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## TIME TABLE

June 13, 2015  
**Cajon Division  
Summer Model Train  
Event & Meet**  
Henderson, NV

June 20, 2015  
**Arnie's Trains Kid  
Model Kit Build**  
Westminster, CA

June 26, 2015  
**Cajon Division  
Operations Session**  
Garden Grove, CA

August 23-29, 2015  
**NMRA National  
Convention and Train  
Show**  
Portland, OR

September 16-20, 2015  
**Pacific Southwest  
Region Convention**  
Scottsdale, AZ

# THE ORDER BOARD

Volume 43, Number 2

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## 2015 Annual Henderson Summer Model Train Event & Meet June 13, 2015

The Cajon Division of the National Model Railroad Association will hold its annual Summer meeting in Henderson, Nevada again this year. All members of the NMRA as well as the public are invited to participate in this one day event. There will be educational model railroad clinics open to all as well as a model railroad equipment swap meet. Adding to the fun, the Southern Nevada "N" Trackers will be operating their N scale model railroad during the event and a self-guided layout tour. The meet will be held in the comfortable surroundings of the Henderson Convention Center, so attend the event to hook up with old friends or meet new ones.



**Kids Model Railroad  
Car Kit Build Event**  
June 20, 2015



Arnie's Model Trains, NMRA, California South Coast On30 Modular Club & Bowser Manufacturing are going to host a parking lot tent event helping kids assemble kits donated by Bowser. There will be manufacturer's tents, a kids train ride, free food with any small Arnie's purchase. Several manufacturers are going to participate in the Affair (Bowser, Kato, Peco, Walther's and others). There will be a couple of club layouts and a track for the kids to run their cars on as well. The NMRA is supplying the kit building expertise to help the kids assemble the kits as Dads will specifically be denied entrance to the kids kit building tent.. See the Flyer attached to this issue of the Order Board for more information

## NMRA Cajon Division Operations Session

Friday Evening, June 26, 2015

Dennis Ivison has agreed to host a recurring operations session on his On30 layout, possibly on a bi-monthly schedule, depending on interest. His layout is located in Garden Grove, CA. These sessions will be held on selected Friday nights and will be open to exclusively to local NMRA members. As announced at the Temecula meet, this first session is scheduled for this coming June 26, starting at 7 pm in the evening. If you are interested in participating, there are a few train crew positions remaining open for this session. You must respond soon to secure an operational position. First come, First served.

[See page 4 for Reservation contact info.](#)

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## From the Conductor's Desk



Summer is here! Well, almost, and I for one am already on vacation. Summer is not really the best of model railroading seasons, is it? But don't let that stop you from doing something on your layout or your equipment. There are still train shows to attend and I am sure that you, like I, have a lot of cars that won't

stay coupled or even stay on the track. Now is the time to take care of those in the air conditioned comfort of your work shop.

June will bring two Cajon events this year. Our Spring/Summer meet is in Henderson on the 13th. If you are in the area, by all means come and enjoy the fun! It will be a great mini-meet as usual. The swap meet has an amazing selection of good stuff, just ask my check book.

The second event is a week later, the 20th. We will co-sponsor an event at Arnie's Model Trains in Westminster, the "Kids build Kars" event. A manufacturer has donated car kits and three groups of kids will have the opportunity to build them. Our members will act as guides and the parents will have to stand back and watch. It promises to be a great day and if you haven't already signed up to be a volunteer, come on down and join the crowd. It will be fun!

Our fall meet will be in Buena Park this year. More details will follow as we get a bit closer to the date (September-October). But before that meeting we have the National Convention in Portland, OR, this year. I hear that it is difficult to get ticket on the Coast Starlight now, so there is a good chance there we will be a grand party on the train going up there.

Summer vacation is calling and I am out of here! Don't forget our "On The Road Again" column and submit an article about your adventures. Oh, one more thing: HAVE FUN!

*Per Harwe*

Director, Cajon Division, PSR

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**Members Please Note:** The initial planning for the 2017 NMRA PSR Convention, presented by the Cajon Division, has started and we are looking for volunteers for help in all aspects of this great yearly event. If you feel you can contribute, we are looking for help in all areas of expertise including: Facilities, Registration, Advertising, Printing, Merchandise, Clinics, Tours, Transportation, Swap Meet, On-Site Layouts, Auction, Bingo and Rail Fan events. Please contact any Cajon Division Officer to make your availability known. NMRA Achievement Program points will be awarded to volunteers for this event. *Per*

## Achievement Program



*By: Bill Jacobs*

As I noted last issue, we've finally come to the end of the discussion of the Judging Guidelines and the Judges Score Sheet and hopefully this was of some help to you in your quest to receive higher scores in the contests that you may enter. However, I will keep you up to date on any changes along those lines in future issues as they occur.

As some of you already know, I am resigning my position as the Regional Contest Chairman effective with the Scottsdale convention this year. There are a couple of reasons for this: (1) I haven't been able to attend a clinic, except the one's I gave, since the Cajon Division convention here in Las Vegas at the Texas Station a number of years ago; and (2) the job takes a lot of time which I now want to devote to my own modeling. One of my last chores in this position was the revision of the PSR Contest Rules which are now on the PSR website under the Governing Documents heading. I urge you to read them, but the two big changes do not affect the model contest. They are a return to judging the Photo Contest and there is clarification of who is eligible to enter the Arts and Crafts Contest. I will continue to keep the position of the Cajon Division AP/Contest Chairman because, hey, you are my guys.

So, what's this article going to be about? Well, I'm going to devote this and probably the next two or three articles to my attempt to receive a Cars Achievement Certificate, so you are going to live through that with me. I'm a dyed in the wool narrow-gauge fanatic as you are aware by now. I've belonged to the Friends of the Cumbres and Toltec Scenic Railroad for close to 20 years now. The Friends run these week long work sessions during the summer months that you can sign up for and select, in order, the three projects you'd like to work on. It's kind of like summer camp for big kids and it's all on your dime, however it's also all tax deductible. It's also probably the hardest work you have done in the last year and the elevation is about 7,000 feet with an afternoon thunderstorm every day. I've worked on rebuilding a couple of idler flats, a drop bottom gondola, the stock pens in Chama and five years on RPO number 54. The 54 was built in the 1880s and rebuilt numerous times. Because the C&TS has been declared a National Historic Site, you must retain as

many of the original parts as possible. But if replacement is necessary, the original materials must be used, or if not, a long approval process has to be pushed through. One of the first things I found out is that in 1880 a 2x4 really was a 2x4, so virtually every replacement part has to be cut to order. I was involved in two of those projects. The stringers in the underframe are 9x11 white oak. The project leader, who is a retired railroad man and lives in Chama, got wind of a barn over near Durango that was being razed and sold for lumber. He bought it on the spot because all of the framing was white oak and pinned together. The stringers are on the order of 40 feet so several had to be spliced and then taken down to the car about 200 yards away. This took about 10 guys. But, my proudest achievement was quarter rounds, which seems a little odd. The RPO has 12 of these pieces, two on each end, and two on each side of the four big doors. They are a 9 inch radius, made out of redwood, surprisingly, with a tenon on each end to fit in the floor and roof sills. Three of the originals could be saved so I made nine in a week using a power planer and a template. I even got my picture in the quarterly newsletter.

Well-working on the RPO, which is the last one left, got me spooled up on a name train the D&RGW ran for a number of years from Alamosa to Durango and back, the San Juan. The usual consist was a K-28 or K-36 (three each were fitted with provisions to provide steam for the train) an RPO, a baggage, modified with a gas generator for electricity, a coach and a parlor/observation car. I intend to replicate these four cars.

Labelle has a kit for three of the cars, but not RPO 54, which is a three window car and their kit is a two window. So the plan is to scratch build the RPO, use the Labelle kits for the other three, and make improvements in the kits. The kits are good but the undercarriage parts are not so hot so I intend to replace the floors and undercarriage on all of them. I'll add an interior and lighting. I've already got all of these parts-thank you Blackstone, so it's just a matter of getting on with it. If this motivates you to look up pictures of this train, and there are many of them, you will notice that the RPO is taller than the other cars. This was because of some USPS rule of the day related to ceiling height in Post Offices. The next thing I want you to do is look at the Achievement Certificate requirements for cars and see how far this will get me- see I told you that this would be a learning experience.

See you on down the line, Bill

## The Backshop



By: Gary Butts, Editor

Wow, I am just back from a vacation in Micronesia and Thailand and managed to catch the LA Division SpringRail Event. How much fun can you have?

Look for some information and photos I got of long-old railroad equipment I came across, some left from WW2 and some functioning no-Gauge? equipment (small geared mono-rail) in the "On the Road" section of this Order Board. SpringRail was fun with a great location (for Sandy and I) being just down the street from Huntington Beach in Buena Park. It featured a big swap meet, several great clinics, good Pizza and a big Hobo auction. SpringRail is just the start of several NMRA events on the near horizon this summer.

We have the Cajon Division Henderson 2015 Event and Meet coming up this month on the 13th as well as our NMRA co-sponsored Arnie's Kid model railroad car kit build event and an exclusive NMRA members only operating session at the end of the month in Garden Grove. All of these events promise to be a great. The Henderson Event will feature their normal big swap meet and clinic schedule and the Southern Nevada "N" Trackers are setting up their modular layout to be operational during the event. See our web site: [CajonDivision.org](http://CajonDivision.org) for details of the event and the event flyer.

Several weeks ago I had a conversation with Kevin at Arnie's Model Trains here in Westminster about the NMRA and after inviting me to post some Order Boards in their magazine rack (which I did), we had a conversation regarding attracting the younger people into the hobby. Well, it has blossomed into a total affair. Arnie's-NMRA-California South Coast and Bowser Manufacturing are going host a parking lot event helping kids assemble kits donated by Bowser. There will be a couple of tents, a kids train ride, free food with any small Arnie's purchase and several manufacturers are participating in the affair (Bowser, Kato, Peco, maybe Walthers and others). There will be a couple of club layouts and a track for the kids to run their new cars on as well. I volunteered that we

(NMRA) would supply the manpower to help the kids assemble the kits and we have put together a volunteer team to do just that. Contact me if you would like to help. The event is scheduled for this Saturday, June 20th.

I am excited about the opportunity to introduce our hobby to some of the younger generation and maybe even attract a few new members at essentially no cost to the NMRA at all.

An announcement was made at the Temecula meet that the NMRA Cajon Division will be holding an operation session exclusively for our members on Dennis Iverson's On3 layout in Garden Grove on Friday night, June 26th. This is really a special occasion because Dennis' layout is truly exceptional with a great track plan, lots of scratch built structures and cars and nearly 100% complete scenery. See the article about his layout in the Winter 2015 issue of the Order Board (you can view it on line in our Newsletter archives). Dennis has developed a novel operation scheme based on poker chips, simplifying the movement of cars across the layout. You can read his article on the process in the January/February issue of the "Narrow Gauge and Shortline Gazette" for details. This method has great appeal for operational neophytes such as myself. We are hoping to make this a recurring event and there are just a few spots left for train crews at this first session. If you would like to participate, email or contact me as soon as possible to reserve your spot. It will be first come, first served for the balance of the positions available. Additional sessions will be planned based on the response to this first event.

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### Cajon Division Operations Session

In order to secure an operating position in the June 26th session contact Gary Butts as soon as possible. First announced at the Temecula meet, there are still a few open positions available.

Email request to: [Membership@CajonDivision.org](mailto:Membership@CajonDivision.org)

Additional sessions will be considered based upon the response to this first session.

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# Temecula 2015 report

by Barney Rosen

Spring meet in beautiful downtown Temecula has been great again! But Friday night Bingo was a bummer this time for me, first time I was ever skunked!! But it was fun any way, we had about 35 people there and excellent prizes were available. David Pantoga was our caller and did an excellent job. Ed and Marty Treaster deserve our thanks for organizing and running the registration desk as does Gary and Sandy Butts for running the clothing desk.



Dave Pantoja, Marty Treaster, Dennis Ivison and Per Harwe formed part of the volunteer crew presenting the Temecula meet.

**CLINICS:** Being the "reporter" means you can only spend a few minutes at each of the 9 different clinics, which means you miss awful lot of good stuff, and the sessions were all excellent, real learning experiences. 99 cent modeling by Gene Bohot and tree building by Todd Scott were clinics I really wanted



ECONOMICAL BUILDING KITS: Carl Heimberger

to attend; I hope these gentlemen will give these clinics again.

Carl Heimberger is the King of modeling, he is a master craftsman. He showed us how to take an inexpensive plastic kit and turn it into a master model. He also showed us how to take a kit and modify it and turn it into something entirely different and better. Carl suggests that when you cut a building in half as a backdrop you have half a building to sell to someone else.

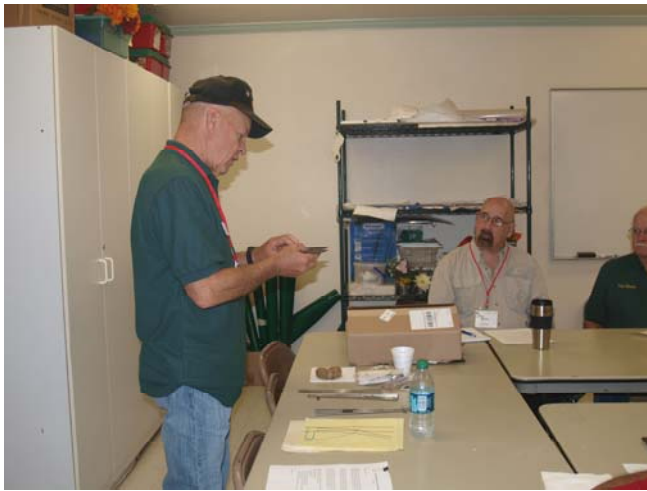


You Want To Do WHAT? In The Backyard: Morrie Fleischman

Morrie Fleischman gave a great clinic on how to build a fantastic backyard garden railroad. It was an interesting clinic, and Morrie brought to our attention that if you want to build a garden railroad you can't go past 30" in height where he lives unless you want to get involved with building codes. This means that if you want to build your own garden railroad be sure to check what your building codes are before you begin. Morrie, what we want to know is how did you get this past your wife?

## DCC FRIENDLY TURNOUTS: Tom Boyles

Wiring turnouts can be difficult particularly when you are using DCC and insulated frogs but Tom makes doing the wiring a common sense procedure. He uses a variety of switches like toggle and slide switches, but warned us that micro-switches just don't work! He covered Caboose Industries manual throws and switch motors such as Tortoise, Cobalt, and other types of electrical switches. I use the Tortoise slow motion switch machines and the Hare digital control device that you can use with a DCC controller.



DCC FRIENDLY TURNOUTS: Tom Boyles

**TREE BUILDING FOR ANYONE:** Todd Scott  
Buying trees for a layout is expensive, particularly if you are doing a densely wooded area. Todd showed us how to build trees quickly, easily, and cheaply. Most of the materials he purchases from Michaels, both the paints and the natural materials are purchased there, the brand name of the natural materials is Ashland. Floral tape is used for the trunks and is easily painted, but beware of fake lacquers, as they tend to eat the material. This was an excellent class and Todd provided all of the materials at no cost to the participants.

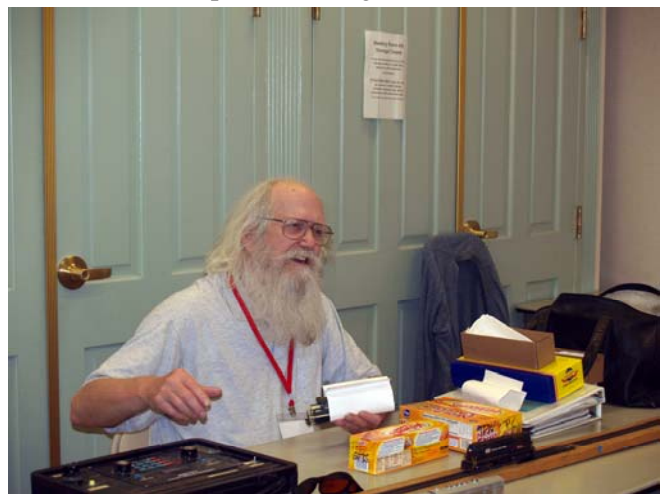
RailOp is a computer based inventory system for operations. It can be set for 6 different destinations, and prints manifests, and can be set up by a clock. There is a Yahoo group called RailOp that is a good source group for information on how the system works. At



OPERATIONS WITH COMPUTERS AND RAILOP: James Krutchen

present it is not available commercially, you need to know some one that has it to get a copy. I have seen this in operation at Tom Franks layout in Apple Valley and it is a very effective way to organize an operations session.

**VAGARITIES OF DCC AND CONSISTING:** Jim Fuhrman. Based on Jim's research all decoders are not the same and if you plan to do consists, it is best to use locomotives with the same decoder. Jim believes that TCS and SOUNDTRAX are the best for consists, because the others are too difficult to set the lights on the engines to work correctly when paired in a consist or they don't work at all. In order to set the consist using different types of decoders you will have to make use of various CV's such as 19, 22, and 21 even then it is iffy making everything work as it should. Based on this I think we need a class showing us how to use CV's, one that you can bring a locomotive to and practice using the different CV's.



Jim Fuhrman's clinic



99 CENT MODELING: Gene Bohot

Gene Bohot correctly points out that our hobby can get expensive, and being “careful with your spending” is a virtue. He gave all who were there a plastic package including these inexpensive modeling supplies and tools that were examples of what he used to get good results on his layout. I am planning on doing a semi-arid western layout in part, and a nice Manzanita shrub for the layout can be made from a plastic aquarium breeding plant painted a dark mahogany-red color. Coating the tops of the plant with white glue and dipping them in Woodland Scenics foliage will make great plants for the layout.



THE WATER TRAIN AND THE ARROWHEAD LINE: Mark Landis

The loss of the Pacific Electric Railway in the 1950's was one of Los Angeles's greatest mistakes. A coalition composed of bus and tire makers bought up the ailing trolley system and junked it so they could sell more buses and tires. Today we have to spend billions recreating a system that is less efficient and less available to the commuter than we had in the past.

Mark gave us a look into the past showing us how the system serviced a resort in San Bernardino and took fresh spring water by tank car from the resort through the streets of San Bernardino by rail to the people of the Los Angeles Basin. This system was operational when the Trolley system existed and later by a railroad line through the town. We seldom have the ability to see back in time and revisit a better way of doing things, and Mark and the book he published gave us the ability to do so.



#### TIME SAVER SWITCHING CHALLENGE:

This game was built last year during an all morning clinic run by Gary Butts, this year he and David Pantoja took on all comers in who could do the switching game fastest. Even after watching several people try the game and memorizing the route I still finished well behind the fastest time, but it was fun. As the old Brooklyn Dodgers used to say at the end of the season “wait until next year”.



Contest Judging Clinic: Bill Jacobs

This year's model contest saw first class entries, but they were again fewer in number than previous years. The judges included Don Gale, Tom Boyles, Bob Mitchell, Todd Scott, James Keena, and Garry Robinson.

Favorite Model: Duffy's Coal - Bob Mitchell

Structures: 1st Place, Grandma's House – Gary Butts

Freight Cars:

1st Place, MP 7130 Gondola - James Keena

2nd Place, Limestone Gondolas - Barney Rosen



**LAYOUT TOURS:** There were 6 layout tours scheduled for Saturday afternoon, before the dinner and auction. I only went to 2 of them, the 2 newest ones by Kirk Treanor and James Krutchen due to time and distance considerations. However, I visited the other 4 last year and summaries and photos will represent them from last year.

I was impressed by the direction that Kirk is going on his HO scale Portland, Albany, and Toledo, representing a section of the U.P. between Portland and Albany OR. The layout is in it's beginning stages, it is a two level 16 x 18 garage layout with a staging area below the two upper levels. All of the levels are connected by a helix and the system uses a Digitrax DCC control system. This is an excellent beginning to a formidable task, one I am looking forward to seeing more of.



The Portland, Albany, and Toledo RR



James Krutchens 20'x20' Shelf Layout

James Krutchen's HO layout was impressive and well organized, it is a narrow 20 x 20 layout circling a room using a drop bridge to connect the system in order to bridge the gap caused by the room door. Jim uses DCC and RailOp to move the trains, the layout is electrically operative but James has more to do in organizing and finishing his scenery.

Ed and Marty Treaster's HO layout in Hemet is amazing as to what they have crammed into their DCC layout. This design is a marvel for a long narrow room and their main street for a small town is amazing and is brilliantly lit.



Ed and Marty Treaster's Room Sized Layout

Hemet Model Railroad Club's HO layout has gained a large number of buildings and is an excellent example of what a model Railroad club's layout should look like. Their new n-scale modular layout has



Hemet Model Railroad N scale modular club layout





## “Tools & Tips”

By Dennis Ivison

### Making Synthetic Wood

What the heck is synthetic wood, and why would you want to make it? The Dictionary describes it as: *"Made artificially, especially so as to resemble a natural product"*. In this article we'll be using a mechanical process to synthesize ourselves some wood.

Like most modelers, for many years I scratch built the structures on my layouts out of wood, but I gave that up several years ago. Why? Because it takes forever when doing a complicated build. At each step you have to stop and wait for the glue to set-up while an assortment of pins, rubber bands, and clamps hold the parts in place before you can move onto the next step, plus, you have to stain everything before you can even get to that point, least you have a big ugly spot of raw wood showing through. Additionally, if you don't brace, or reinforce everything the structure will eventually warp. Don't get me wrong, I love wood, I mean it really looks like, well real wood. I just don't like to wait for glue to dry; sometimes even waiting for *Super Glue* frustrates me, especially when I glue my fingers together.



Okay, let's talk tools. I'm sure that most of you have used a razor saw, bastard file (sorry, that is its name), backside of an X-Acto blade, sandpaper, or brass brush; and indeed they are handy, but have you ever considered riffler files, or a Japanese rasp? These

tools make quick work of scribing wood grain onto Evergreen strips (also for carving pine tree trunks out of cedar shingles, balsa and bass woods!) and are great additions to our ever growing collection of tools. I don't like using my Dremel tool for carving wood grain, I have a tendency to overdo it and grind too much, and it is actually slower than using the various tools mentioned above, and the results are not as good.

I modeled in N-scale for about 35 years and found that to get prototype specific structures (I'm an Espee fan) I needed to scratch build them. This was a good primer for me, because when I moved to O-scale five years ago, I found that I needed to scratch build everything. Having a narrow gauge layout set in heavily wooded terrain at the turn of the century (1890-1910) meant I needed to make A LOT of things out of wood. Even in N-scale I found that a wooden structure looked better with a hint of wood grain carved into it. You shouldn't be able to actually see the grain in that scale but by roughing up the plastic prior to painting and weathering, I got a much better look in the end product (the Japanese Rasp may be a little too aggressive for N-Scale). No matter how much Dull Coat and chalk I used on the unaltered plastic, it still ended up with a smooth glassy appearance which wouldn't hold any washes. So, the tools & techniques outlined in this article can still be used in the smaller scales, just don't carve as hard, or deep. HO would be somewhere in between, some visible grain would not be out-of-scale and the structure certainly would look better with it, just don't overdo it and scribe as deep as O-scale. In that regard, I've found that carving the grain a little deeper than you think you should actually looks better in the end because, by the time you add a layer (or two) of paint and another of weathering some of the grain will disappear.

Let's get started and make that mechanically altered synthetic wood out of those omnipresent Evergreen styrene strips. I like the Evergreen

products, because they come in every size and shape imaginable, are reasonably priced, and can be found almost everywhere (unlike wood shapes). If they don't have the size you need, just glue a couple of pieces side-by-side and follow the same steps outlined below. The first thing I do is prep work. Unlike prepping real wood by staining it prior to the build, you prep your plastic by carving some wood grain into it. I begin by planning out all the shapes and sizes I'll need, and picking them up at the LHS. When I get them home, a dozen or so at a time are laid out on a section of 1" pine with two-sided tape, and then out come the carving tools.



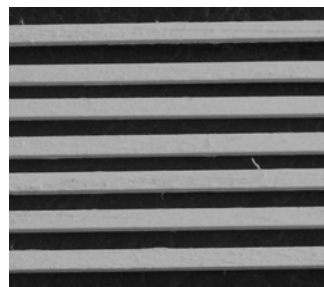
I start with several passes with the Japanese rasp, followed by a couple of strokes with the riffler rasps to catch the spots I missed with the previous tool. Next is the brass brush to knock off the "fuzz" and clear the plastic "saw dust" from the grain. If you've ever looked at wood I'm sure that you've noticed that almost no wood grain is perfectly straight, so when you're carving vary the angle of the rasp as you draw it along the length of the plastic and add a "swoop" into it every once in awhile (easier to do with the riffler files). Everything gets turned over and hit again the same way until all four sides are done. Once all the structural parts you'll need for the project are completed, return them to their original package (to keep track of their sizes) and your prep work

is done. Now you have a whole bunch of "synthetic" wood. This prep work goes a lot faster than you think, and I've found that prepping everything beforehand makes the project go a lot quicker than doing each piece as you need it. Once you start building the structure you'll need to cut the pieces to length and address the ends.

Cutting a circular wood grain into the ends to represent the rings is a lot of work (ask me how I know), so I just hit them with a quick pass of a riffler file or razor saw to simulate a saw cut (so much quicker). If you want to add some knots, drill a small hole where desired and add a cross section sliced from a toothpick. I like to use real wood for the knots (use CA to bond them) because liquid cement will obliterate plastic grooves when glued into the holes. I strategically place the knots while I'm building the structure.

From this point on you can build your structure just as you would any other plastic kit, but without hav-

*See "Tools" next page*



It is difficult to see the detail in the picture, but the next step is to hit it with a brass wire brush to remove the "fuzz". Then it's ready to build



To try and get some contrast I threw a quick paint job on some finished strips to try and highlight the grain. Normally I build the structure prior to any kind of finish. The strips with heavier grain would be used on structure with exposed wood, the lighter grain for a painted or finished structure.



## Meet **Dennis Ivison**

Cajon Division's new  
**Paymaster/Chief Clerk**

Dennis lives in Garden Grove, CA and has assumed the Cajon Division Paymaster and Chief Clerk responsibilities recently vacated by Ed and Marty Treaster.

It is with note of appreciation that we thank our past Paymaster and Chief Clerk duo, Ed and Marty for their contribution to the Cajon Board of Directors over the last few years. Their service to the Division is appreciated and will be missed, however Ed and Marty's battle with on-going medical issues has resulted in their request for replacement on the Board. Thank you Ed and Marty!

Dennis is not new to model railroading having spent many years in N scale. Earning a Golden Spike along the way, he has upped his scale a couple of notches to O scale; On30 to be exact. His full sized layout has been operational for a few years and he has hosted numerous operating sessions as a member of the California South Coast modular club. Dennis has implemented a novel method of car forwarding based on poker chips and has published his method in the national "Narrow Gauge and Short Line Gazette". Dennis brings previous Treasurer experience with non-profit organizations and a high degree of enthusiasm for the hobby. Look for his smiling face at one of our meets and introduce yourself.

## Joel Morse earns the Golden Spike!

During a recent visit by several Cajon Division members to Joel's layout in Garden Grove it became apparent that his layout contained all of the elements required to qualify for the NMRA Achievement Program Golden Spike Award. An on-the-spot judging committee was formed and upon inspection using the official Golden Spike requirements form it was found that, indeed his layout qualified. Look for his layout to be featured in the next issue of the Order Board.

*If you know of a Cajon Division Layout that is fairly well complete with track, scenery, structures and rolling stock, have a look at the Golden Spike Award requirements on the NMRA web site and notify any of the Cajon officers for an evaluation. The Certificate and Cajon Spike Trophy are well worth the effort in recognition of a well constructed Model Railroad.*



## New Cajon Division Members

**New Members:** On behalf of all of the Officers and Members of the Cajon Division, Welcome to the Cajon Division of the National Model Railroad Association. Whether you have just recently joined the NMRA or are an "old hat" transferring into our Division, we look forward to meeting you.

Ben Abrams, Balboa Islands  
Anthony Angelici, Mission Viejo  
Bill Bradshaw, Perris  
Dianne Brandt, Beaumont  
Dennis Clair, Laguna Niguel  
William Havill, Victorville  
Bob Hunter, Orange

Charles Moga, Hesperia  
Ed Muha, N. Las Vegas  
Shirley Powell, Riverside  
Mitch Priest, Las Vegas  
Bruce Turner, Grand Terrace



## Tools

ing to stop and wait for wood glue to dry. There is no need to pre-paint or stain the individual "boards" before construction, they can be painted, stained, or weathered as sub-assemblies or complete assemblies as you see fit.

Here's a key point to remember, when assembling your structure, use liquid cement very sparingly, otherwise you'll nullify all of your prep work and end up with a very ugly blob of plastic peeping out from between the parts being attached. Next time you need a

wood structure give this technique a try and see what you think, I'm sure you'll be pleasantly surprised. In a future article we'll cover how I paint my synthetic wood to get it to look just like the real thing.  
-di





## A Palau / Thailand Adventure

By Gary Butts

I have just recently returned from a vacation trip to the South Pacific Island of Palau to do some great scuba diving followed by a Thailand visit to see friends that have recently moved to the country and catch some of that areas sights. Along the way, I encountered some old, some newish and some unique railroads, and of course when a railway buff sees track, well, out comes the camera. Here is a little history and a few of the photos I took along the way.

### Palau

This little group of islands is situated in the South Pacific some 550 miles East of the Philippines and 750 miles Southwest of Guam. This group of islands is now primarily known as a premier scuba dive destination, however, one of the smaller islands of the group, Peleliu, was the site of a horrific battle during WW2. On the bigger island of Palau near Ngardmau is a famous waterfall and on our hike in to view the fall we came across the remnants of a dual track, 2ft gage railway! Obviously long out of use and buried



in the semi-jungle, the track was laid by the Japanese during the war to service a Bauxite mine located on the island. A couple of old engines lay in ruin in the forest along the way.



The hike down to the waterfall was pretty long and steep and we weren't relishing the hike back up to the rental car after viewing the fall but we didn't need to worry, since the locals have installed a "non-live steam railroad" for just that purpose. This zero-gauge? (mono-rail) uses a cogged single rail track to haul two 4 passenger open sided (read: seat) cars up and down the sometimes 100% grade! It reminded me of some of the Live Steam cars I have ridden on in the past. The all gasoline engine sports a small single cylinder engine coupled to the track through a





V-Belt and MoPed transmission. Capable of speeds up to near walking velocity, the ride was none-the-less interesting, beautiful and refreshing.



The Ngardmau Waterfall railway features passing sidings, beautiful river crossings and steep grades on it way up the hill.

After enjoying seven full days of diving and sightseeing around Palau, we traveled on to Thailand to visit our friends that have recently moved to the country. After meeting in Bangkok, we traveled by rental car to the Northwest to stay in a floating hotel on the River Khwaei Noi just north of the town of Kanchanaburi and the famous Bridge on the River Kwai. The bridge and in fact, the entire railroad, was built by a combination of mostly Australian prisoners-of-war and impressed Asians at a tremendous cost of human life. Japan built the Burma-Thailand Railway to supply their troops heading for conquests in India. The remnants of huge hand made cuts through solid rock are still visible and a section of the original trackage is still in use by Thailand today.



Japan Railways Mogul #719 served on the hauling troop supplies on the Burma Thailand Railway



This track maintenance rail vehicle was adapted from a commercial diesel truck.



No problem, just pull the wheels off and run on the brake drums.



Ever see a 6 cylinder Air Cooled Diesel truck engine?



The bridge on the river Khwaei Noi meaning "Tributary, small" is normally misspelled by Europeans as "Kwai" and is only one of the 688 bridges found on the 415 Kilometer Railroad. All but 8 of these were made of wood. The bridge on the River "Kwai" was one of the steel and concrete ones and was damaged several times during the war by Allied bomb attacks. A second wood bridge was hastily constructed near by to carry the traffic while the main bridge was being repaired. Innumerable cuts including "Hell Fire Pass", some 75ft deep and 225 ft long, cut by hand tools through solid rock claimed tens of thousands of prisoners' lives in the making. The track gauge is 1 meter (39.37 inches) set with fairly light rail using 4 spikes per tie. There were over 63 stations located along the track when it was in operation.

The day I visited the bridge, the rails were very shiny indicating a moderate amount of traffic, but I only saw a single gas powered open speeder running on the rails while I was there.



Ten Wheeler #804 is also on display near the Bridge.



The center two trapazoidal spans of the Kwai river bridge are the bombed out replacements constructed after the end of the war, the rest of the spans are original construction.



Traveling on out near the right of way we found yet another engine sitting on the actual end of track. The route beyond this point is not longer in use and the track has been removed for scrap.



Mogal #702 is literally at the end of the line.



Hell Fire Pass was one of many cuts carved in the rock by hand. It is interesting from a railroad standpoint but it remains a grim reminder of some of the past horrors of war. No longer in use, the track removed.



After visiting the Kanchanaburi area, we returned to the airport for a short side trip to Cambodia to visit the famous Angkor Wat Temple in Siem Reap. While negotiating the traffic (by Taxi) to the airport we caught a glimpse of the newer commuter train servicing Bangkok's thriving economy. This rail connects outlying areas around Bangkok with the central business area. A link between Bangkok's new international Airport and its older more domestic flight airport is under construction. -gb



Thailand's commuter rail system is undergoing expansion as an attempt to relieve the highly congested automobile traffic routes.

**Want to add Fun and Enjoyment to your Model Railroading Hobby?** Consider volunteering to help out with any of the Cajon Division events and meet great people, gain model railroad knowledge and give a little back to your hobby. **Can't?** How about writing an article for the Order Board? All submissions encouraged and considered

*From pg. 8: Temecula, 2015*

grown from last year to form a large layout. The layout uses DC but they are planning a DCC line.

Werner Brandt's "Gateway to the Sunset Route" is a model for garage railroads and is an inspiration for those who want a multilevel Railroad. His operating sessions are a lot of fun to participate in and the layout itself is a "how to" class room for those who want to copy what he has done.

Dynamic Hobbies on Florida East of downtown has an excellent Lionel layout using Lionel's version of DCC. Bob the store's owner is a master modeler and the layout shows off his skills. If you don't want to invest in a Lionel layout or don't have the space for one, you can run trains on his layout.



**DINNER AND THE AUCTION:** We seem to save the best for last, and the dinner at Oscar's and Hobo Auction may be the best part of the day. Attendance was substantial and enthusiastic, conversation flowed and people enjoyed themselves immensely. The auction was fun and the prizes were interesting to say the least. Awards were presented to the winners of the model contest and the folks from Phoenix promoted the September Convention. I hope to see all of you there in the fall. -br





# Arnie's Model Trains

## *Milepost 38* TOY TRAINS

Annual Open House  
Saturday June 20th 2015

Starts 10am to 6pm

The following will be attending!



Modular Clubs Attending



Green River Junction Railroad



Come join us for a fun filled day of model railroading! Meet and talk to attending manufactures and see operating modular model railroads!

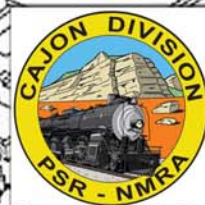
Free train rides for the kids Noon to 3

Free pizza with purchase.

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KIDS BUILD YOUR OWN  
FREIGHT CAR CLINIC**

4 CLASSES FROM 11AM TO 3PM

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# South Pacific Coast Line

NMRA Operations Session



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