

RUNNING LITE

VOLUME 48 NO. 2.2

JULY, 2020



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Time Table

July 12–18 NMRA-X Virtual National Convention
October 24 Cajon Fall Event Buena Park, Ca
November 14 Cajon Event Boulder City, Nevada



"From the Brass Hat"

by Joel Morse Superintendent



As most owners of operations focused model railroads would tell you, an awful lot of what we spend our time doing is not visible on the layout, although it is critical for layout operations. Some of it is fun, all of it is interesting. When I started operations, I had to make car cards and waybills, but first, I had to identify the customers, and how many cars fit on each customer spur. Because I'm in N Scale, I saw the need to for custom car cards with a photo of the car, which of course required taking photos and making custom car cards for each piece of rolling stock on the railroad (I think there are 160). Then it was time to figure out the what kind of trains we would be running and what work they would do; the Delhi Freight Turn, the Sidney Turn, Walton to Norwich Fast Freight, DL&W Transfer, and create a Form 19 instruction sheet for each train. And then, of course, each session the crew discovers an error, confusing language or need for further clarity, or during the debrief, we identify a better way to run that train. So, the Form 19's train information sheets are in constant flux. After the first session I had back in 2011, we identified the need to install Frog Juicers to assure connectivity of short wheelbase switchers across the turnouts. Of course, that's wiring, which no one ever sees. But they sure appreciated the improved performance of the railroad. And now it operates very well, every session, although there are still tweaks to be made.

The point of all this is not to complain; each of these activities made the layout and the operation of the layout better and more enjoyable for the crew as well as for me. No doubt, the time was well spent. The point is to explain the change in focus of my model railroad activities over the past few months. When the stay at home and social distancing orders hit in March, I decided that during the time that there would not be operating sessions, I would avoid operations related work efforts, and focus instead only on layout activities; read "structures and scenery". My goals are to enhance the operating experience for my regular crew by adding scenery by getting back into the parts of the hobby that I have been neglecting in favor of operations focused efforts.

During this period my modeling focus has been on the town of Shellysburg, a fictitious town in the south-central portion New York State, named for my Dad (Shelly, not Burg), served by the Delaware, Lackawanna and Western Railroad. Shellysburg is the "newest" portion of the railroad and consists of an 18-inch wide by 12 foot long benchwork that sits between upper and lower cabinets. Each session/trick, the DL&W crew builds the DL&W/O&W Transfer, by classifying rolling stock that arrived during the last trick, works the Shellysburg customer spurs as well as the staging tracks in Binghamton and Syracuse. Once the Transfer is ready, the crew runs to Walton, picks up the cars for the DL&W, returns the Shellysburg, ties up and heads out for beans. This has become a favorite assignment, but Shellysburg has had only the most basic work done on it, since it was built in 2014, track, ballast and buildings sitting on the black painted foam.

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The Editor's Column

by Morrie Fleishman

Editor: Cajon Division



Welcome to the second issue of [Running-Lite](#) for Cajon Division members. During this current Pandemic situation with all of the normal events such as Train shows, Division, and other NMRA sponsored events being cancelled The Cajon Board felt that a monthly short-form Order Board would be invaluable in keeping members updated with modeling opportunities available such as the many Virtual (On-Line) events that have been popping up everywhere. Please send me an email and pictures showing what you are working on and letting us know what on-line events you are aware of so that we could spread the word to others.

Thanks. Morrie Fleishman mefleishman@cox.net

Reminder: Virtual Meetings via Zoom, Skype, etc.

While new to some, IT types have been using products like webex and gotomeeting to do training to remote sites for many years. I have recently become aware of the NMRA-X Virtual Model Railroad Convention Live Events which runs for 12 hours with 10 or more presentations on a variety of topics. Check the calendar on the NMRA website for future dates.

On July 12 thru 18 the NMRA will host the first-ever NMRAx Virtual National Convention - a week-long event running every day from 8:00am EDT to 11:00pm EDT starting on July 12th and ending on July 18th.

All events are broadcasted through the NMRA Facebook page and group, and the NMRA YouTube channel. (Past events can be found on the YouTube channel.)

You should check the calendar of events and find when they are scheduled and you can link to specific page for each one scheduled and get the the information needed to attend. They stream on U-Tube and Facebook.

Finally, the Operations Special Interest Group, OPSIG, the annual meeting will be a virtual meeting on Sunday, July 12. They will return to their regular Sunday schedule of their 2 hour virtual meetings on July 19 and August 2. For times and information see the OPSIG website opsig.org.

Common elements of all of these meetings are that attendees are provided with the login information, the time and as well as reservation information as there may be limits on the number that can join in. Often the meetings have been recorded and are available on youtube.

The formats use a combination of layout tours and clinics, some with Powerpoint presentations. In addition, there are a lot of videos available on the NMRA website.

While it doesn't look like we will have train shows and events in the immediate future, these options provide valuable ways that people can take advantage of clinics and can have some limited interaction with other Model Railroaders.

Notice of Special Election

For the position of
Director, Cajon Division, Pacific Southwest Region, NMRA

Due to Jeff Herrmann's relocation to the Pacific Northwest Region, the position of Director for the Cajon Division of the Pacific Southwest Region of the NMRA will be vacated upon re-election of a new Director. The Cajon nominations committee is accepting nominations for the position until July 17th, 2020. This is an interim position and the position will be up for re-election in September of 2021.

Position Responsibilities:

The Director shall be elected by the membership and hold office for a term of two years beginning at the annual meeting of the PSR in odd years. The Director shall have a term limit of two consecutive elections, totaling four consecutive years. The Director holds one vote on the Executive Committee of the Board of Directors. The Director shall act as the representative of the Cajon Division in all matters before the Board of Directors of the PSR. The Director shall cooperate with the Superintendent in promoting the programs and purposes of the Cajon Division.

If you would like to proffer a nomination, contact one of the nominations committee members below before July 17th, 2020 with your candidate.

Gary Butts, AP@CajonDivision.org, 714 842-4980

Joel Morse, Superintendent@CajonDivision.org, 714 614-5401

Carl Heimberger, AssistSuper-CA@CajonDivision.org, 714 745-8690

FUTURE EVENTS

~~September 9—13 PSR Convention in~~

~~Van Nuys, Ca.~~ CANCELLED

October 24, Cajon Division Meet, Buena Park.

November 14, Cajon Division Meet Boulder City, Nv.

September 8—11, 2021 Orange Blossom Special

PSR Convention

Irvine, California

<http://www.psrconvention.org/>

[OrangeBlossomSpecial2021](#)

Cajon Media Sites

Groups.io group: <https://groups.io/g/CajonDivisionPSRGroup>

Facebook page, <https://www.facebook.com/CajonPsr/>

Facebook group, <https://www.facebook.com/groups/CajonDivisionPSRGroup/>

So, here's what I have done over the past 3 months in Shellysburg:



Tore up two storage tracks and replaced them with a ballasted 4-track engine/caboose storage and Team Track;



Refurbished a single stall engine shed I built as a teenager by repairing and weathering it (see Old Gold in the last Running Lite) which is now the focal point of the Engine Facility;



Constructed a Concrete Loading Platform for the Shellysburg Team Track;



Ballasted the new track and added groundcover in the Shellysburg yard to cover the black paint. Still more details, new buildings and landscaping to be added, but it's a big improvement over the last 6 years;



Constructed and painted the half-width asphalt street and concrete sidewalk for Railroad Avenue along the Shellysburg yard. I used .040 styrene with stamped sidewalk squares (1/4"), along with creating curbs with .040 x .020 stripe styrene. The structures are swap meet/train show purchases. Some will stay, some will be replaced or repainted/weathered.

Inherent in all of this work, by the way, is the increased use of my airbrush and a bit more experience with that important tool. So, there's that too. There is still lots more to do in Shellysburg and in the five other towns, but I've really enjoyed the change of pace and the visual changes to the layout. Can't wait to get going on the next scenery effort; the locomotive programming can wait. Happy Railroading!

TOOLS & TIPS:

Jeff Herrmann

I have recently discovered a fairly new product by AK Interactive called Weathering Pencils. AK Interactive is a British company and has been highly regarded in the military modeling community for many years. The set I purchased (about \$50 on Amazon Prime) has 37 colors, but the pencils can be purchased one at a time or in small sets of color pallets (rust colors, grays and blacks, etc.). Like most retailers, AK offers a lower price per pencil in the larger sets. So far it appears that with the exception of a few colors (black and gray for example) I think this set will last a very long time even with regular use on my models.



Each pencil looks and feels just like, well, a pencil! However, the color in the pencil also has the properties of a dry water color medium which means that it can be applied to the model directly from the pencil or you can use a damp paint brush to get the color from the pencil to your brush. Dry works well for small areas, shading and sharp lines. Getting a sharp line with these is much easier than trying to get one with weathering powders or PanPastels. I have also discovered that if you apply the medium to the model using the pencil, you can come back with a damp paint brush and soften or “spread out” the effect. I am just learning about this product and doing some experimenting. I like it both dry and wet. So far, it seems that when using it as a water color, a damp paint brush is better than a wet one. I have also found out that just like weathering powders or PanPastels (both of which I use regularly) Weathering Pencils work much better on a dull flat surface than a shiny one so I am spraying Testors Dull Coat on the model first. Here are just a few examples of things I have been experimenting on. Except for the box cars, each example used the Weathering Pencils over a sprayed on flat gray or black primer coat. I think this product is a winner and will be adding it to my weathering process!



WHAT I HAVE BEEN WORKING ON:**JEFF HERRMANN**

Over the past month or so I have put my extra modeling time to good use by building two craftsman structure kits that will have a home on my new layout. *Jerry's Small Engine Repair* and *Babcock Boiler* are both Bar Mills kits www.barmillsmodels.com and are around \$50 each in HO scale- pretty low price for high quality kits. These kits also have small footprints (*Jerry's Small Engine Repair* has a 3" X 6" footprint and *Babcock Boiler* has a 4" X 5" footprint). I am a big fan of Bar Mills! They have a wide variety of kits that are extremely well made, come with detailed instructions, and usually with a good number of cast detail parts. Most of their products are available in N, HO, and O scales. Most, but not all of their products, are available at good hobby shops. If you order from them on-line, they have a \$5 flat rate shipping charge no matter how large the order. They are also well known for their excellent customer service. Here are my versions of the two kits.



***Jerry's Small Engine Repair:* 3" x 6" footprint (HO scale)**

To get started, I ruffed up the scribed wood siding and strip wood with a #11 Xacto blade and card file. Next, I added interior bracing on the walls to avoid warping. I used Hunterline Blue Gray Stain on main building and India Ink and alcohol wash on side shed. I also thinned brown acrylic paint with 91% alcohol to make a wash that I used on the strip wood and to make the building look two-tone. The kit came with Tichy windows that I layered grey primer, white paint, brown wash and sprayed Dull Coat on back of the glass. The kit also had a Tichy front door that I replaced with a scratch-built screen door. I added handles to the doors by drilling holes and adding very thin wire.

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The roof is a combination of Bar Mills Shingles (from my scrap box- did not come with the kit) and printer labels cut in strips- sprayed hunter green. I added nail holes with a pounce wheel. The vent pipe is styrene rod and aluminum foil for the base.

The weathering is a combination of Pan Pastels and Bragdon Weathering Powders.



Babcock Boiler: 4" X 5" footprint (HO scale)

Just like the other kit, I started by ruffing up the scribed wood siding and strip wood with a #11 Xacto blade and card file. Next, I added interior bracing on the walls to avoid warping. I used Hunterline Blue Gray Stain on the building and Hunterline Driftwood Stain on the loading dock. This kit also came with Tichy windows that I layered grey primer, white paint and sprayed Dull Coat on back of the glass. I added handles to the doors by drilling holes and adding very thin wire.

The kit come with paper “rolled roofing” for the main roof that is standard on most craftsman kits. I substituted a combination of Bar Mills Shingles and printer labels cut in strips- sprayed flat black and added nail holes with a pounce wheel. The vent pipe is a styrene rod.

One of the really nice features of this kit is the corrugated metal roofs. It is an interesting paper product (not metal or plastic). I made it to look like rusted metal by spraying it an aluminum color, then used washes of acrylic paint (dark to light): burnt umber, rust, brown, orange, then used Pan Pastels for some texture. This kit also came with a neat little side shed that has a framed wood laser-cut construction and a piece of cloth that I weathered with a cream-colored wash to look like an aged tarpaulin. The weathering is a combination of Pan Pastels and Bragdon Weathering Powders.

Support Your Local Hobby Store

In these times when Hobby Stores have not been able to function normally, we need to continue to support them when we can. There are 3 Brick and mortar train stores in our area that support our hobby;

***Arnie's & Milepost are now
OPEN for regular business!***

YES!! Come in and shop around!

Arnie's HOURS: Tuesday - Saturday 10am-6pm

Milepost 38 HOURS: Tuesday - Saturday 10am-5pm

Social distancing of 6' will be enforced & we ask that you wear a face-cover for the safety of other customers and employees per OC Guidelines.

Arnie's Trains www.arniesmodeltrains.com 714-893-1015

Milepost 38 Toy Trains | www.milepost38.com 714-892-9471

6462 Industry Way, Westminster, CA 92683

NOTE: There is highway work going on around Arnie's so check with them about the best route.

RailMaster Hobbies, 9812 Belmont St., Bellflower, Ca. 90706 562-867-5627

We plan to go back to regular hours starting June 1.

Tuesday - Friday 10:00am to 6:00pm

Saturday - 10:00am to 5:00pm

Sunday - 12:00pm to 4:00 pm

Following us on;

www.railmasterhobbies.com

www.facebook.com/railmasterhobbies

Twitter - @RMHobbies

Restrictions to come into the store: We follow official health guidelines

We do thank all of you for your support. Stay safe.

Jeff and Leticia Smith and Crew

The Train Crossing, 1113 Baker Street, Costa Mesa, Ca 92626 714-549-1596

Store Hours

Tuesday - Friday 11:00am to 7:00pm

Saturday - 9:00am to 5:00pm

Sunday - 11:00am to 3:00 pm

Closed Mondays

www.TheTrainCrossing.com

Authorized Lionel Repair Dealer

Restrictions to come into the store: We follow official health guidelines John Amir