

# The Order Board

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## Coming Events!

September 8-11-PSR Convention sponsored by Cajon Division.

November 11-13-Cajon Division Barstow Meet 2005.

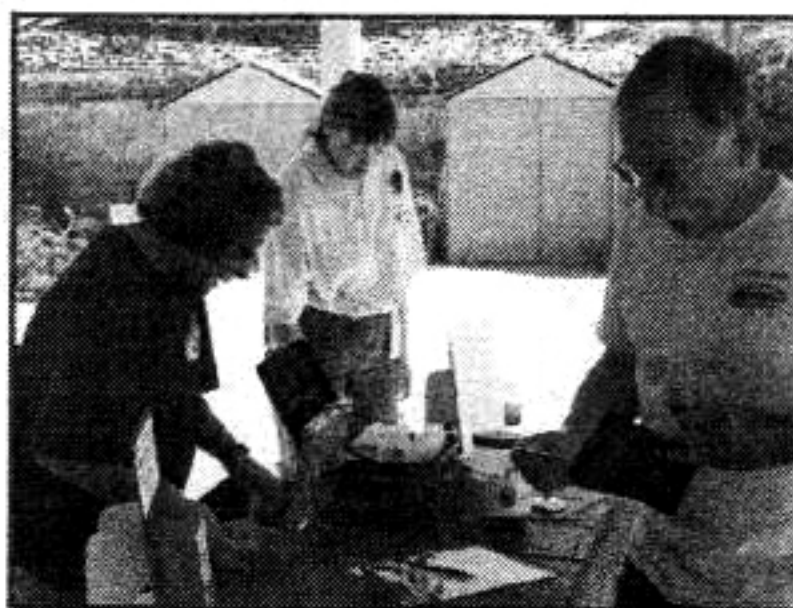
See [www.cajondiv.org](http://www.cajondiv.org) for latest information and flyers.

## Breaking News!

Nick Millar is our lonely teen modeling friend in the Hesperia area. He has created a High Desert Group for Model Railroading. All interested modelers are invited to join at <http://groups-beta.google.com/group/HighDesertModelRailroaders>. He would really appreciate some company and a little help!

## CAJON GETS 2005 OFF IN STYLE THREE BIG MEETS GET THE YEAR STARTED

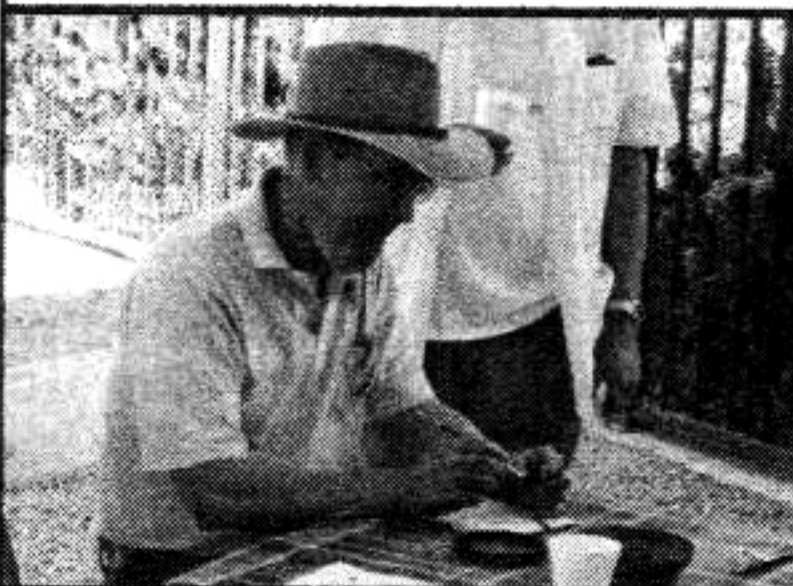
By Bill Jacobs, Editor



Jane Jacobs and Shelley Mathews get Don Stice registered for the March 12th meet. Photo by Robert Wescott



Caboose assembly line. All got done with only minor glitches. There was a quality control crew. Photo by Robert Wescott.



"Indiana" Nauman tries his hand at Brian Block's figure painting clinic. Photo by Dale Tripp.

The "happy division" has done it again! Three big meets in the space of a month. The first was a Las Vegas meet on March 12th attended by about 40 and hosted by Joe and Bobbi Dorner. The weather was great and the highlight of this event was the modular layout set up by the Southern Nevada N'Trakers-it was approximately 16 x 32 feet and contained 16 regular modules, 4 corners, and 2 yards. Several of the N'Trakers opined that this was the largest layout they had ever assembled!



Largest SNNT layout ever? -Maybe! Photo by Dale Tripp.



Chefs Ed and Bill attempt to keep the dogs from rolling off-there must have been a downhill slope on the grille. Photo by Robert Wescott.

There were several interesting clinics: Brian Block presented his Figure Painting techniques-just paint them all black first-sounds weird, but it works: Joe Dorner demonstrated foam scenery construction: Dale Tripp displayed Japanese N Scale, and John Taranto's Show n Tell were all well received. There was also a mini-swap meet which met with pretty good success for the sellers. There was one additional highlight-all of the RTR cabooses for the September convention got assembled! That was almost worth the price of admission. Sometimes it is better to follow the directions. Of course there was the standard lunch break-a variety of hot dogs and

(Continued on page 7)



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The Order Board is available online at:

PSR Home Page: [www.psr-nmra.org](http://www.psr-nmra.org)

Trainnet.org: [www.trainnet.org](http://www.trainnet.org)

Division Website: [www.cajondiv.org](http://www.cajondiv.org)

## Membership

*By Martin A. Judd, Cajon Division Membership Chair*

### **.WE ARE NOT ALONE**

Over the past several months you have read articles by me talking about the lack of participation by young people in our hobby and our organization. I attempted to come up with ways to get them involved. Locally, I don't think I have seen any increase in participation by young people, but at least we are thinking about it now. Jan e-mailed several of us about a young man who lives in Hesperia, CA. His name is Nick and he's about 15 and really wants to become involved in model railroading. Unfortunately, he lives in an area where we don't have any other members to help him out one on one. It looks like our only contact with him is going to be with the computer. I believe his e-mail address is: Chaoticusprime@charter.net. What say we at least get him involved in a chat group of some sort? We can answer his questions, send him advice, and maybe pass on some of our picture libraries once we find out what his interests are. *(Editor's note: See page 1).*

Now back to the title of this article. For a long time I thought that maybe it was just a problem in our hobby as far as attracting young people to it. I recently became involved with a Barbershop Singing group. They have the same problem we have; a whole lot of old guys and not a lot of young blood waiting out in the wings. The average age of the group I'm singing with is probably 55-60. Young people just are not interested in singing and most middle aged men don't have the time needed to practice and sing in shows. But, there are groups out there that don't seem to have this problem with attracting young people. When I was involved in Muzzleloading (historical re-enactments), we had a lot of participa-

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## ARE YOU A SCRAPPER?

Do you know what a scrapper is?  
You can find out at the PSR Convention in Buena Park Friday morning at 10:30.

Meet me and I'll show you what it's all about. You can bring some pictures of your favorite railroad or railroader, too!! Or anything else for that matter!! Even your old fuzzy dog!!

Everything will be supplied.

Questions? Call Loretta @ 702-258-0026



## MALFUNCTION JUNCTION HOBBIES

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## Cajon Division Barstow Meet 2005

What is in store for Cajon Division after the 2005 PSR Convention? Well for one thing our annual premier event: the Cajon Division Barstow Meet. This year's event will be held over the Veterans Day weekend, November 11-13, so mark your calendars and make room reservations now. As in past years the event will be a joint venture between the Cajon Division and the Western America Railroad Museum. Cajon Division will handle planning of the train show at the Harvey House, events at the Ramada Hotel, and publicity to the membership, while WARM will organize the craft fair and do local publicity.

Because of the PSR Convention in September, this year's event will have a slightly different format, instead of a Chinese Auction, we will have a Silent Auction followed by a Live Auction, so bring all those trains, buildings, etc. that are not in the era you are currently modeling and make a few dollars. That way you can bid on someone else's stuff. The rest of the meet will have the same type of programs as in past years: clinics, slide shows, contest room, and the Harvey House Train Show.

So what do we need from you the membership? Members who are willing to step up to the plate and present clinics, slide shows, run the auctions, organize the Harvey House Train Show, take registrations, along with numerous other tasks required to run this event. Without your help, this event cannot be successful. You can call me at (714) 776-6394 or e-mail me at [cheimberger@anaheim.net](mailto:cheimberger@anaheim.net) and I will be more than willing to assign you a job.

When making reservations at the Ramada Hotel mention that you are with the Cajon Division Train Meet. Ramada is located at 1511 East Main Street, Barstow, CA. Their number is (760) 256-5637.

See you in Barstow, Carl Heimberger-Event Coordinator.

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## PSR 05 CONVENTION UPDATE

*By Jan Wescott, Convention Chair*

It's almost convention time; just three months away and the last newsletter to update you on the latest about our convention. Future updates will be posted on the convention website at [www.psr-mnra.org](http://www.psr-mnra.org) (click on convention home page and go to Updates and News). No matter how organized we are, sometimes reality of life takes priority and things change beyond our control. If you are registered you will also be notified of any changes individually by our Convention Registrar. Below are some updates as of press deadline (end of May).

**CONVENTION HOTEL:** Reminding you that there is a new toll free number for making your reservations. Call (866) 752-2444. Please ensure you tell them you are with the PSR Model Railroading group so we'll get proper credit and so that you'll receive your free Knott's Berry Farm admission ticket. Last day to receive the special room rate discount is August 1st. **HOTEL PARKING FEES:** With the change in hotel ownership a parking gate and fee has been implemented. I've been assured that "all" attendees at this convention will have FREE parking privileges. Those staying at the hotel will receive a parking pass for their car and those not staying at the hotel will have free in/out privileges. Please tell the parking attendant you are with the PSR Model Railroading group.

**PROTOTYPE TOUR-KNOTT'S ENGINE HOUSE:** This tour is nearly sold out with only a few spaces left. If there is enough interest we may add an additional tour. We feel very fortunate to be able to offer this tour. With the change in ownership this tour has been discontinued to the public. The tour will be held on Thursday, September 8th from 8 to 10 am, as an Extra Fare item for \$15. It is by pre-registration only. See the Extra Fare form in this issue.

**RAIL CLINICS:** There are now over 28 different clinics being offered at this convention. Four more clinicians have been added than what was listed in the recent Dispatch (see separate article). This is the most volatile area of any convention and always subject to change due to human nature and people's change of schedule. A full clinic time schedule will be listed in the attendee's timetable.

**NON-RAIL CLINICS:** A special clinic has been added on Identify Theft Prevention. This subject is of national concern and one that can affect us all. I urge everyone to attend. Werner Raes is considered an expert in this field and has been on national TV, etc. His presentation will be held only once on Saturday morning at 9 am.

**CHINESE AUCTION:** Our infamous Chinese Auction will be held Thursday evening. Tickets will go on sale starting at 6 pm with the drawing for the auction items at 8:30 pm. There will be a huge array of auction items (over 100 to date) to tempt everyone: rails, ladies, grandmas, and grandpas. And YES, we will have our usual cake and coffee refreshments. As added fun, I have a bunch of White Elephant items left over from various events and will be auctioning them off during the ticket selling period. More power to you if you can pick these up for a dollar or two. We will also have some special giveaways for those purchasing "X" amount of tickets and door prize drawings for all participating. Don't miss this fun event! **WANTED:** We welcome and would appreciate any donations of unused or "like new" gift or railroad items. Please contact me.

**FIRST NIGHT-CONVENTION WEDNESDAY:** There will be at least four and most possibly five layouts open for your viewing pleasure on Wednesday evening. Also we will have two layouts with operating sessions, one in HO scale and one in N scale.

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## It's Been a Great Train Ride

By Jan Wescott, Cajon Division Director Email: wescvegas@cox.net

Photo by Walter Raes



In many ways I find it hard to believe I'm writing my last column to you as Director. I've enjoyed one helluva train ride these past four years. It's an experience in my life I'm not ever likely to forget. I especially enjoyed the chance to meet and get to know over half the membership in this Division. That alone made the whole trip worthwhile.

Together we saw many a sun come up, ate strawberry waffles with the moon at midnight, grilled hot dogs in 110 degree sunshine...so many fond memories. I thank each and every one of you for your friendship and support.

I would be remiss if I didn't thank a truly great Board Team who supported all my wild endeavors. A look at our photo gallery on our private website at [www.cajondiv.org](http://www.cajondiv.org) shows quite an impressive lineup of events and represents a whole lot of Board Team support. The Board Team is also to be commended for their willingness to stay on board to help provide a smooth transition to the new crew.

And where would I be if not for the loyal support of my husband, Robert? Our editor once called him our warehouse long shore man for all the boxes he has packed and hauled to events. Thank you, Robert!

Looking back, great strides have been taken to improve our Division and hopefully I leave a legacy that my successor can build and strengthen upon. Most significant was getting our federal exempt 501c status as a legal non-profit organization, filing all of our taxes, implementing our private website for added communication, and establishing Barstow as an annual event. Who would ever thought this little desert town in the middle of nowhere could be host to such a great model railroading event.

We still have one final stop together in Buena Park before this train reaches the station. My mode is lights out-party time, lots of free giveaways, prizes, and my promise to do everything possible to make the Cajon sponsored PSR2005 convention a super fun model railroading event. Hopefully, it'll be an event that is filled with laughter and more fond memories. Don't miss this train. Come and join the fun!

What's down the road for me? Ah! I look forward to the day when I can be a plain ole passenger on the Cajon Train and bump into you, my friends, down the track. Thanks again for a great train ride!

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**HOBO BREAKFAST:** Good news for all Hobos that traditionally have breakfast at 7 am on Convention Saturday mornings. We have found a nearby restaurant that you can have breakfast for \$10 with seniors (60 and up) half price. The menu will be ham/cheese omelet, biscuits/gravy or toast, juice, and beverage. All pre-signups will receive a cash refund at registration because the Hobo breakfast will be pay at the door. We will meet in the lobby of the hotel at 6:45 am and go as a group from there.

**LAYOUT TOURS:** I'm sorry to report that after 35 years in operation the Pioneer Western RR Club has closed it's doors and will not be available for viewing at our layout tour as previously advertised.

**CANCELLATIONS:** The magic number for all extra fare activities and guided bus tours is 12. We must have a minimum of 12 and the cut-off date is mid-August. This includes the Railette Luncheon and guided bus hobby shop and layout tours. If you're interested please pre-register so that your tour isn't cancelled.

**CONTEST ROOM:** Reminding you that you may bring your model entries as "display only" and/or for NMRA judging. Judging will take place on Friday evening starting at 6 pm. **ATTENTION LADIES!** We welcome you to enter your needlecraft projects into our Contest. As with all entries the proper paperwork must be filled out to accompany your entry.





## NEW CLINICS ADDED

*By Jan Wescott, Convention Chair*

Five more clinics have been added to our clinic lineup since the PSR Dispatch listing that was recently published. These additions certainly add to our already impressive list of clinics to be offered. I believe clinic presentations are a key element of any convention and certainly one of the many benefits of attending a convention. The interaction, camaraderie, and networking provided in clinic presentations are top rated and can't be beat. First, the presenter is usually a fellow model railroader like you, but is willing to share his knowledge. Secondly, attendees sitting in the room have the opportunity to meet other fellow model railroaders who share the same interest and third, everyone is enriched by new found knowledge during the process. It doesn't get much better than that! Newly added Rail Clinics are:

**GEORGE BOGGS:** "Wild Kid-Realistic Toy Train Operations"

(Or More Realistic Like the Big Boys). Now, here's an excellent fun clinic for all of you. George will present a selective review of the "General Code of Operating Rules" and how they might be applied to model railroading operations.

**JIM FUHRMAN:** "The Decoder Doctor"

This clinic is perfect for the times as many modelers are making the change to DCC. Jim will discuss installation and programming DCC decoders.

**JOHN TARANTO:** "Fabricating Control Panels"

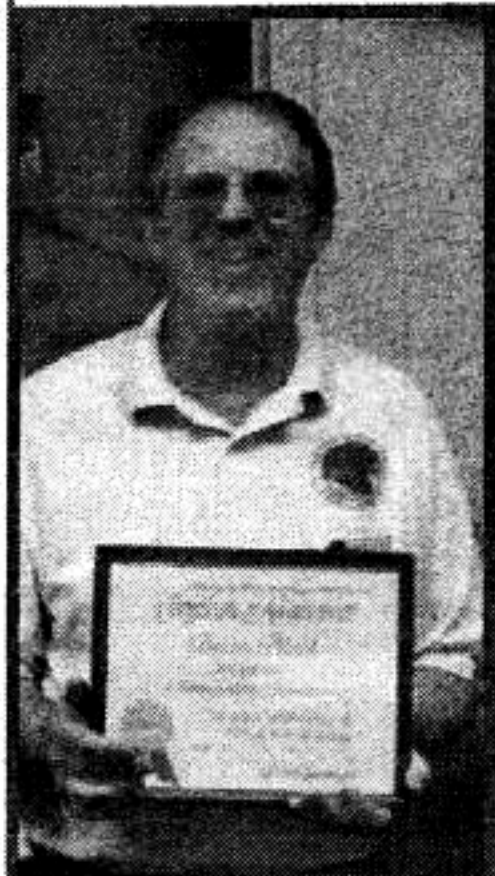
John will demonstrate a quick and easy design to construct a control panel face for your layout.

**DAVID ALLEN, Concept Models:** "Resin Casting-Parts IZ Parts!"

A short scenario of pattern making for creating rubber molds for resin casting. Clinic will place emphasis on techniques for making multiple copies of items needed in quantity for scenic effect. Dave also provides information on material sources and techniques.

**STEVE DUNHAM, Microscale Industries:** "Decal Workshop-The Art of Decaling"

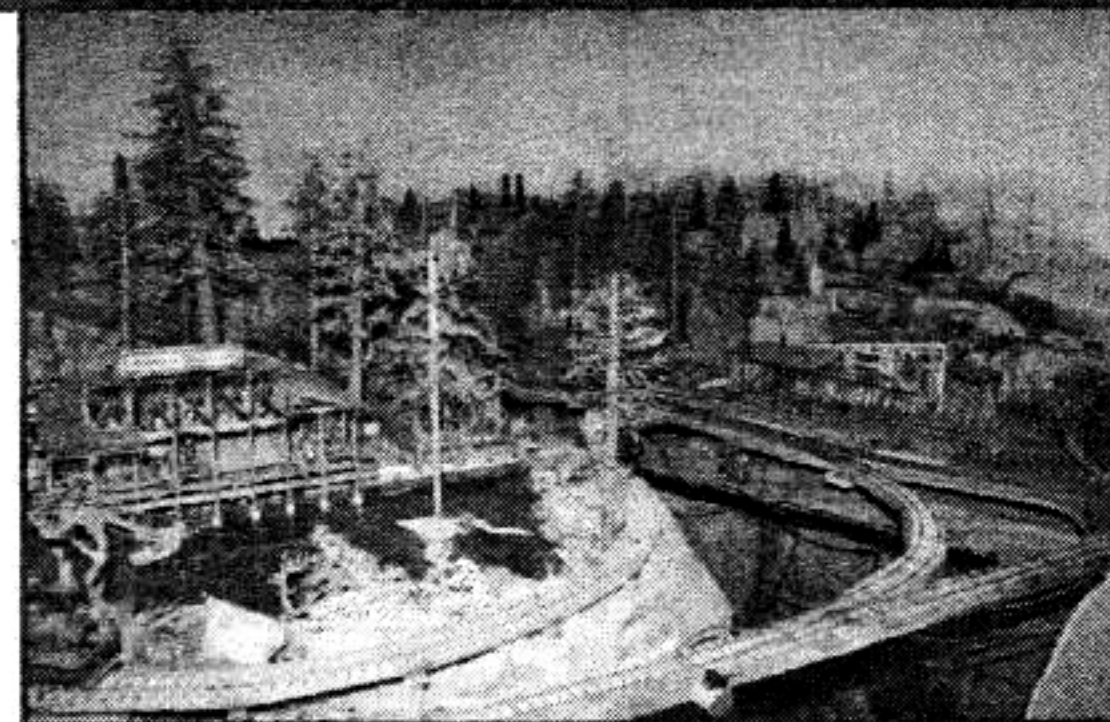
This is a "hands-on" clinic not to be missed! We wholeheartedly appreciate Steve, manager of Microscale Industries, taking the time to present a decal workshop. Class participants will get a chance to practice decaling techniques using convention logo decals provided by Microscale. Depending on the number of participants, most will be able to take home their project. In addition, Microscale Industries is providing all convention attendees with a free sample convention logo decal. This sample will be in rail attendees' goodie bag. Please help me say thank you to Steve when you see him in the hall. We appreciate Microscale Industries' generosity and support!



**BRIAN BLOCK**  
**MASTER MODEL RAILROADER**  
**353**

All of the Cajon Division is proud that we have the newest Master Model Railroader in our midst! Brian will receive his honor at the PSR Convention in September.

He completed his final two AP certificates at the meet he sponsored on April 2, 2005.  
 Congratulations from all of your Cajon Friends!



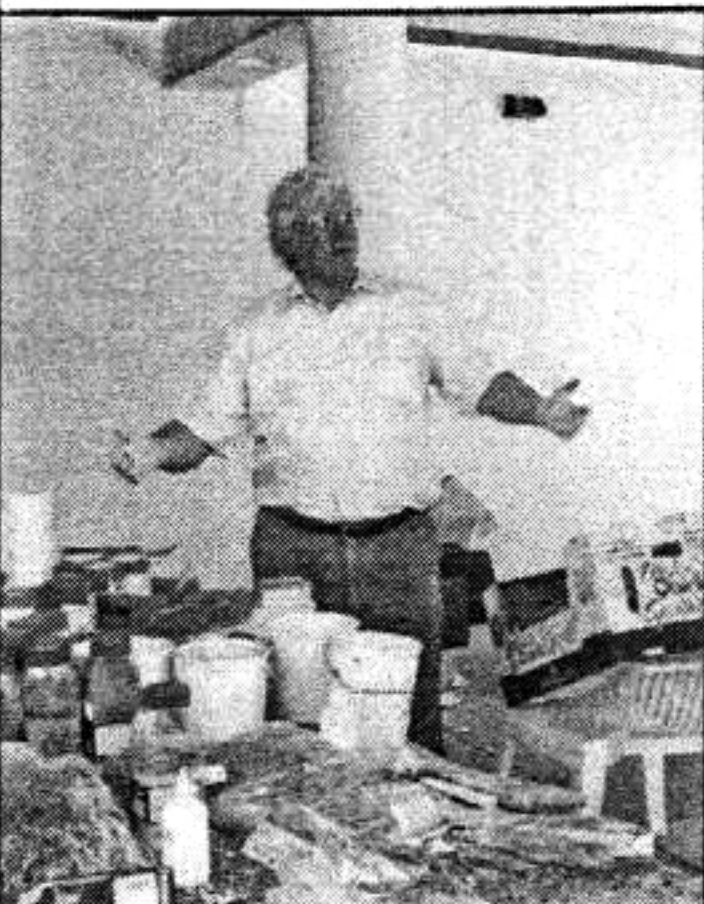
*Brian Block's beautiful new On3 layout.*



(Continued from page 1)

brats and all the trimmings. The chefs were PSR President Ed Hall and Trustee Bill Jacobs and only one brat managed to get away and fall on the ground (unfortunately it was the first one).

The second of the three meets was held on April 2nd at the home of Brian and Loretta Block who also donated all the



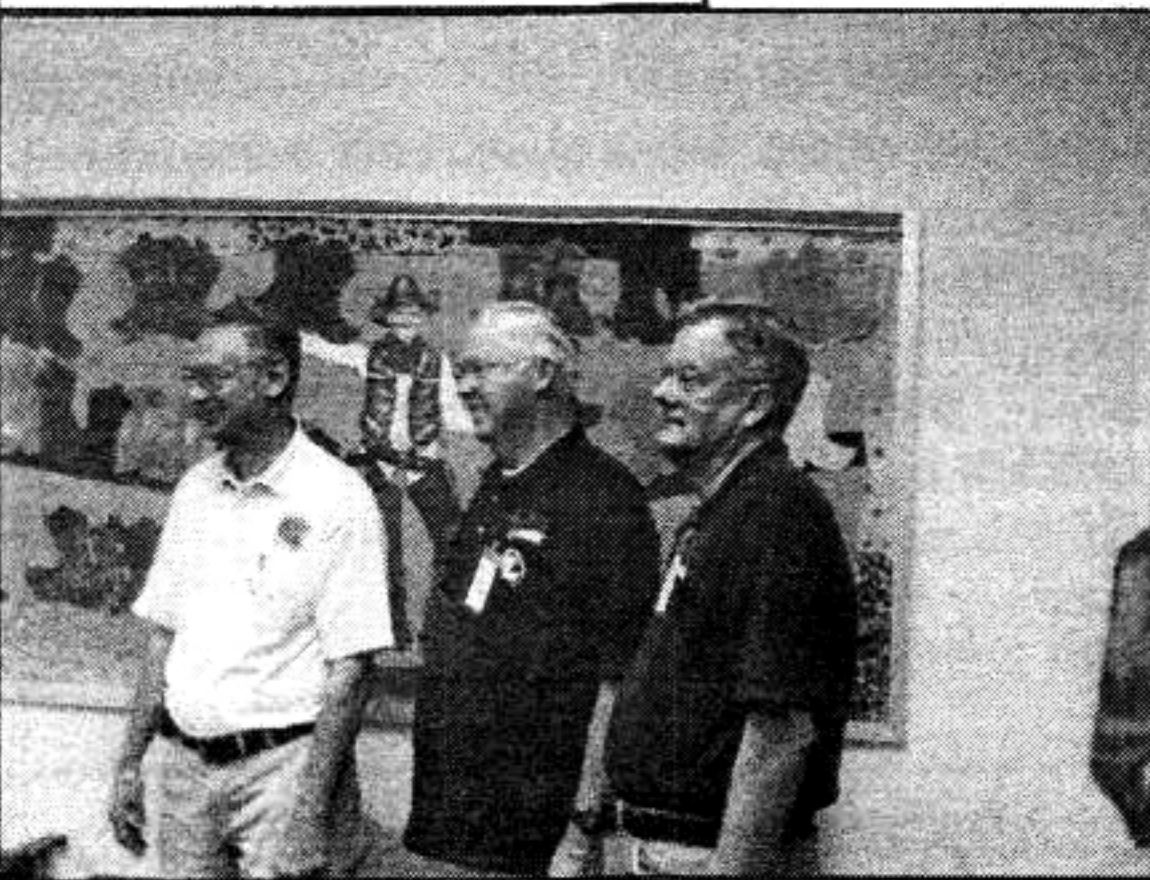
Bob Mitchell and "Meatball Scenery." Photo by Chuck Nauman.

makings for the very tasty hamburger barbecue lunch. Forty-five local members and two out of town guests (Bill Flinn from Tustin and Bob Mitchell from Wildomar) arrived to another beautiful day. There were several clinics and Show 'n Tells, including: Marty Judd, who did "Contesting for Dummies;" John Taranto previewed his convention clinic "Fabricating Control Panels;" Tim Freese showed how he paints brass (with spray cans, no less) and displayed some of his beautiful locomotives; Ed Hall displayed a track work panel for fulfilling AP Civil Engineering requirements; Don Ford showed off a number of his Pennsy



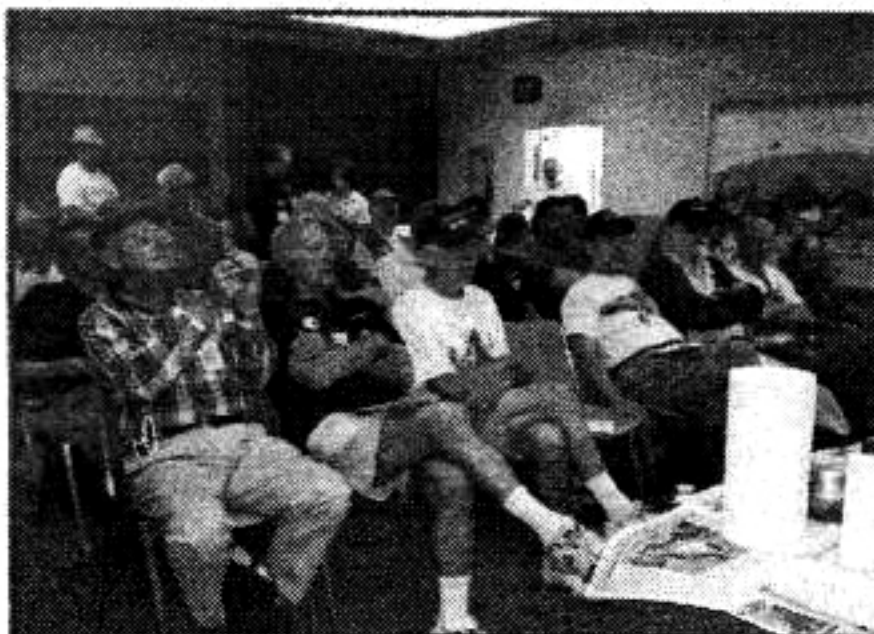
Dave Allen and Ed Hall won the Timesaver contest mainly because it was getting dark and the sundial didn't work anymore. Photo by Chuck Nauman.

(what else) freight cars; and Bob Mitchell ended the morning with his hands-on "Meatball Scenery" clinic. While the clinics were going on, judges Bill Flinn, Marty Judd, Ed Hall, and Robert Wescott disappeared to judge Brian's layout for his AP certificates in Scenery and Civil Engineering (see separate article). Jim Kociemski brought his Timesaver layout and Ed Hall and Dave Allen won the time contest. In the afternoon, the Cajon inspired White Elephant auction was held for those items that were donated in lieu of an admission fee. Popular auctioneer, judged by crowd laughter, was new Spikette Shelley Mathews, who even managed to wheedle money out of her husband.



Clinicians at the Anaheim meet. L to R: Carl Heimberger, Todd Scott, Ted Johnson. Photo by Dave Arendes.

The third meet was held April 16 at the Sunkist Library in Anaheim. Three clinics were presented: Carl Heimberger demonstrated how to color rock castings (using his wife's hair dryer, no



The crowd enjoying the clinics at the Anaheim meet. Photo by Robert Wescott.

less) and how to break up the same castings and vary their placement to achieve different looks; Todd Scott followed Carl and demonstrated how to apply scenery materials. This was followed by Ted Johnson who presented slides of trains he saw on a recent trip to Europe. In the afternoon, the meet moved to Costa Mesa to the Orange County Model Engineers Mackerel Flats and Goat Hill Junction Railroad. This is a 7-1/2 inch gauge railroad with 13,000 feet of track. The club operates live steamers, diesels, and electric locomotives. Standard gauge equipment is built 1-1/2 inches to the foot and narrow gauge is built 2-1/2 inches to the foot. It is a work in process and when completed it will have over 25 scale miles of track, tunnels, bridges, stations, and enough railroad equipment to make the Costa Mesa track one of the largest public tracks in the world.

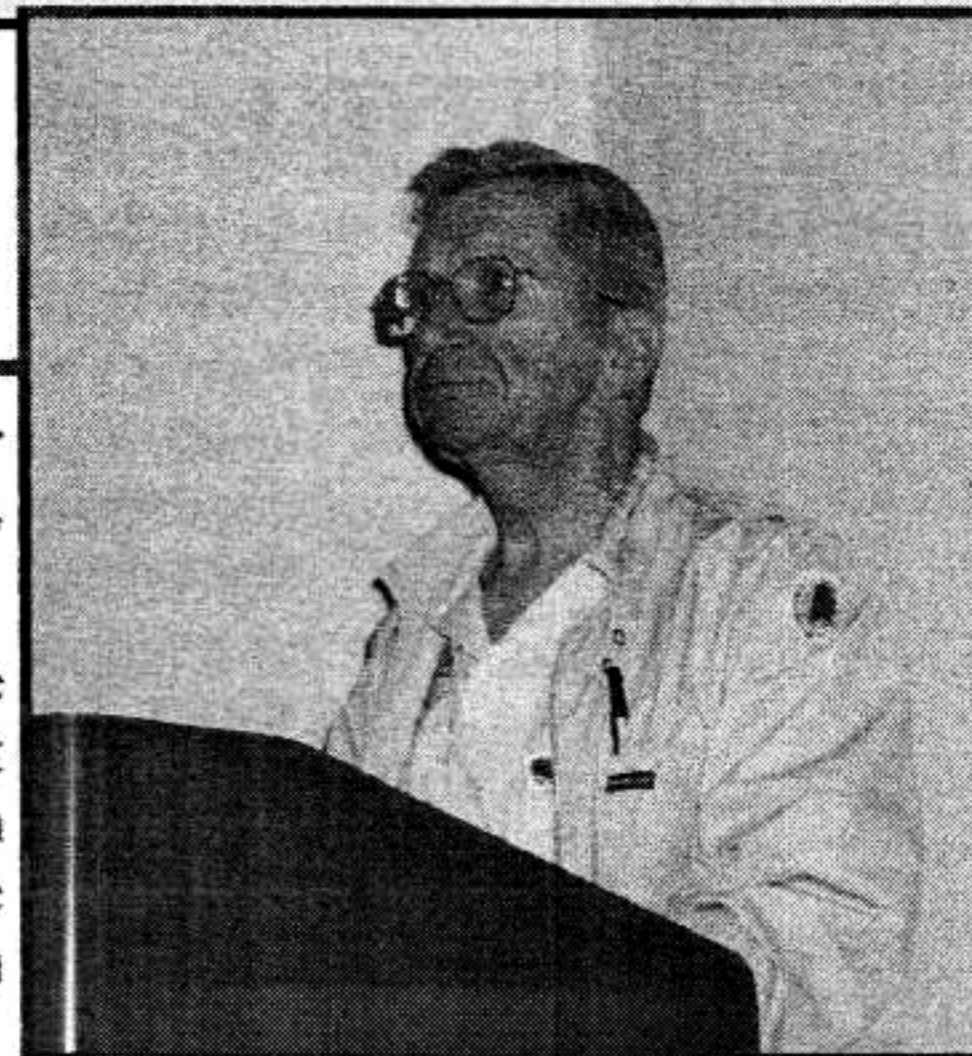


A live steamer on the Orange County Model Engineers Railroad. Photo from "The Way Freight."



## Robert's D— Column

By Robert Wescott, Cajon Division Contest AP Chair  
E-Mail: RDWescott@cox.net Robert's photo by Charles Nauman



We, the Cajon Division, are going to be well represented at the Awards Presentation during the PSR 2005 Convention. At least six or seven, if not more, awards will be presented to our members.

This will be a first for us. No banquet. That means that everyone will now be able to view and see the presentations of all the awards that will be given out at the Awards Presentation and see the winning models from the Contest on display. All you have to do is to sign up on the extra fare form and join the fun. If you attended the program in Barstow the last couple of years, you know what a good time we have.

Now is the time for all modelers to sit down at their workbench and start (or finish) those models. With OUR PSR Convention coming up in a couple of months, we (I) would like to see our division have quite a few models entered and sitting on the viewing tables (in fact, filling them up) for everybody to "oooooh" and 'wow.'

We've received a challenge from one of the other divisions and are going to have some competition from other divisions. We don't want that to happen, do we?

Remember, these contests are not to see who is better. It's a chance to see what other members are doing and how. It also is a good learning experience for everyone. Win, lose, or draw makes no difference. I'm not entering a model to be better than someone else. After the judging is finished, I read the Judges Comment Sheet and find out how I can better my models. What I should have done and maybe even a few tips that will help me on the next one. I also look and find out how someone else does a particular thing that I might be able to use.

Again, if you need help with the paperwork, give me a call (or e-mail) and I'll be glad to do what I can. All forms required can be found on the web at [www.nmra.org](http://www.nmra.org) and I have a few here if you need them.

That being said, I'll end this column and will be waiting to see you in Knott's Berry Farm for all the fun. Part IV of "Mastering" Modeling follows below. Robert

*(Editor's note: As in earlier installments, there are some grammatical and spelling errors in the manuscript. It is printed as received.)*

### "MASTERING" MODELING

BY TNT

Tracy Mitchell (with a little help from Terry Mitchell)

This time we are going to discuss the Conformity section of the contest form. Here is where you try to show how well your model resembles something in the real world. In an LSR contest, conformity is only worth 10 points. However if you take a model to a national and enter it there, or in any other region, like the Pacific Coast Region, Conformity will count for 25 points. The LSR believes a contest model should reward scratchbuilding more than conformity. I might add that TNT feels the same way. TNT are primarily known for scratchbuilding therefore we feel that it should carry more weight. But a well built, properly described model will score about the same in either contest scoring system. Having conformity carry only ten points still has something to say about the outcome in a contest. With that in mind lets get to it.

To quote from the NMRA judging guidelines..."Conformity deals with achieving prototypical appearance or following prototype practice in construction and application of parts." That is a mouthful, but what it means is, does your model look like something that could be found in the real world? How well does your model reproduce the prototype? If you are building from a kit, then the manufacturer has done most of the work in conformity for you. They have added all the things that make it conform to a ge-

*(Continued on page 9)*



**“MASTERING” MODELING** *continued from page 8)*

neric model of no specific railroad. For example, the Athearn SD-40-2 is a splendid model. But it is pretty much a standard model. As most of you know, different roads add specific details to all their locomotives. That's what makes their version of the same locomotive different. Some roads put the bells on the nose, or above the cab, or under the frame, or even hanging on the side of the hood. To conform to the prototype, you have to follow a specific example of the real world and duplicate it in miniature. Also, at different years, the prototype will look quite different. If you are modeling a specific model at a specific time, the two models may look quite a bit different. One prototype comes to mind. The Galloping Geese of the Rio Grande Southern were built originally with bodies from Pierce-Arrow limousines. At some point in WWII, the limousine bodies were replaced with bodies recycled from Wayne busses. What a dramatic difference in appearance.

As was said before, there is a team of judges for each of the categories. Conformity is no different. You have to tell that team exactly how your model conforms to the prototype you have chosen. The best way to do that is to have a photograph of the prototype for your model. If your model is unusual, it is imperative that you have a photograph. An example is the snowploughs that the Missouri Pacific used in the Midwest. They are built from steam tenders frames, with a huge snowplow blade on the front, and a steel hopper filled with rocks on top. I recall seeing one that was seldom used and had a 10 foot tall sapling growing from the hopper. A model of this would need photographic evidence to back it up. It might be reasonable to describe your model and say exactly what it is. But a photograph would prove conformity.

To properly judge conformity, the judge must have a knowledge of many different railroads and their practices. He also must have a pretty good knowledge of engineering and construction practices. However no judge knows everything about every railroad, or every building. That's where the model contestant can do much to increase their score on conformity. To enlighten the judges, a photograph will do wonders. We already talked about the unusual snowplow. But even a common prototype could benefit much from having photographic evidence. If you are modeling a locomotive that is very common in the area, for instance an Espee tunnel motor, a photograph of the unit you are modeling would be of great help. Two photos would be better, one showing each side. Make your model match the photos. Remove any details that aren't on the pictures and add any that you can see that are on the pictures.

There are some occasions that having a picture can hinder your score. If you have a picture of a locomotive number 8000 for example and it is heavily weathered and rusty. If your model is number 8020 and yours is brand new, then the conformity judge will say that your model doesn't conform. Don't despair, there is a way around that. In your description for conformity, say that you followed the photograph when you modeled it. But you chose to model one of the same class of locomotives, but in a different year than when your photo was taken. As long as the details match the photo, all but the stickiest of judges will give you the benefit of the doubt and score almost as high. However, it is imperative that your model be detailed exactly like the picture with only the difference in age appearance.

Some are confused that a freelance model won't score as highly as an entirely prototypical model. If you follow a specific prototype and you have yours lettered for your own roadname that is okay. As long as in your conformity description, you say that is what you did. You can have a photo of a C&S boxcar and yours is lettered for the Union County Northern. That will be okay if you say it in the description. The theme here is that you describe what you built, following a specific prototype, and then describe the ways you chose to deviate from the prototype. The editor of the Marker Lamp, Chuck Lind, freelances, but follows the prototype logging railroad, the Westside Lumber Company. His prototype used flatcars, and before the year 1939, they only had hand brakes, no air brakes. As long as he says that in his description, the conformity judge won't count off for not having air brakes on his flatcars. If he omitted that fact, then he would be marked down. However, having no air brakes doesn't mean that there would be no brakes. There is a system of levers underneath the car. For him to conform he still must have the hand brake detail modeled.

Having a freelanced prototype doesn't necessarily mark you down either. When double-stack container cars were just starting to appear and they were made in groups of five articulated cars to hold ten containers, Terry built a model of a single car to hold two containers. Now, this configuration is quite common, but when he built his model, it wasn't heard of. The model was nicely built, but it didn't conform to prototype practice of the time. In Terry's conformity description, he described his model for a freelance prototype that couldn't afford the whole five-pack of cars, but still wanted to experiment in the new double-stack technology. This is what following the prototype practice is all about. It is a quite plausible description, as proven out by the now common single car double-stack. At the time, Terry took some ribbing for being innovative. Nevertheless, his model scored high in

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## SUBSCRIPTIONS

The Order Board is sent Free to all members in the Cajon Division. This newsletter is available to PSR Members outside of the Division for \$3 per year and to non-PSR members for \$5 per year. Make your check payable to "Cajon Division" and mail to Bill Jacobs, Editor, 4813 Plata del Sol Drive, Las Vegas, NV 89121.

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## DIVISION INFORMATION

All members with Internet access are invited to visit our private Cajon Division website. View photos taken at recent events, purchase items from our Company Store, or obtain copies of event flyers. Our website is updated regularly.

Visit: [www.cajondiv.org](http://www.cajondiv.org)

## ADDRESS CHANGES

There a number of ways that you can let us know that you have moved. This is very important, because: (1) you won't get your newsletters and flyers; (2) we get your publications back which we have to pay first class postage for; and (3) nobody knows where you are.

**So, Here is what to do:** E-mail our Membership Chair—that's Marty Judd, who's address is on page 2. If you don't have e-mail, drop a letter to Marty, his USPS address is also on page 2. If for some reason you don't want to let Marty know (he really is a nice guy) let anybody else on page 2 know. So there!

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(MEMBERSHIP continued from page 2)

tion by young people. What did they have going that we don't? Well, they were set up as a family oriented organization. There were competitions for all ages. Family members competed together and were always teaching and helping each other. The big thing is that almost all of the activities could be done together as a family. We don't have that luxury in model railroading. Our hobby is really a hobby for individuals. Yes, we have organizations, clubs, etc., but what are they for? Usually they are just a place to exchange information. Actual model building almost always reverts back to an individual thing. I have never seen a model entered in a contest that was built by 10 different people. I see similar problems with the singing group. Yes, they have categories for men, women, and youth, but they are separate entities and don't have that much to do with each other. The whole family can be involved with Barbershop Singing but they can't do it together as a family.

Maybe we are looking for something that isn't there. Instead of trying to generate a youth movement, maybe we should be looking for the 'closet' model railroader. We

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## The Train Exchange



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(*"MASTERING" MODELING continued from page 9*)

conformity, for a prototype that at that time didn't exist.

Modeling free-lance structures seems to be more accepted than modeling free-lance railroad equipment. A structure that is built from features of several prototypes, or selectively compressed from one structure is perfectly acceptable. The key to still scoring high in the conformity category is to tell how your model conforms to a prototype, and then having photographs or plans to back it up. However, your combinations of features must be logical in the prototype world. Don't have a church steeple with a belfry on a modern factory made from aluminum siding. However if you do choose to model something like this, then you need to say something like...The only place in town big enough to worship in is the factory. The owner being a religious man has donated space for a church. You might add that the tax incentives for being so gracious are extremely generous. But to score the highest points in this scenario, you have to have a picture of a steeple from a church that looks like the one on your model. And you should also have a photo of a factory building that looks like the one you modeled.

There is a such of a thing as Modeler's license. But if you choose to use modeler's license, make sure you say so when filling out the form. In other words, document everything. To summarize how to score the most in the conformity category. Make your model match a supplied photograph and explain away the differences. Sounds simple, doesn't it? It is!

Until Next time.

Back to modeling now.

TNT

## ROYAL REAM

The Cajon Division lost one of its great modelers and supporters with the passing of Royal Ream at the age of 82. Born in Provo, Utah, February 19, 1923, Royal suffered a stroke and died May 8, 2005. He was a craftsman with an artistic eye who was generous with his time and his expertise.

Royal was the owner and operator of the Royal Grande Western Railroad, a large HO layout at his home in Henderson, Nevada. This display was often open to the club and the public for tours. He and his wife, Joan, would give visitors a printed handout asking them to locate various details in the layout, such as the tree house or forest fire. Royal had a good eye for perspective and was always looking for new ideas. One of the most notable facts about the Royal Grande Western is that the scenery is made with real rocks. All of the colorful buttes and canyons are constructed of stones that Royal gathered in his journeys through Utah, Nevada, and Arizona.

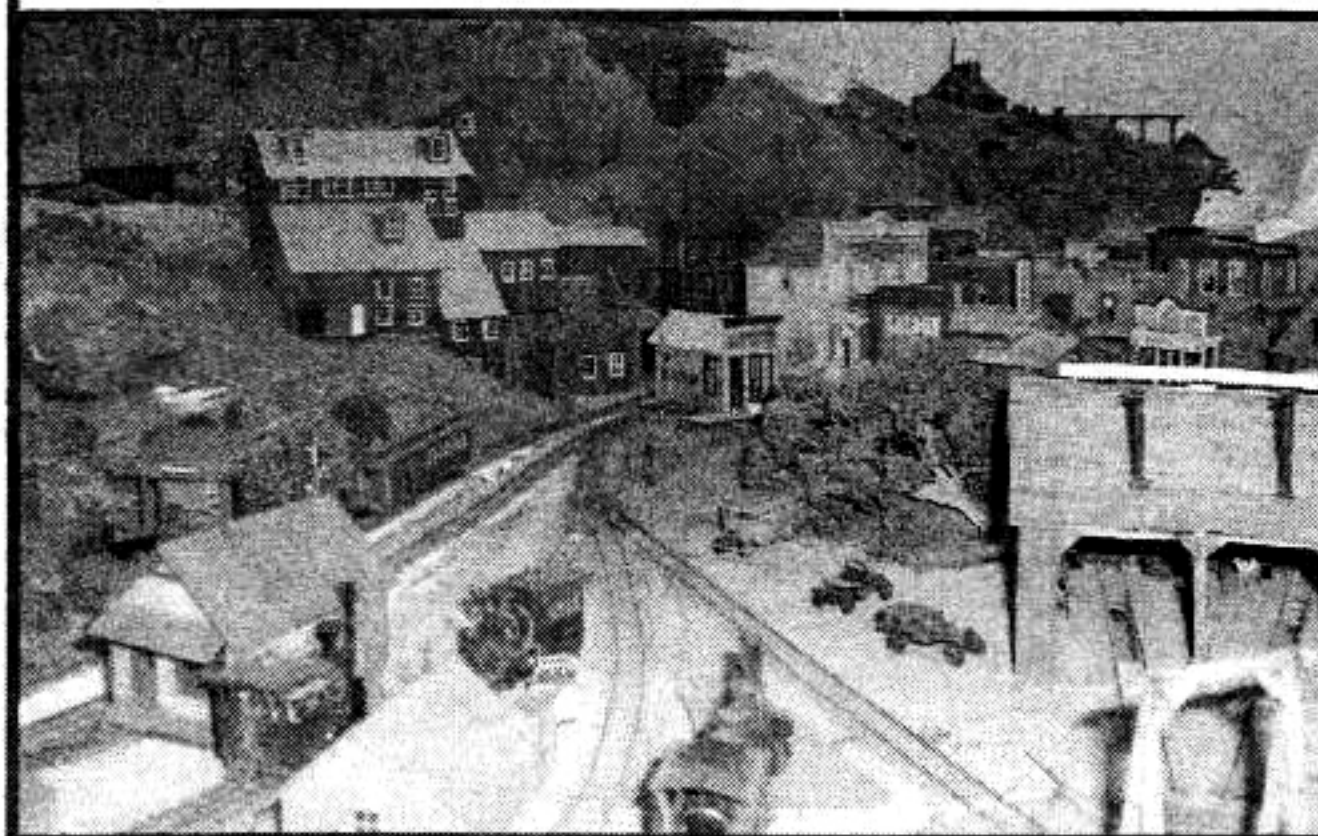
I personally experienced Royal's generosity when I showed him some backdrop building photos that I had glued to foam-core and discovered how tedious it was to cut them out. He took them all and returned them a week later, all cut out and ready to install. We extend our sympathy to his family and know that he will be remembered and missed by many of us.

Kathy Rice

(*MEMBERSHIP continued from page 10*)

know that there are thousands more model railroaders than there are members of NMRA. Since our hobby appears to be an individualist's hobby, maybe they don't see the need of interacting with the rest of us. We need to find a way to let these people know that we can be a huge source of information for them. We need to convince them that we have enough information under our control to make it worth the price of membership to have access to it. Since I just came up with this idea while writing this article, I think I'll take a little time to think about it. So, look for more in the next issue. Hope to see all of you at Knott's Berry Farm in September for the Convention. Don't forget the Chinese Auction on Thursday evening.

*Juan Carlos' HO3 layout will be featured at the Convention. Does this make you feel more like going?*





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\* YOU MUST BE A MEMBER OF THE NMRA TO BE A PSR MEMBER.

Send this application and your check (made payable to "Pacific Southwest Region, NMRA" to: Marty Judd, Cajon Division Membership Chair, P.O. Box 12598, Las Vegas, NV 89112. Phone: (702) 458-8159. E-mail: mjudd7@cox.net

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