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CAJON DIVISION ORDER BOARD

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On The Cover

The Barstow Tour was great fun for all who went on it. The cover photos show some of the activities as noted from the modern tower of this fascinating facility.

"GONDOLAS GALORE"

Come on all you contest nuts ! We're gonna have a contest. If you have never built anything for a contest before you're just the one we are after for this one. Anyone may enter, of course.

This is a special contest in that we want you to build a rather easy special kind of car. You can build a whole gang of them if your railroad would require more than one. You only need one for the contest, however.

Gene Hickey authored an article called " Gondola Cars with a Lifetime Guarantee " back in the February 1967 Model Railroader. In it he explains how to build a gang of these cars. This article is reprinted elsewhere in this issue of the Order Board. The winners will be announced at the 1982 Banquet. So, come on and join in, the more the merrier. More information will be coming on the " Gondolas Galore " contest.

Vic Prior
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Cajon Commentary

Like most Model Railroaders, I've done a lot of dreaming about building a layout, but the excuse " I don't have the room " kept getting in the way. After years of discussion with the other major stockholder of the proposed line, we decided to add on a hobby room.

Negotiations with the contractor went well, plans were drawn up, the contract was signed. Two months later, after one of the most disruptive experiences of our lives, the dust is starting to clear and I was able to find the Cajon Division business office (a cardboard file box) and start working again.

Some long term projects are underway - Fall meet at Kraemer Park, Auction in November, Banquet in February etc.

Recently the Division Tour Director received a letter from a railfan on our Barstow Tour, commenting on the travel arrangements. He complained about the transportation - " too little leg room, the bus drivers not stopping in the right spot for picture taking, etc." I really can sympathize with the letter writer as I'm 6'3" myself and was very uncomfortable, especially on the return trip to San Bernardino. There are two reasons for the school buses though, instead of the big coaches that passed us all day : First, the cost, and Second, believe it or not, the windows. To keep the cost to a decent level and thereby open the trip to the maximum number of people, we opted for the school buses over the coaches which cost more than twice as much. Since the tour was a riding tour and we were only allowed off the bus at the tower, the dark tinted windows of the coaches, which cannot be opened, would have made picture taking difficult, if not impossible. I do have a suggestion for those of you who do not like to ride school buses. On future tours, when you make your reservations, indicate that you would rather drive yourself and meet the buses at the gate when they arrive.

We are making plans for a Layout Tour. If you have a layout you would like to show, or know someone who has one but needs to be coaxed into showing it, please drop me a line.

Tom Becker

Ganged cementing makes it easy to build sides for several cars as fast as you could make two separately. Vary the design to suit yourself

A black and white photograph of a freight train, showing several boxcars and a locomotive pulling them. The train is moving along tracks, and the image is tilted slightly to the right.

Fig. 1 shows the frame assembly. Lay the floor pieces upside down on a working area and cement the side sills, center sills, and end plates in position. Let these assemblies dry under weights to keep them flat. Follow this by cementing the queen-post beams and the body bolsters in place. If you plan to install the lead weighting pieces now—and the cars will be very light without them—cement them in place. The end sill can be added now, or later. It would be wise to cement the K brake cylinder in position now. The final

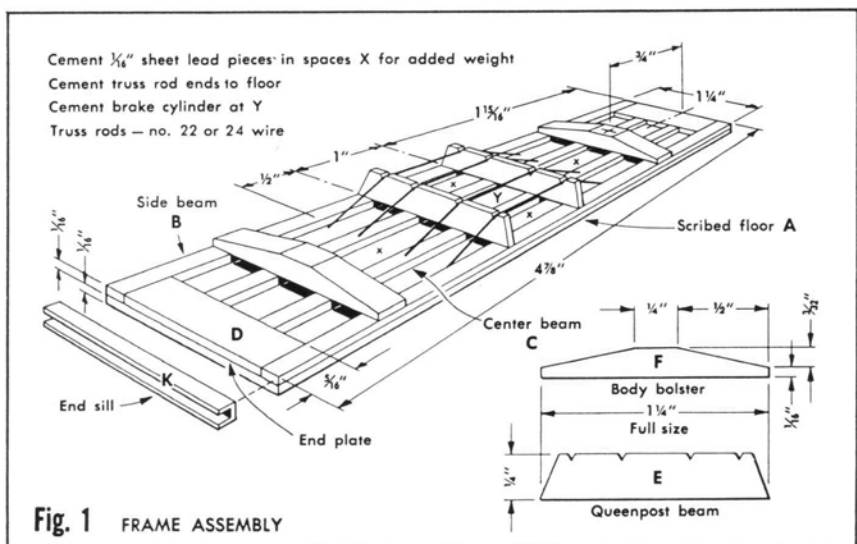
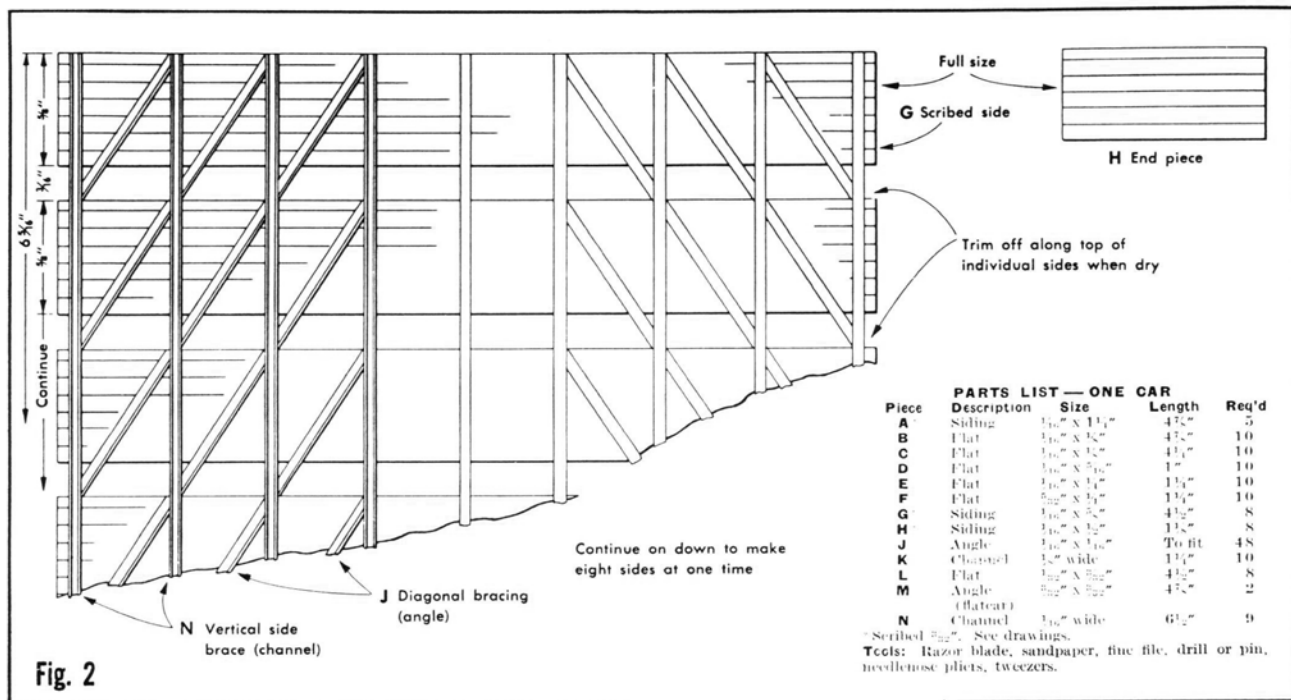


Fig. 1 FRAME ASSEMBLY



step is to bend the individual truss rods to fit, and cement them in place.

For variation, modelers may wish to use cast metal queen posts, body bolsters, and end sills. I used metal queen posts on the car shown.

Fig. 2 shows the ganged-cementing system used for ease of handling and preparing the sides. Lay out all the side pieces in a vertical row with spacings as shown. Put a weight on them to hold them in position. Cement the vertical side channels to the scribed sides. Start with the two end channels first (after which the holding weight can be removed) and work toward the center. Be sure to maintain spacing and cement the channel face up. Install the diagonal bracing, making sure the pieces extend below the sides as shown. When the entire assembly is thoroughly set, trim the sides apart along the *top* of each individual side.

If you use two pieces of $\frac{1}{2}$ "-thick scribed siding cemented back to back, individual planking will show in the car's interior.

Fig. 3 shows final assembly. Fit the trimmed sides to the frame assembly. Note that the frame assembly is "8" longer than the sides: the sides are set in "16" from each end as shown. Cement the car ends in place. On my cars I set these in "16" as shown, but flush position is equally correct if you desire it. Hold the assembly to let the cement start to set; then set the assembly aside.

If you didn't cement the end sills on already, do it now. These can be angled at the ends if you like. Cement the cap strip along the top of the sides. The rear of this piece is flush with the inside edge of the side; the front overlaps the side channel bracing.

Now drill holes (with a no. 76 drill), or punch them with a common pin, and install the wire sag rods across the body. Sag rods on the prototype prevented the

loading from causing the car side to bulge: they are, in a sense, transverse truss rods.

Add grab irons and steps. They can be formed of wire, or you can use preformed components from the hobby shop. Finally, drill a pilot hole through the center of the body bolster and attach the trucks of your choice. The screws will show inside the car: you can file off the excess or hide the screws with a load. The flat end sill allows installation of any type of coupler. Don't forget the brake wheel.

Paint the car your road's color, letter it with decals, dry transfers, or by hand (as I did), and she's ready for service.

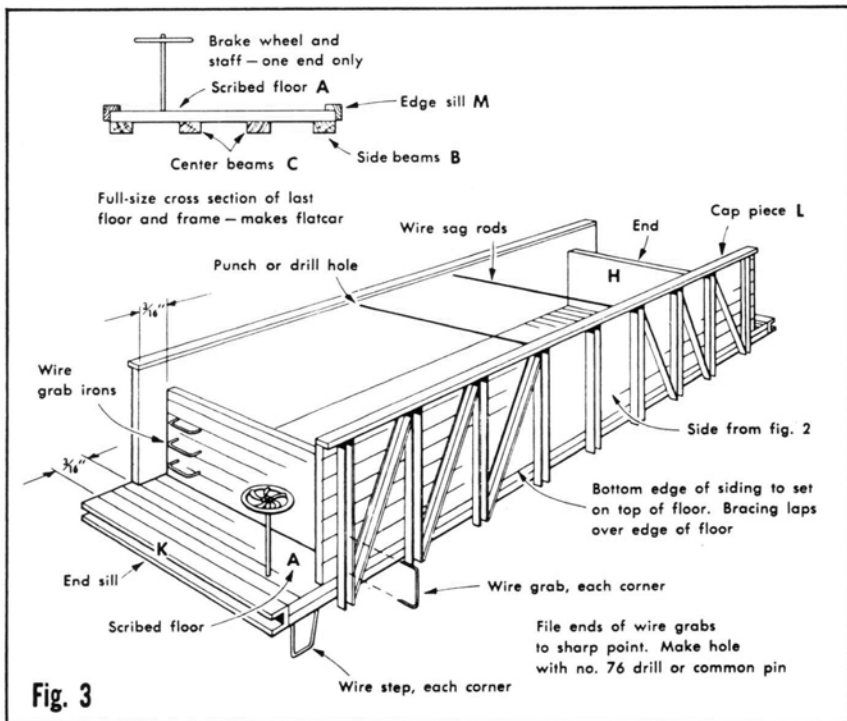
Oh, that leftover frame assembly? Add side sills as shown in the little sketch in fig. 3, finish off with trucks, couplers, steps, and brake wheel, and you've got yourself a flatcar for the pike.

This is a good-looking car that is simple to build. It looks especially good when weathered. For beginners, it should encourage you to enter the wonderful world of scratchbuilding and move on to scratchbuilt hopper cars, boxcars, refrigerator cars, and cabooses. For experts, it can serve as basic construction to be superdetailed to whatever extent you care to go.

Piece	DESCRIPTION	Size	Length	Req'd
A	Siding	$1\frac{1}{2} \times 8 \times 11\frac{1}{2}$	47'	5
B	Flat	$1\frac{1}{2} \times 8 \times 8$	47'	10
C	Flat	$1\frac{1}{2} \times 8 \times 8$	41'	10
D	Flat	$1\frac{1}{2} \times 8 \times 8$	1'	10
E	Flat	$1\frac{1}{2} \times 8 \times 8$	11'	10
F	Flat	$2\frac{1}{2} \times 8 \times 8$	11'	10
G	Siding	$1\frac{1}{2} \times 8 \times 8$	41'	8
H	Siding	$1\frac{1}{2} \times 8 \times 8$	11'	8
J	Angle	$1\frac{1}{2} \times 8 \times 1\frac{1}{2}$	To fit	48
K	Channel	$3\frac{1}{2} \times 8 \times 8$	11'	10
L	Flat	$2\frac{1}{2} \times 8 \times 8$	41'	8
M	Angle (flat)at	$2\frac{1}{2} \times 8 \times 8$	47'	2
N	Channel	$3\frac{1}{2} \times 8 \times 8$	61'	5

* Scribed "222". See drawings.

Tools: Razor blade, sandpaper, fine file, drill or pin, needlenose pliers, tweezers.



BARSTOW TOUR

Bob Chaparro

Santa Fe's Barstow Classification Yard was the site of the Cajon Division's fourth prototype facility tour. The April 25 event attracted 132 Railfans, most of whom were transported by chartered buses from Amtrak's San Bernardino station. After a hectic "pit stop" at the MacDonalds Barstow Station Restaurant in which the group was almost forever lost in the waves of Vegas-Bound gamblers, we belatedly commenced the tour. Santa Fe was represented by Special Assistant for PR, Mike Martin, and a group of yard supervisors. (Mike was our host for the 1979 tour, also.) In addition to viewing the diesel servicing area, car repair facilities, and hump operations, we were treated to a glimpse of Amtrak's westbound "Southwind" making a quick stop. The Santa Fe's yellow "War Bonnets" also provided a heavy display of power in action on what was a busier than normal Saturday. The highlight of the tour was the special excursion through the tower. From this vantage point the operations of the yard were explained in expert detail while the many cameras clicked off frame after frame. On the return leg of the tour a diversion down old Hwy 66 and Cajon Blvd. provided a close, parallel view of the trackage in Cajon Pass. The trip ended with an additional benefit in the form of two Amtrak high-level cars available for walk-thru inspection at San Bernardino. One car was a former Santa Fe "El Capitan" car completely refurbished for Amtrak service, and the other one was one of the very new "Superliner" cars. To say the least, both cars had a considerable edge over most forms of transportation in terms of comfort including our tour buses!

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Comin' Up

July 19

CAJON DIVISION MEET

11 AM to 4PM at Valenzuela's Railroad Ranch,
1250 W. Philadelphia St., Ontario.
Movies, Clinics, Switching Contest, Train Rides.

August 18-23

NMRA NATIONAL CONVENTION

San Mateo County Fairgrounds.
Information: Bob Dupont, 1448 Cary Ave.
San Mateo, CA 94401

September 19-20

RUSTY RAILS MODEL R.R. CLUB

Rail trip to San Diego & Return via private car
(1925 Observation "La Cadesa") 354. Information:
Vic Prior, 915 Redbud, Brea, CA 92621. (714) 529-4082

September 26

PIONEER WESTERN RAILROAD CLUB

Annual Swap Meet. 9AM to NOON
7422 Orangethorpe Ave., Buena Park.

October 16-18

PCR MINI CONVENTION

Miramar Hotel, Santa Barbara.
Information: PCR Mini, 528 Milpas St. #107
Santa Barbara, CA 93103

October 25

CAJON DIVISION MEET

Back Community Center, Kraemer Park, in
Placentia. Movies, Clinics, Swap Meet.

November 28

CAJON DIVISION ANNUAL AUCTION
Glendale Federal Savings Building
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Regional Split – Yes Or No? (Editorial)

Certainly one of the most controversial issues ever to confront the PCR membership is the one currently under study concerning the dividing of the region into two regions, to be known as PACIFIC CENTRAL REGION and PACIFIC SOUTHWEST REGION. At the BOD meeting in Sacramento, a committee, composed of all Division Directors, was directed to complete the study, and report to the BOD at the mini in Santa Barbara in October.

The reason given for dividing the region is that it is too large and represents too much work for the officers, the secretary-treasurer in particular, and I can agree with that. As a died-in-the-wool convention goer however, my first reaction was that I did not want to give up my two conventions a year and lose touch with all the wonderful people up north whose friendship I have cultivated over the years. It now appears that if the split is approved, there will still be two conventions a year to which any NMRA member can go. The PCR in the spring (which will also be the BOD meeting for the PSR) and the PSR in the fall (which will be the BOD meeting for the PCR) or vice-versa. I was appeased. Giving the matter further consideration it is to be noted that the split would also give us TWO members on the NMRA Board of Trustees rather than the ONE we now have, and we on the west coast would have TWO chances to bid a National Convention in every 8 year period rather than the ONE in every 7 years we now have. I have been convinced that the split is for the good and have told our Director so. I'm sure some of you will come up with some other pertinent reasons pro or con, but the important thing is that you let our Director know your thoughts. He will be casting our Cajon Division vote in October, and the only way he will know how you feel about it and why, is if you talk to him about your thoughts.



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