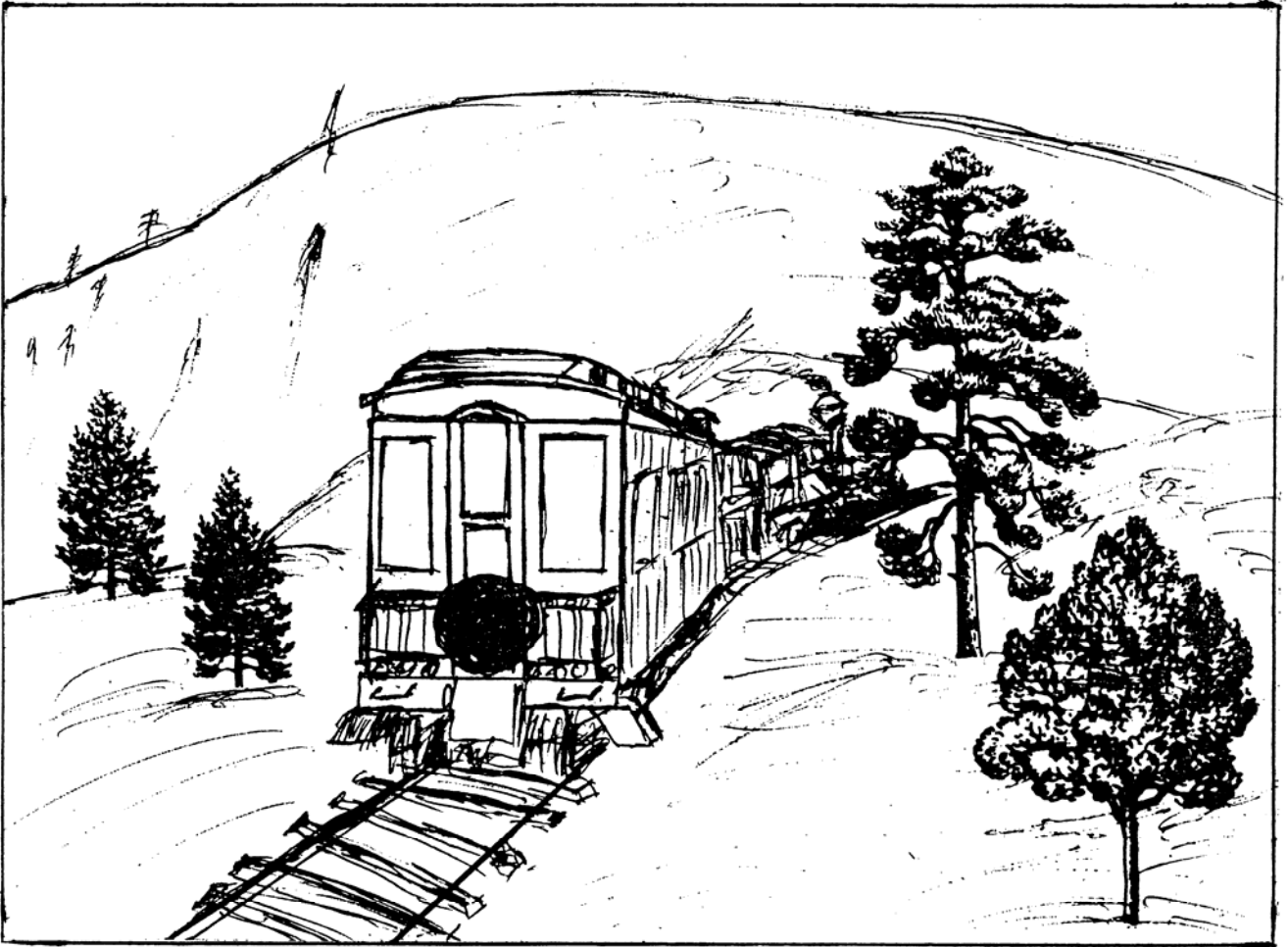
The Cajon Order Board



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THE OFFICIAL PUBLICATION OF
THE CAJON DIV.
PCR NMRA

DECEMBER



THE ELECTION SPECIAL IS HERE. THIS LITTLE NARROW GAUGE OBSERVATION IS HEADED TO KNOTTS BERRY FARM FOR THE ANNUAL CAJON DIVISION BANQUET. THIS WILL BE THE FIRST REGULAR INSTALLATION OF OFFICERS. THE ONLY PROBLEM WE HAVE IS THIS WE NEED YOUR VOTES. PLEASE RETURN THE BALLOT TO HOWARD SMITH, 814 w. 7th St., Corona.

SPEAKING OF KNOTTS BERRY FARM, THIS MEET IS GOING TO BE GREAT. MIKE REAFSNYDER OF KNOTTS IS GOING TO BE THE GUEST SPEAKER AT THE BANQUET. HE IS GOING TO TALK ABOUT 464. 464 IS THE FARMS NEW STEAM ENGINE. HURRY AND GET YOUR RESERVATIONS IN NOW .

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THIS IS THE FINAL ISSUE OF THE "ORDER BOARD" TO BE PREPARED BY THIS EDITOR. OVER THE LAST TWO YEARS THE CAJON DIVISION HAS GROWN. TODAY, WE HAVE OVER 225 MEMBERS. GEOGRAPHICALLY, WE SERVE AN AREA FROM THE LA-ORANGE COUNTY LINE INTO NEVADA. WE HAVE HAD SEVERAL POPULAR EVENTS. OUR FIRST MEET WAS HELD WITH THE RIVERSIDE LIVE STEAMERS, AND OUR MOST RECENT WITH THE SOUTHERN PACIFIC RAILROAD COMPANY AT WEST COLTON YARDS.

WE WOULD LIKE TO THANK ALL THE PEOPLE THAT HAVE HELPED US IN OUR DIVISIONS INFANCY.

SHORTLY WE WILL BE ELECTING NEW OFFICERS. WE WILL DEPEND ON EACH OF THE MEMBERS TO EXERCISE HIS OR HER OPTION TO VOTE AS THEY SEE FIT.

THE NEW SUPERINTENDENT WILL NEED VOLUNTEER HELP IN HIS TWO YEAR TERM, SO IF YOU WOULD LIKE TO SERVE YOUR FELLOW MODEL RAILROADERS, KEEP IT IN MIND. THE NEXT ISSUE OF THIS PUBLICATION WILL TELL WHO IT IS.

NOMINATIONS FOR THE FOLLOWING OFFICES WERE RECEIVED:

SUPERINTENDENT

GARY B. STENBERG,

GARY IS EMPLOYED BY THE CALIFORNIA DIVISION OF FORESTRY AS A FIRE APPARATUS ENGINEER. HE HAS BEEN A MODEL RAILROADER SINCE 1966. HIS MAJOR INTEREST IS IN COLORADO NARROW GAUGE. FOR TWO YEARS HE HAS SERVED AS EDITOR OF THE ORDER BOARD.

ASSISTANT SUPERINTENDENT

THEODORE J. VAN KLAVEREN

TED IS ALSO EMPLOYED BY THE CALIFORNIA DIVISION OF FORESTRY AS A FIRE APPARATUS ENGINEER. HE HAS BEEN INTO MODEL RAILROADING FOR MOST OF HIS LIFE. HE IS INTERESTED IN COLORADO NARROW GAUGE. HE ALSO OWNS HIS OWN RAILROAD MOTORCAR 12" to the Foot.

CHIEF CLERK/ PAYMASTER

THOMAS CUMMINS

TOM IS THE CURRENT CHIEF CLERK/ PAYMASTER. HE IS THE AUTHOR OF SEVERAL ARTICLES, ONE OF WHICH APPEARS IN THIS ISSUE.

UNFORTUNATELY THESE MEN WERE THE ONLY ONES TO BE NOMINATED.

THE FOLLOWING ARTICLE IS ABOUT WEATHERING TANK CARS

THE VISITING FIREMAN TOM CUMMINS



The Visiting Fireman

GIVE YOUR TANKERS THAT "USED" LOOK

Whether your tankers are scratch-built or R-T-R, they are models of the dirtiest class of freight cars, because of the material they carry. Oil tankers, for example, are distinguished for their oil-stained body. Note that the oil runs down from the filler valve on the dome(s). A glossy black paint, such as Pactra 'Namel Black, will serve here. Drip the paint from a full brush on each dome, until it runs down the sides of the tank. Be sure some "oil" spills on the deck, too. This spills pile up as the car is refilled, so don't be afraid of overdoing the effect, so long as the black gunk runs straight down from the domes.

Tankers carry many other substances beside oil, many of them leaving characteristic stain-marks from the inevitable spills in loading and unloading. For example, acids and other corrosives can cause paint to blister, and they leave a white deposit on the tanker. A dribble of Floquil or Poly-S Reefer White will do the job. First, apply a light wash of rust colors, then the white, for the effect of exposed metal under the white. Some tankers carry substances, such as liquid gases, which leave no stain, or milk, which requires absolute cleanliness; in these instances, only the barest weathering, confined to the trucks and deck, showing road dust, is needed. Another food product sometimes encountered in tankers is molasses, which leaves brown stain down the sides of the tank.

Chemical tank cars present a wide variety of stains, and your best bet is to observe the prototype, if at all possible, and even take some color photos of tankers carrying that kind of load. Almost any color imaginable can be found soiling chemical tankers. One of the more common ones, especially in Gulf Coast states, is sulfur. Liquid sulfur leaves stains which turn a pale yellow after drying. Mix Reefer White and Reefer yellow to obtain a satisfactory color, then thin to suit.

One thing to remember about car weathering, is that on the prototype, reporting marks must be visible. Therefore, it is common to see a car so dirty and stained it is impossible to see its original color, with reporting marks outlined on a clean patch. On the model, this effect can be had by putting a piece of drafting tape over the reporting marks before weathering. When the tape is removed, the reporting marks will stand out in sharp contrast.

Tankers come in many colors, but most are either black or silver. In general, road-grime and mud should be dark on a light surface, light on a dark surface. The round body of the tanker weathers differently than a boxcar, because dust and dirt don't collect on top and wash down; most of the dirt (and there is plenty) comes up from the roadbed. This will vary with the terrain over which the car travels and the weather, but the underside of the tank body generally is well splattered with muck.

Old-time wooden tankers are a special case, because wood is more easily stained than steel. Water-tankers will have a white deposit around domes and down the sides, and oil tankers will have a black down the sides, flat black instead of glossy, because the wood absorbs the oil. Wood tankers may also need an overall weathering, such as Flo-Stain Driftwood, to show exposure to rain and sun. Don't neglect the metal bands on wood tankers. They should be painted Gun Metal, streaked with rust.

The area where your tankers are filled and unloaded should be weathered with appropriate stains on ground as well as structures. This is especially needed at oil facilities.



THE CAJON ORDER BOARD
EDITOR
2506 N. Spurgeon St.
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FEBRUARY 8th, 1975, CAJON DIVISION BANQUET, KNOTTS'
BERRY FARM, IN THE GARDEN ROOM OF THE STEAK
HOUSE. SEE THE FLYER FOR DETAILS.

MAY 10th, 1975, CO-MEET WITH THE RIVERSIDE LIVE STEAMERS
AT HUNTER PARK IN RIVERSIDE. BEGINS AT 10 am.

IS YOUR RAILROAD CLUB HAVING AN EVENT?

IF SO, WRITE THE ORDER BOARD AND HAVE IT PRINTED.

