



THE ORDER BOARD

Volume 42, Number 1

March 2014

“Temecula 2014”

**Cajon Division Annual Spring Meet
Friday and Saturday, March 28-29**

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TIME TABLE

March 28-29, 2014

“Temecula 2014”

Cajon Division Spring Meet

Temecula Senior Center
Temecula, CA

March 29, 2014

RPM/Western Prototype Modelers 2014 Meet
San Bernardino, CA

May 3-4, 2014

“Railroad Days”

So. Cal. Railway Plaza Association
Fullerton, CA

May 31-June 1, 2014

“The Big Train Show”
Ontario, CA

September 3-7, 2014

“Uniting Railroad Modelers”

PSR Annual Convention
San Diego, CA

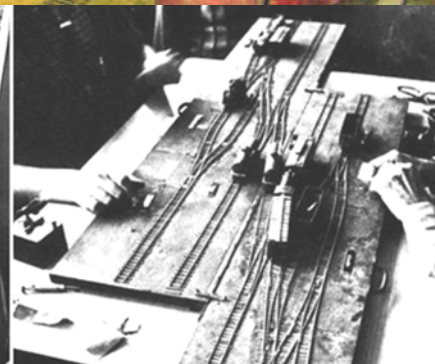
September 20-21, 2014

“Anaheim Citrus Celebrations”

Anaheim, CA



Layout Tours



Liam Westcott photo

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From the Conductor's Desk

I am a bit late to wonder “where did 2013 go?” but I can’t help thinking about that from time to time. 2013 was a year of change in the Cajon Division. A brand new Board, a new website and a restarted Newsletter distribution were just a few of the changes. We restarted a trend in the Cajon

Division in 2013 where we are trying to reach out to the general public and recruit more members to our organization. We did have an information booth at a couple of train shows and the initial interest from the public was really great. Unfortunately, it didn’t result in that many new members so we need to work harder this year.

Our Spring Meet in Temecula is almost upon us. The meet is on March 28-29 this year and it will be a meeting in the traditional Temecula style: Bingo, Clinics, Layout tours, Chinese Auction and dinner. There is much more information about this meeting in this newsletter.

That brings me to discuss our membership meetings. We have had just two meetings per year in the past but we are now trying to get to four meetings. The spring meeting and the fall meeting will remain in Temecula and Barstow for now. We will have a summer meeting in Las Vegas. We are still trying to find a good location for a winter meeting and hopefully we will have a location ready in time for a November meeting this year.

Our editor and webmaster, Gary Butts, is continuing doing a fantastic job with spreading information to our members. I am sure you have noticed a couple of new columns in The Order Board by now: The Layout presentation and the Tools and Tips page. Both of these are intended to increase the interest in building a layout for all of our members who still don’t have one. And if you also start working on the Achievement Program you will find that our hobby is a really interesting one, indeed. Gary is also our Membership Chairman and as such he has begun a program to contact every new member that joins our Division.

That leads me to another newsletter related piece of interesting information. A box labeled “Cajon Stuff, Documents” was given to me for safe keeping. As I went through the contents I found 89 old issues of The Order Board and its predecessors. As soon as time permits, they will all be scanned and added to our Newsletter Archive on the web site. Keep an eye open for them as they come in and read about our division in the old days. It is fascinating reading!

As you can see, we have started on our journey to implement a few new programs to help our hobby and our Division to grow. We need input from every member on how to best reach out to the general public, so if you have any ideas, please bring them forward to any Board member.

And with that, I will just say: **See you in Temecula!**

Per Harwe

Director, Cajon Division, PSR

Director@CajonDivision.org

Achievement Program

By: Bill Jacobs



As discussed in the last Order Board, we will do a series of articles over the next few issues with the objective of helping you understand how models are judged in our contests, what the judges are looking for, and how

to handle the paperwork (Judges Score Sheet), which will hopefully help you achieve the highest score possible. This information has been gleaned by discussions with other contest chairmen, the NMRA Judging Guidelines, and personal experience.

So, let's get started. Go on the NMRA website and get copies of the Judges Score Sheet-Model Contest and the AP Assessment Guidelines for Motive Power, Cars, and Structures. (Note that motive power, cars and structures are the only things entered in model contests. Other parts of the Achievement Program are handled in other ways.) The way to find this is: NMRA.org, then Achievement Program, then Forms. Do not be alarmed if the Judging Form boxes are numbered 1, 2, 3, 4, 4, and 4. They have been that way since 2010. I have (and I'm sure I'm not alone) run this up the flag pole a few times with nary a response. We are going to concentrate on 1-Construction. Right off the bat you see that this is worth a maximum of 40 points, 32% of the total of 125 points possible. In order to receive a Merit Award, your model must score 87.5 points or over so construction is a major part of that.

The first thing you have to do is check one, and only one, under model basis. This is fairly self explanatory, but be truthful. A comment here: scratch built or partially scratch built is not judged under construction-that comes is the second 4 box.

Second, under construction techniques, you can go wild here and check every box that applies. Another comment: The boxes relating to plans and a construction article are not judged here, either, -they are judged under the 3 box. However, be sure to attach them while you are thinking about it. Another tidbit: if you made a cardboard shape of some kind to see how some piece needed to be laid out-that is a pattern, so check that box.

Third and this is the crux of construction, the description of how you did it, its complexity, and methodology. Go to the Judging Guidelines and read pages 2 and 3. You will note under "Points to Ponder about Construction" the theme seems to be almost directed to new structures, locos, or cars by the wording. This brings up something that I will say more than once and that I want you to remember: **Do not let the judges guess what you trying to do.** An example: I once entered a model that had the words "abandoned shack" in its name. It had a short staircase that I put a broken tread in, thinking that this would add abandoned character. I was docked one point because I hadn't included that in my write up. If your model is supposed to be old and decrepit, describe how you made it that way. Under "Points to Ponder about Complexity" the theme seems to be the more complex, the better. Do not let that deter you entering a simpler but well constructed model; the chances are good that you will receive a score between 20 and 30 in this category.

Lastly, you don't need to write a book, because that sometimes puts the judges off, but, especially if you are handwriting, don't think that those four lines are all you have. Continue your narrative on the back or add pages until your description is thorough-just be concise.

The next time, we'll get into box 2, Detail. If you have comments, questions, or want to share something about this article, please don't hesitate to e-mail me..

-bj

(Look for these 5 future columns on model judging to be added as a permanent part of the Reference section of the CajonDivision.org web site as they are published. -ed)



"Big Boy" #4014 Heads for renovation in Cheyenne .

<http://www.railgiants.org/union-pacific-big-boy-4014.htm>

The Backshop



By: Gary Butts, Editor

Our annual Spring meet in Temecula is upon us and it promises to be a fun time for everyone. In addition to our normal fare there are going to be a few new items of interest to most members. First, the board of directors has elected to give every member of the Division a Division T shirt, so that we may be more visible at any model train related functions that we might attend and to make it easier for us to identify other member that we may not know within our own Division. These are high quality, made in the US, pocket T's with a full color Cajon Division logo patch embroidered above the pocket. There is a catch, however: to receive your free Cajon Division T shirt, you must be a regular member of the Cajon Division in good standing and you must attend one of our regular Cajon Division meets to pick up your shirt! They will not be mailed to you unless you attend a Meet. The goal is to increase the number of Division meetings each year in diverse locations around our large geographical area so there should be a meeting relatively close to you sometime during the year and you can claim your shirt when you attend any one of the meetings. There is one shirt per regular member, however additional shirts may be ordered at the Cajon Division store coming soon or place the order with myself or Per Harwe (call, click or mail).

Look for increased recognition of our Contest models. We are going to make a push for more participation in our model contests at the Division meets. It is not really about winning the contest, but about showing off our modeling talents and abilities. We offer all types of modeling technique clinics during the year and what better way to experience the fruits of these efforts than to actually see the models that result from the knowledge we gain from these classes. Starting at this coming Temecula meet you will see Cajon Division ribbons on all contest winning models and personalized award certificates will be presented at the Banquet on Saturday evening. A visit to the contest room and subsequent popular voting

[See Backshop pg. 13](#)



Another Great
Cajon Division Layout
March 2014

Los Angeles & Salt Lake RR

Article and Photos by Lawrence C. Dewsnup

Layout Owner: Lawrence C. Dewsnup

NMRA: Cajon Division # L04102 00

Layout Location: Las Vegas, NV

Scale/Gauge(s): HO/Standard

Overall Size: 14'3" x 25'4"

Modeled Location: Los Angeles, CA to Salt Lake City, UT

Time Period: 1965 to 1995

Layout: Golden Spike Award

I, as many model railroaders, received my first train for Christmas in 1955 at 11 years old. My Grandfather was the road agent for the Union Pacific, Los Angeles and Salt Lake in Delta, Utah. On October 1st, 1924 it became the Salt Lake Route. I have his original insurance certificate and decided to base my railroad on this route.

I am modeling my HO scale version of the Los Angeles & Salt Lake railroad. I started my new layout with two helixes that I had salvaged from my old layout from another home. After our last two boys moved out in 2000 and I now had to be at home with a disability and could no longer work. I told my wife that I needed to built a new layout to keep myself busy. My layout room is built in two bedrooms and is 14'3" x 25'4" with a long connecting hall and bathroom.



South Helix



North Helix

I started building two pony walls (South Helix) to hold the two helixes and they are 5'6" x 5' 6" with a minimum radius of 30". Part of the helix frame sets past the pony wall by 2' allowing for cabinets underneath, the other side was connected to the wall. One helix would be on the South end and the other on the north end. These helixes would connect the three level layout. The bench work was made using 7 ply plywood cut to 3-1/2" strips with a 5/8" plywood top.

My layout has double track mainline on cork roadbed with code 100 atlas track. I reused a lot of my existing Shinohara switches and later replaced these with handmade Fast tracks DCC friendly system. I am a free lance modeler and I wanted a layout that from the get go I could run some trains, that was my first goal to get the double track main line up and running and then add switches at a later time. I design build as I go.



Digitrax DCC operating system for each layout level

The layout is lit by rope lighting and regular room lighting. Normal train runs have you starting operation on level 1 at the Port of Los Angeles and then heading North to Yermo, CA, a turn South toward Barstow then on to Mountains Edge. Following a turn around the South helix, you run North up the grade to level 2, work on level two and then head South around helix to level 3.



Port of Los Angeles.



Mountains Edge, Level 1

This makes for a lot of operation, plenty of room for a lot of switching and industries. I also used my hallway that is 4'6" wide and this allowed me to have 7" wide bench work on each side. This also added some interesting switching for Industries.



East Hall, Level 2

My wall backdrop is stitched together from multiple photos and is 21 feet long. I took the original photos myself at the actual Apex, Nevada location.

The Hall West levels 1, 2 and 3 all feature a single track main line with branch lines leading to industries and sidings. I rounded all the bench work and added a Masonite fascia to finish the edge..



Engine Service Facility on Level 3, Salt Lake City

All the backdrops on each level are made with a radius at the corners. I used 1/8" Masonite screwed to the walls. I patched the screw holes and seams with drywall patch. The backdrops were all painted a sky blue. Some of the backdrops are photos that I took stitched together and attached to the backdrop and others are hand painted



Hall West, North on level 3

In order to complete the requirements for the Golden Spike award I needed to complete the following requirements

- Display six units of rolling stock.
- Construct a minimum of eight square feet of layout including scenery.
- Construct five structures
- Build three types of trackage

I have # 6 and # 8 turnouts, crossing, cross over etc. All trackage was ballasted and rails were weathered with Floquil rust paint.



Switching at the Magic Pan Bakery, Northwest Hall, Level 3



City of Red Mountain, Level 3– South

All tracks and turnouts are wired for Digitrax DCC and all locomotives have installed decoders thus allowing for simultaneous running around the layout. Most of the Loco's have sound which I installed. Some of the turnouts are operated by Caboose ground throws and others have Tortoise switch machines with LED fascia control. Some of the buildings are lit.



Level 3, Northwest

I earned my Golden spike award in 2008 thanks to Bill Jacobs our resident AP Chairman. I since have earned my Model Railroad Engineer Civil, Chief Dispatcher, Master Builder Scenery, and Model Railroad Engineer Electrical.

At the Northwest corner I tried my luck at hand painting the Scenery I think it looks pretty good. It gives the scene some depth.



LED Switching Panels, Northwest Levels 2 & 3



Northwest Hall, Level 2

The mountains at the Northwest Hall, Level 2 were made from ceiling tile.

There is still a lot more to build, more detail to add and city's to build. Hope you enjoy model railroading as much as I do and remember it's fun -ld

PSR 2014 Convention
“Uniting Model Railroaders”

September 3-7, 2014, San Diego

Mark your calendar now so that you don't forget to attend the convention!



Temecula 2014

March 28th – 29th

Schedule of Events FRIDAY (Senior Center)

6:00 to 8:00 PM Registration Open
6:30 to 7:00 PM Welcome Mixer
7:00 to 8:30 PM Bingo for Trains

SATURDAY MORNING (Senior Center)

7:30 to 11:30 AM Registration Open – Coffee, Refreshments

CLINICS

Clinic Room 'A' Building a TimeSaver Game Layout ~ Gary Butts

8:15 to 9:15 AM Roadbed layout, Preparation & Construction
9:30 to 10:30 AM Track laying; commercial turnouts and flex track
10:45 to 11:45 AM Basic Layout Wiring

Clinic Room "B"

8:15 to 9:15 AM Operations ~ Werner Brandt
9:30 to 10:30 AM Dead Rail ~ Pete Steimnitz
10:45 to 11:45 AM Kitbashing a Complete Scene ~ Morrie Fleischman

Clinic Room "C"

8:15 to 9:15 AM Hands On: Freight Car Weathering – James Keena
9:30 to 10:30 AM Scenery ~ Jimmy Simmons
10:45 to 11:45 AM

Contest Room Room "D"

Model Contest entries accepted Saturday Morning until 10am ~ Judging begins at 10am ~ All entries to be picked up by 11:45pm.

SATURDAY AFTERNOON (Senior Center)

Clinic Room "C"

1:00 to 5:0 PM PSR Board Meeting

Layout Tours

1:00 to 5:0 PM Self guided layout tours. Maps are available at the Registration Desk

SATURDAY EVENING (Pat & Oscar's)

6:00 to 6:30 PM Cajon Division Membership Meeting
6:30 PM to 8:00 Chinese Auction ticket sales
7:00 PM Dinner
7:30 to 8:00 PM Awards Ceremony
8:00 to 9:00 PM CHINESE AUCTION



Temecula Senior Center
41845 6th St.,
Temecula, CA 92590
951 694-6464



Pat and Oscar's
29375 Rancho California Rd.
Temecula, CA 92591
951 695-2422

The Great Cajon Division T Shirt Give-away. All current members of the Cajon Division of the NMRA that attend one of our Division meets will receive an official Cajon T shirt with the embroidered Cajon Logo proudly displayed. You must Register and attend a Division meet to qualify for the free Shirt.

Meeting Registration

	Member	Non-Member*
Clinics only	\$20	\$25
Clinic + Banquet	\$30	\$35
Pizza Lunch: Pizza, Salad, Drink	\$7	\$7

Cajon Members: Pre Register to reserve your "T" Shirt size (see page 9) or Register at the Door, Check or Cash please.

*Includes a 6 mon. Rail Pass Membership in National Model Railroad Association.

CLINIC DESCRIPTIONS

Hands On: Building a Time Saver Layout – Gary Butts

In a three-clinic sequence Gary will demonstrate all steps needed to build a complete John Allen "TimeSaver" Game layout. He will start the morning with roadbed preparation and laying, showing the steps needed to prepare for the track. After that follows laying commercial turnouts and flex track. The clinic series ends with the layout wiring. This is a hands-on clinic, so bring some of your basic model building tools if you would like to participate in the construction of this famous John Allen designed game.

Operations – Werner Brandt, (see next column)

Werner's clinic is about operations giving your model railroad a purpose. This clinic begins by looking at various options that may make operations more realistic and more enjoyable. Werner will then discuss and explain the choice of options for his layout. The next subject is how does one set up for operations, once all railroad tracks are laid? Here the concept of "The Stage, the Actors and the Plot" will be presented. Finally, after delving into several samples of train order lingo, we will get some hands-on experience in an "Armchair Operating Session" by using the actual time tables, train orders, OS call-ins and Tower Operator directives used on the "Gateway to the Sunset Route." This is the layout on which the clinic participants will subsequently have an opportunity to operate.

Kitbashing a Complete Scene – Morrie Feishman

Morrie will complete a scene with a kitbashed structure. Show the detail of how the building was completed, what sources were used for information, and what additional items were added to complete the scene.

Hands On: Freight Car Weathering – James Keena

Make and take hands on demonstration of weathering techniques. Each participant will receive a freight car to learn hands-on several different methods of weathering themselves. This includes brush painting, alcohol washes, dry brushing and the use of dry and wet applications of weathering powders. The weathering supplies will be provided. The degree of weathering from light fairly new, medium just dusty dirty, rusty well used or beat-up ready to be scraped is up to each participant.

Battery Powered Radio Control in Smaller Scales –

Pete Steinmetz and Dave Balsler of the Dead Rail Society will discuss and demonstrate different battery powered radio controlled systems. One of the main discussion points will revolve around, "What will fit in my available space?" They will have mock ups of radio receivers, decoders, batteries and speakers. This will be an interactive clinic with audience participation encouraged.

Scenery – Jimmy Simmons

Temecula 2014 Spring Meet Pre-Registration Form

Please pre-register to help us gauge the meeting requirements. It is not required, but it will help. -Thank you.

Name(s) _____

NMRA ID #(s) _____

Clinics only

Clinics + Banquet

Lunch

Cajon Division Members:

T shirt size(s) desired* _____

Cut out or Copy this completed form and mail it to:

Per Harwe / Temecula Meet
2182 Sycamore Ave, Tustin, CA 92780

-OR-

Include the information above in an Email to:

Director@CajonDivision.org

*We will have a limited supply of Cajon Division shirts at the meet- All attending member will receive a shirt, but it will be first come, first served at the sign-in desk. First Pre-register forms received will reserve their shirt size. We will mail the tardy members shirts soon after the meet.- Make sure we have your current address.

Operations on the "Gateway to the Sunset Route"

By Werner Brandt

This HO model railroad consists of two mainline loops, the SP loop and the UP / ATSF loop. These two mainlines intersect at Colton Crossing, with interchange tracks provided, but are otherwise quite independent of each other. The two mainlines also belong to a separate dispatch district. A tower opera-

[See Operations pg. 12](#)



By Per Harwe

Prototype Rails 2014, Cocoa Beach Florida, January 9-11, 2014

The Prototype Rail meet in Cocoa Beach is by many considered *the* passenger equipment and operations meet of the year. It has been held for a large number of years now and has been a very popular venue from what I understand. This was my second visit to Cocoa Beach.

This year's schedule had 92 clinic slots filled with only a few duplicates. With a schedule like that one has to be very careful with what to pick. Not only is the quantity of clinics impressive, the quality is tops as well with many well-known clinicians sharing their knowledge and information. I guess having it in the winter in Florida has an advantage when it comes to attracting East Coast clinicians.

Arguably one of the most popular clinics is Greg Martin's *Shake-N-Take* clinic. This clinic features a conversion project where Greg describes how to kit-bash a particular freight car. The car this year was an USRA Rebuilt boxcar from CNW/CStPM&O/CRIP. The kit used for the conversion was handed out free of charge to each participant with the unspoken assumption that it would come back in a year and be displayed on the model table as a completed and weathered kit. A couple of last year's car, an Oscar Meyer reefer, came back this year as beautiful models.

Other well-known clinicians this year were Tony Koester who presented updates on his Nickel Plate



Shake-and-Take models from earlier years.

model layout. Scott Mason's airbrush clinic that was very well received by those who attended (which I wasn't able to). One clinician that you really should to listen to when you have a chance is Bill Schaumburg, editor of RMC. Besides giving a very interesting clinic on the *Jamestown Yard*, his "pre clinic entertainment" is in a class by itself. I will leave it at that and let you discover it for yourself.

There were three layouts/modules on display this year. *Florida East Coast Railway Society* displayed an N-scale modular layout set in the Daytona Beach area. The layout is very well detailed and really prototypical.



Daytona Beach Golf Club on the FEC modular layout

Ray Hazen showed his “AT&P, Another Time and Place”, a nicely detailed On3 module. Ray prefers to build his buildings in foam board with glued on images of siding, windows, doors and roof. The animated saw mill, shown below, is an example of this building method. Ray also presented his method in a clinic at the meet.



Animated saw mill on the AT&P

Paul Newton presented a switching module set in a nowhere particular, Eastern USA, area. He worked on the module between 1998 and 2011 and as a result got a highly detailed module.



HO-scale switching module

Several vendors displayed their new products at the meet. Of particular interest to me was Intermountain who had their new Southern Pacific cab forward on display. They also showed a new GP-10 locomotive in several road names.

For the self-driven layout tour on Sunday I got to visit two great layouts. Marty Megregian showed his 0 scale Union Pacific layout under construction. Marty favors large engines and he runs several of Union Pacific’s largest engines. A layout like that obviously needs a lot of space and his takes up the whole upper floor of a 3-car garage.



A UP Big Boy on Marty’s layout

The other layout I had the opportunity to see was the “Pittsburgh & West Virginia Railroad” at the home of Tom Wilson. This is a large layout built for operation. The main industry on the layout is a steel mill scratch built from original plans. Tom uses CMRI and has the Dispatcher Office located several rooms away from the layout. Telephones are used for communication between the operators and the dispatcher.



Small Town scene on PWVRR

All in all it was a very well organized meet and if you have the opportunity, by all means attend next year, or later; it is bound to be around for many years to come. Maybe most of us Cajon members won’t need to go to Florida in January because of the weather, but we could always enjoy some good model railroading and this is the place to do so. -ph



A mine on the PWVRR

Operations, from pg. 9

tor controls the traffic flow on both mainlines across Colton Crossing.

Operations on this layout follow the Timetable-and-Train-Order format. Using Advance Planning, orders are created for each train and are combined with the times for that train on one form, ahead of the operating sessions. At the beginning of an operating session each operator receives a stack of such train orders, one for each train that the operator will run. Some trains are through trains, but many trains have switching opportunities. A dispatcher is not physically present during operation, but his presence is implied by the ready-made train orders and by the call-in scheme to be described later on. The main job of a dispatcher, of course, would be to sort out trains that run late.

To compensate for the absence of a dispatcher, I have devised a program called “Timetable and Event Driven Train Operations,” where the departure of most trains is linked not only to the time listed in the timetable, but also to an event, such as the arrival of another train at its destination, or the departure of another train from a siding, following a meet. This will cause the actual time schedule for all trains to stretch like a rubber band, even when only one train runs late. Operators have observed during our sessions that, the more experienced the crew, the closer the actual running times for all trains approach the ideal times in the time table. Most of these events are visible to the operators (Visual), such as the departure of one train from staging being linked to the arrival of another train in the same staging yard. But some events are not visible, such as the departure of a train from a distant siding. In that case the departing train operator must call in to the “dispatcher” and announce his imminent departure (Radio Call). This call-in will be heard by the ready-to-go operator, rather than by a dispatcher, and it will be his cue to depart on time or on time plus a delay.

A good signal system is essential for smooth and reliable operation, and it is ever growing on this layout. These signals are meant to help the 1:1 operator navigate the rail system, rather than to be prototypically correct for the 1:87 engineer sitting in his HO locomotive cab. Most signals are linked to turnouts. Some signals, however, are linked to the polarity of

See Operations, pg. 13



“Tools & Tips”

Open the Drawer!

by Gary Butts

Oops! There goes another coupler spring on the floor. Or grab iron or bolster screw or window glazing or #72 drill or, you get the picture. I don't know how many countless parts I have lost to the carpet over the years but once a small part flies out of my tweezers, that's it- It's gone. I'm sure that I'm not alone in this and I don't think it matters if you have carpet, linoleum or concrete flooring, the small parts that hit the deck evaporate. I think it is an undiscovered law of physics. Knowing this doesn't seem to make any difference, I still move the chair, get down on my knees and search for long periods of time, usually to no avail. Well, quite by accident, I discovered a solution that routinely captures maybe 95% of my escaping small parts.

My modeling bench happens to be a small desk. This desk has a typical desk drawer and one day while working with a particularly complex, took-forever-to-make, scratch built small part for my kit-bashed steamer, I had occasion to drop the part. It so happens that I had not completely shut the desk drawer after retrieving the last tool I needed from it. Well, sure enough my part fell into the drawer. After a minute or two spent shifting all of the tools around in the drawer, I was able to retrieve my part and save the day. It wasn't until I dropped the next part under the same circumstance some time later that it dawned on me that I might want to leave the drawer open a bit whenever I was working with super small parts.

I have now, after much experimentation, completely sophisticated my drawer capture device. I not only open the drawer a few inches, but add a layer of paper towels on top of the tools in the drawer. Part retrieval is a snap. There it is sitting on top of the paper towel. As a side benefit, I have come to find that having the drawer open a few inches gives me a place to rest my elbows below the work top bringing my steadied hands and arms closer to the work surface and my model vice.

I know that Rod Stewart (the musician) puts a towel in his lap when he models his structures for the same reason and I tried it, but I found it only partially effective. Not all benches have desk drawers but if I ever switch to a modeling bench that does not have one, I will pick up some plywood and a couple of drawer slides from the hardware store and make a simple part catcher tray. I might even put some low sides on it and a little indoor/outdoor carpet on the bottom to reduce the bouncing of a stray part. Meanwhile, I open the drawer.

Have a Tool or Tip you would like to share? Please do! Not sure? Send a short description of your idea or just write it up (1/2 to 1-1/2 page, photos OK) and email it to Editor@CajonDivision.org so that we may all benefit from your experience. -ed

Backshop, from pg. 4

will result in a "I Voted" sticker for your name tag to show you care. All models entered in the contest are important and appreciated by all of the members and recognition will be given to each model entered regardless of the contest results. I encourage all of you to put aside any thoughts of inadequacy and bring a model you built or modified to the meet. If you elect to have your model judged toward the NMRA Achievement Program you will automatically get written comments from the judges that will help shape your future modeling efforts.

Looking for a more model railroad oriented activity to augment the Division meet Friday night Bingo get-togethers, I suggested to the Board of Directors that we consider offering John Allen's TimeSaver model railroad switching game as well as Bingo. The Board liked the idea and Per Harwe suggested that we build the small switching layout at the upcoming meet in the form of a clinic. I volunteered to host it, and so it is scheduled. If you are not familiar with the game, a quick Internet search using "John Allen TimeSaver" key words will yield plenty to read about the game. This clinic is going to be hands-on as opposed to a front-of-the-room clinic. If you have experience in laying out commercial road bed, track and wiring or just want to watch and learn, feel free to stop by and lend a hand. Please bring some basic tools if you want to help, but I will have tools there for us to use. I hope to have plenty of help. We are going to try and build this little layout in 3 hours. It should be fun. See you there. -gb

Elections '14!

Cajon Division Superintendent elections Record Turn-out!



The Results are in! With a 29% record voter turn-out to show that Cajon Divisions members care, please join in welcoming our newly elected Superintendents.

Superintendent: **Tom Boyles**

Assistant Superintendent, CA: **Dave Pantoja**

Assistant Superintendent, NV: **Ed Hall**

Look for exciting new things to happen with these new Cajon Division Officers at the throttle.

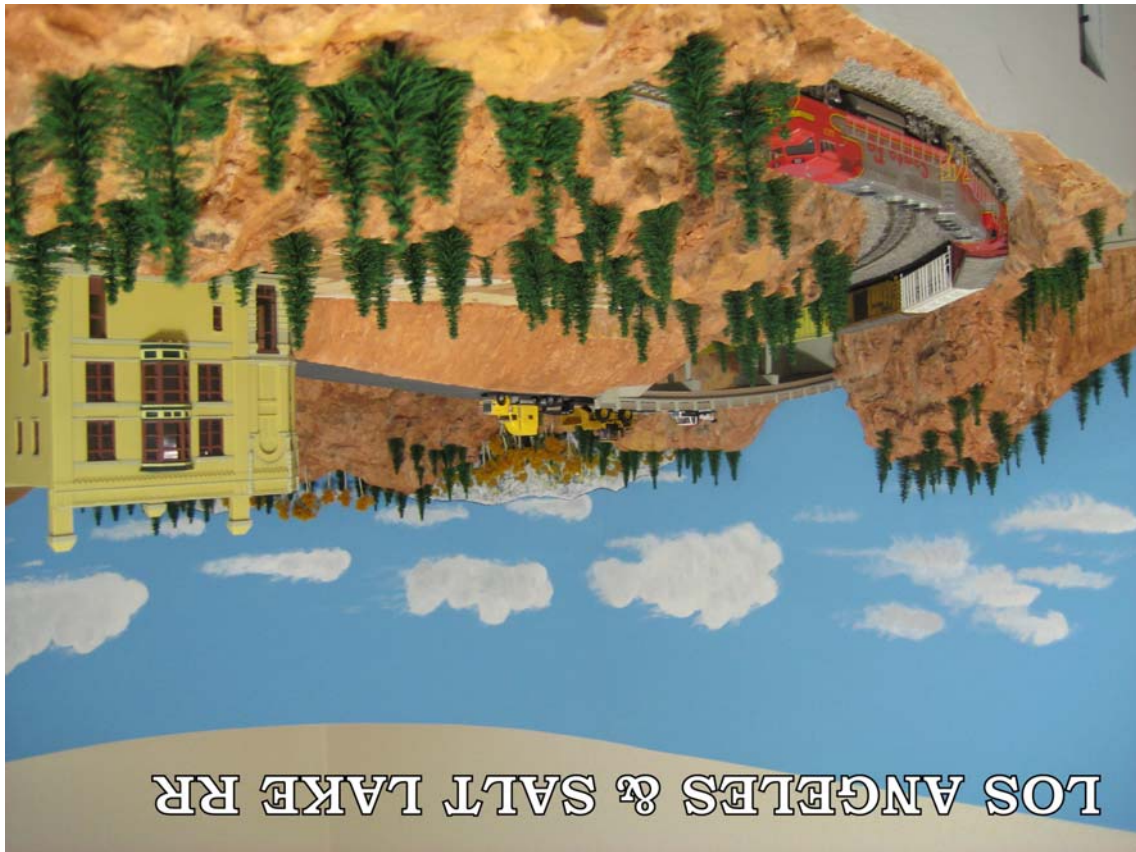
New Cajon Division Members

George Conklin	Anza
David Craig	Oro Grande
Charles Franks	Las Vegas
Samuel Horsley	Winchester
Michael McKeever	Anaheim
Bruce Moessen	Las Vegas
John Olson	Bishop
Scott Ressler	Hemet
Doug Rothwell	Cypress
Wendy Tuller	Anaheim
Sarah Wagner	Henderson

Operations, from pg. 12

reversing loops, and some signals are controlled by the Colton Tower Man. The important rule for the operators is to never proceed against a red signal. On the road and in the yards the operators are responsible for setting the turn-outs. Only in the domain of Colton Tower will the turn-outs be set for them, after they have requested the route specified for their train in the train order.

During the Temecula Meet there will be a clinic presented regarding this process, followed by an operating session on the Gateway to the Sunset Route. All those interested in operations are welcome. -wb



**The Cajon Division, Inc.
c/o Per Harwe
2182 Sycamore Ave.
Tustin CA, 92780**

Return Service Requested