

# The Order Board

Volume 51 No. 5

November, 2023



## Tracks Ahead for the Cajon Division

### *Upcoming Events Details Inside!*

#### What's Inside

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#### **January 13, 2024:**

*Layouts of the Cajon Division  
David Balsler's Onion Valley Mining Company  
Hemet, CA*

#### **January, 2024:**

*Nevada Open House  
Jim Tennant's layout*

#### **April 20, 2024:**

*Cajon Spring Meet  
Buena Park, CA*

#### **May, 2024:**

*Nevada Open House  
Steve Kazarian's layout*

#### **June, 2024:**

*Nevada Open House  
Timm Martin's layout, plus a BBQ!*

#### **August 4-11, 2024:**

*NMRA National Convention SurfLiner 2024  
Long Beach, CA  
Those interested in helping should contact  
Volunteer Coordinator Mike Allee at [rmallee@me.com](mailto:rmallee@me.com)*



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## *From the Caboose*

*Harold Helland, MMR, Cajon Division Director*



The Cajon Fall Meet was held on October 21, 2023, at the Messiah Lutheran Church courtyard in Buena Park. The weather was perfect, we had 62 members in attendance, and there were five clinics for everyone to learn something new. Between the swap meet and the Hobo Auction there were plenty of opportunities to find something you really wanted for your home model railroad. Once again, several members brought models for show and/or evaluation for merit awards which lead to achievement certificates. More information about the models can be found in this Order Board. A pizza lunch and a chance to renew friendships was enjoyed by everyone.

The Cajon Division is also hosting the Layouts of the Cajon Division. These are home model railroad tours presented by Cajon Division members. The January tour will be hosted by David Balser on January 13, 2024, from 10:00 am to 3:00 pm.

Next year, 2024, will be a big year for the Cajon Division. The 2024 NMRA National Convention, SurfLiner 2024, is the responsibility of the Pacific Southwest Region. SurfLiner 2024 will be held at the Long Beach Convention Center August 4 through August 11, 2024, with the base operation at the Westin Hotel. The planning process for the convention is in progress and will be a joint effort of all four PSR Divisions. Please consider joining the SurfLiner 2024 Convention Team and contributing to the success of the 2024 NMRA National Convention.

As 2023 draws to a close, I hope you have all enjoyed being part of the Cajon Division. For those of you who have participated in our events, I am sure you have either found items you needed for your model railroad, learned something new from our clinics or have continued to work on your Achievement Program awards. For those members who have not participated in our events, I hope in 2024 you will join in the fun and learning experience offered by the Cajon Division events. Your NMRA membership will quickly become more meaningful as you participate and become part of the active Cajon Division members.



## *From the Brass Hat*

*Joel Morse, Cajon Division Superintendent*



In my working life as a land planning consultant, with lots to do every day but not enough time or energy to do it all, my priorities are driven by various types of deadlines. Long range deadlines and short-term deadlines for all sorts of “product”; a written response to an email that needs to go out in the next hour to direct a team or the months long production of a 200-page document. I’ve been working this way for so long that I’m used to handling everything in my life like this, it’s my habit to create and then work towards a specific deadline. But I also recognize that I’m a bit of a procrastinator, in that I’m more likely to wait to complete an “assignment” just in time to meet the deadline. That works with small assignments, like this column: I’ve known it was due today for a month, but I’m working on it today. Or to bring us back to model railroading, rather than making a repair or update to the layout, engines or rolling stock the day after an operating session, I typically wait until a day or two before the next operating session to complete the work. The key points I’m making here is that for me, it’s the deadline that drives the work effort, and without a clear deadline, there is no prioritization, and the work is unlikely to get done. Frankly, I suspect that a lot of folks are just like me in this way.

However, while this approach works fine for me for small, well-defined assignments, I know that it doesn’t work well for complex, multi-step projects, such as preparing my layout to host Layout Tours and Operating Sessions during the 2024 SurfLiner National Convention in August of 2024. Sure, it’s still ten months away, but that hard deadline allows me to “prioritize” projects and complete them to ensure that the layout is ready for primetime. These are projects that need to be done which I never seem to prioritize, because there is no inherent deadline in building a model railroad. The goal is to enjoy the time working on the layout.

Now that I have the National Convention as a deadline, I’ve created a list of the important layout projects that I haven’t been getting to. The first item is the subject of my article in this edition of the Order Board, where I explain a modification that I’m making to the PECO turnouts on my layout to reduce derailments and improve overall layout performance during operating sessions. This is a simple fix, but there are more than 65 turnouts on the layout that need modification, so I put it off.

The next priority is to fully service all 44 locomotives on the layout to reduce and hopefully eliminate any mechanical issues during operating sessions. I’ve been regularly operating on the layout since 2013 with most of the locomotives currently in the fleet and I performed major service on a portion of the fleet about 8 years ago, but regularly only work on locomotives that have problems during a session. In preparation for the convention, I will be completely disassembling, cleaning, and lubricating each locomotive as well as checking and repairing couplers. I started this project last weekend and completed the work on 6 of my 12 Kato NW-2 locomotives. My intent is to incorporate a regular, full-service cycle for all locomotives following completion of this project.

Train information and authority to occupy track on the NYO&W is provided to the crews on a modified Form 19, which also identifies the train name, direction, train symbol, departing and terminating stations and other information on a one-time use half-sheet of paper. We’ve come to recognize that the Forms provides too much detail to the crew about the run. The goal is to revise the information so that the Form 19

(continued on page 8)



## *Notes from the Chief Clerk*

*Gary Stenberg, Cajon Division Chief Clerk*



“Do you still play with trains?” It’s amazing how many people have this mindset and have asked me that exact question. . . I don’t know about you, but with a Digital Command Control equipped locomotive costing over \$300.00, I think that “Playing with Trains” went out the window quite a while back. So the new paradigm needs to be “I practice scale modeling of railroads and that includes many different skills.” OK, some of us still play with trains too, but we are getting to be more sophisticated as we do.

So why practice scale modeling of railroads? Mainly, because it’s fun. It’s also rewarding as we learn new skills. Just fitting Atlas Snap Track together increases manual dexterity. Hooking up the powerpack involves learning a little bit about electricity. Putting a layout together on a four by eight sheet of plywood involves learning a little bit about carpentry. I could go on but you get the point.

Since you are reading this *Order Board*, you are probably already a Model Railroader or related to one. Going from playing with trains to scale modeling of railroads can be an exciting revelation of what’s possible with this hobby. The Achievement Program of the NMRA is designed to touch on aspects of the hobby you’re probably going to be involved in anyway. Are you going to plan your layout? Then the Model Railroad Engineer – Civil certificate program is a place to start getting information and developing skills. Is your railroad going to be Brio or powered? If powered, then the Model Railroad Engineer – Electrical certificate program will guide you on. Scenery, building scale models of structures, models of railroad cars, models of railroad locomotives, or even writing about what you’ve done, are all covered with one of the Achievement Program Certificates. The only other thing would be volunteering to help the NMRA and others.

Association Volunteer is an easy certificate to earn. All you have to do is to volunteer to do some work like serving on a committee, being a contest judge (training is provided at each event and is a great way to learn) or even getting involved with the leadership end of the NMRA starting at the Division level and going as far as you’d like. The big guys (and women) can even qualify for the Association Official Achievement Program Certificate. In just a couple of months, there will be opportunities to help run the Cajon Division and I am going to encourage everyone to step up and give it a try.

If you don’t want to get that involved, that’s OK. But, here’s a secret: the more time you put into the hobby the more you’ll get out of it.

How do you get your money’s worth out of being a member of the NMRA? For starters, you get a monthly magazine (either hardcopy or digital) filled with articles on various aspects of the hobby. The November issue of the NMRA’s magazine features our own Gary Butts, MMR and his G&S railroad. Gary started the layout as a 4 x 8 (it’s bigger now), and after lots of hard work he became a Master Model Railroader. His Model Railroad is a joy to behold and a thrill to operate on.

Continuing on the “Value Train” you can visit other Model Railroaders in the Division during our scheduled Open House Events and see how they did things. Ideas flourish!

Next, you can attend our twice a year meets in Buena Park or the regular monthly events in Nevada. The regular twice a year “Meets” are really great. Our Fall Meet last month included clinics, a celebration of

(continued on page 8)



## *The Backshop*

*Gary Butts, MMR, Cajon Division AP Chairman*



### *Conformity?*

Just what is this Conformity category all about, anyway? This question has come up a few times recently and has to do with one of the five NMRA Achievement Program judged model evaluation categories. Construction, Detail, Finish and Lettering and Scratch building are all relatively straight forward and easy to understand but Conformity? Conforming to what?

This same question was in my mind when I was filling out the model judging form on my first contest entry many years ago. Without looking into it much, I assumed that it must have had something to do with conforming to the NMRA Standards and Recommended Practices upon which the organization was significantly founded. Well, I was wrong. Fortunately, the balance of that model submission paperwork and the novice modeling techniques that I had put into the model were just barely enough to earn it a Merit award. I mean, the judges had entered a score, then erased it (I could tell) and gave the model an 88 score. The very bottom of the Merit award requirements. The model received a very low conformity score.

So, what is meant by conformity in this sense? From the NMRA judge's evaluation work sheet: *"Conformity deals with achieving prototypical appearance or following prototype practice in construction and application of parts."* Simply put, this means: Does the model look like and is it constructed in the same way the model's prototype looked and was built?

The first part of the requirements is pretty straightforward in that the model hopefully looks very similar to the prototype it was constructed to look like. You may have heard (many times from me, if not others) that all models submitted for AP evaluation should include one or more photographs of the prototype. Keep in mind that not all evaluators have seen or are familiar with the exact prototype of the model being evaluated. Structures, cars and locos of all descriptions and eras are routinely submitted for evaluation and the evaluators must have something to refer to in order to be able to judge how well the model appearance represents the prototype shown in the photos of it included in the paperwork. If no prototype photo is offered, the submission for the conformity category is solely dependent on the recollection and knowledge of the evaluator's familiarity with that exact prototype. This almost always will earn a very low score for this portion of the evaluation.

It is somewhat ironic in that the more complex a model is, the more work that is needed to ensure that the details look like the prototype. The scoring matrix does account for the complexity as well as the prototypical appearance, but it boils down to how well the details and construction look like the prototype. A simple structure or car that has just a few distinct details that make up its appearance simply must have all of those few details modeled correctly. Every prototype has a set of details, like number of windows, type of windows and doors, roof construction, roof covering, brake details, undercarriage details, truck type, or whatever, that makes the prototype stand out and if they are not modeled correctly on the submission, the score will obviously reflect the non-conformity.

Keep in mind that this category is not about how well the model is constructed or finished but how much of the prototypes distinct characteristics are present and correctly constructed on the model. For example: if the prototype has double-hung windows the model should have double-hung windows of the same

## ***The Backshop, continued***

proportionate size, if the proto has a shingle or tile or tarpaper roof then the model should have as well the shingles, tiles etc. scaled to the prototype proportionate size. If the prototype is red, think twice before painting the model blue. This concept is not hard and is easy to understand but often suffers from the “I have these parts in my collection and they are close enough” attitude. I have gone with this attitude many times in my modeling but when I do, I expect to see a lower score in the Conformity category. How good of a score do you want is the question and the balance.

Does this mean that freelance models are out? Nope, but the burden of documentation falls to the modeler to explain and demonstrate the prototype details and construction as they conform to supplied prototype pictures. Maybe explain in the paperwork the reason for the freelance and specify the era and present multiple detailed photos of similar prototype details from the same era that you have modeled. It will then be up to the evaluators to determine if your model’s details look the same and/or are constructed the same as the supplied prototype photos.

As to prototype construction, there is room for deviation from the prototype in most models without penalty during evaluation. Since most models are closed and the interior construction not readily apparent, using sheet materials for walls, etc. will suffice since they cannot be evaluated and will be evaluated as being per prototype. If the roof comes off of a building or a boxcar door is left open on the model then, in order to maintain a high conformity evaluation, the interior should be constructed the same way as the prototype relative to framing, roof trusses, flooring, etc., etc.

Still have questions? Find me at any of our PSR or Cajon meets or our Cajon layout tours and I am always happy to discuss these points further.





## *The Editor's Column*

*Dan Moran, Interim Publications Chair*



Our Publications Chair and *Order Board* Editor, Morrie Fleishman, has resigned from the Cajon Board of Directors after many years of service. He has been a great part of the success of the Division, truly enhancing the way we communicate with our members via the *Order Board* and other communications, such as the *Order Board "Running Lite"* that was published monthly during COVID. We thank him for his service, dedication to the NMRA, and friendship.

The position is now open for a new Publications Chair to join the Cajon Board of Directors. The only technical requirement is knowledge of Microsoft Publisher, which is the software that we use to create the *Order Board*. Please contact our Superintendent, Joel Morse, at [superintendent@cajondivision.org](mailto:superintendent@cajondivision.org), if you're interested in volunteering.



## *Web and Social Media Column*

*Dan Moran, Web and Social Media Chair*



Did you know that if you have model railroading supplies that you would like to sell, you don't have to wait for the next Swap Meet? You can advertise and sell your used model railroad items to other members of the Cajon Division by posting what you have for sale on the Cajon Division Facebook Group.

Simply go to <https://www.facebook.com/groups/CajonDivisionPSRGroup> and register to join the Group, using your name and NMRA number.

Once you join the Group, you will be able to post text and photos of the items you want to sell. Only registered Cajon Division members will see your posts.

There is no cost to you; the Cajon Division only asks that you deal with your fellow members honestly and in good faith.

Note that the Cajon Division takes no responsibility and has no liability regarding any transactions that may take place. The page is provided as a vehicle for private sales between private individuals.



## *What's Happening in Nevada?*

*RL Jenkins, Asst. Superintendent-NV*



On September 23, 2023, a meeting was held for our members in Nevada in the Clark County Main Library. We had a good time, but attendance was lower than expected.

In October we held a meeting and open house at Glenn Frank's house. We operated his two car garage N scale layout.

**Future meetings (dates and time will be emailed to our Nevada members):**

- January 2024 will be at Jim Tennant's house
- May 2024 will be at Steve Kazarian's house
- June 2024 will be at Timm Martin's house with a BBQ

## ***Membership Report***

Hi, my name is Patrick Rogan and I am the new Membership Chair for the Cajon Division. The Division membership currently stands at 265. Let's welcome our new members since the last Order Board was published:

### **September:**

- Brian Meaton, Henderson, NV

### **October:**

- Roberta Fleishman, Mission Viejo
- Mark Hummell, Anaheim
- Nathan Kirschenbaum, San Jacinto

## ***From the Brass Hat***

*(cont. from page 3)*

can be reduced to size of the Car Cards and Waybills and laminate them for reuse. This work will also include creating a separate document describing each train that visiting crew members can review before attending an operating session.

In addition to the major projects discussed above, I'll be adding to the scenery, focusing on completing the area around Maya Creek and the Maya Creek Viaduct, as well as Walton Yard, Merrickville and Sidney. I'm thrilled that the Convention is coming, just look at how much progress I'll make getting ready for it!

## ***Notes from the Chief Clerk***

*(cont. from page 4)*

models (formerly known as a contest), a Hobo Auction where you might get just what you're looking for if you're lucky, and a swap meet with lots of railroad goodies. We also had a pizza lunch.

Thinking about the "Celebration of Models" I am reminded of the quote, "if you build it, they will come." OK, probably not an exact quote, but if you build models, sooner or later the recognition for doing so will come. It's kind of exciting to have one of your models noticed. I would strongly encourage everyone to come to the next meet in Buena Park and enter a model you've built. You might be surprised at how well you do.

With the building of models, we've come full circle to prove the point that we don't just play with trains. We're developing skills, interest, and an art.

High Green and PAX!

## ***Fall Meet 2023 Was a Great Success!***

***Dan Moran, Interim Publications Chair***

On Saturday, October 21, 2023, we held our annual Fall Meet at the Messiah Lutheran Church in Buena Park, CA. We had 62 NMRA members and 14 guests, for a total of 76 attendees. There were five informative clinics, a swap meet, the popular Hobo Auction, a modeler's show and tell, and the Celebration of Models (formerly known as the contest) with an awards ceremony. I'm sure that everyone who attended felt that the event was a great success! Here are some pictures from the event.

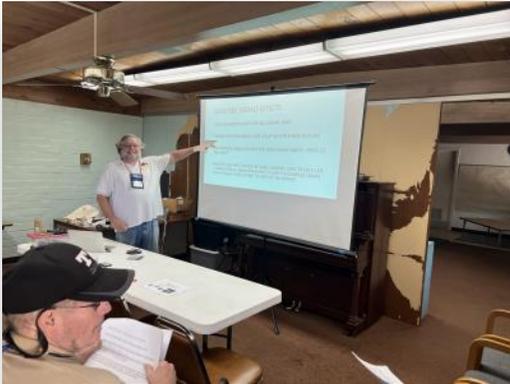


*The Celebration of Models room.*



*The judges, hard at work.*

## *Photos from Fall Meet 2023, continued*



*One of our clinicians and his attentive audience.*



*We enjoyed plenty of model railroading fellowship.*



# Contest Report for Fall Meet 2023

Mike Allee, Contest Chair

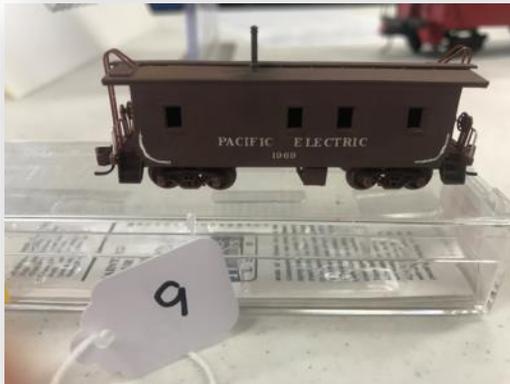


There are two ways in which one can enter an item in the Contest Room: as an item to be evaluated, using NMRA guidelines in the effort to receive a Merit Award. Or, as an item entered into "Display", not seeking a Merit Award. A Merit Award is one step in earning the title of Master Model Railroader (MMR®). An item to be evaluated is automatically entered into "Popular Choice". "Popular Choice" attendees vote on all items presented.

At our Fall Meet 2023 there were twenty-three entries in the Celebration (Contest) Room of which seventeen were submitted for merit evaluation. Eight of the models received a merit award. Being close to Halloween a special display-only category with a Halloween theme was available.

Several of the categories had only one or two entries. A modeler could have easily received a certificate for second or third place, or possibly even first place with no other model in the category. As you peruse the model photos notice the categories that don't have three models and the evaluation categories that are not represented at all. Have you got models that would place in the categories but you're a little apprehensive about showing your skills to fellow modelers? At the division meet there are just models of the local area and as you may notice as you look at the pictures they're identified by number -- the modeler's name doesn't appear. The only time your name would be associated with the model would be when you receive an award for the model. A personally proud moment.

## Evaluated Models



Caboose  
First Place Evaluated  
Second Place People's Choice  
*PE Caboose*  
Tom Stumpf



Caboose  
Second Place Evaluated  
First Place  
People's Choice  
*CB&Q 13978 Caboose*  
Jerry Duncan



Freight Car  
First Place  
Merit Award  
Second Place  
People's Choice  
*HOn3 OR&W Box Car*  
Gary Stenberg



Freight Car  
Second Place  
First Place  
People's Choice  
Awaiting Restoration  
Tom Stumpf



## Contest Report for Fall Meet 2023, continued



Structure On-Line  
Second Place Evaluation  
Merit Award  
Sante Fe Depot, Santa Ana, CA  
Christopher Jean



Structure On-Line  
Third Place Evaluated  
Structure First Place  
People's Choice  
Freight House  
Mark Hummel

### Other People's Choice Winners



Favorite Train  
First Place  
Sante Fe El Pasoan 13 & 14  
Arie Korporaal



Structure  
Third Place  
Ice Distribution  
Tom Stumpf



Display  
First Place  
Grizzly Attack  
Tom Stumpf



Display  
Second Place  
Maywood Stone Co.  
Joel Morse

### Special Halloween Display Category



First Place  
Spooky Town  
Annette Palmer



Second Place  
Lonely Gon  
Gary Stenberg

# Cajon

Division- NMRA  
Spring - 2024

Saturday  
April 20, 2024



8:30 AM-5:00 PM

## SAVE THE DATE!

**Clinics**  
**Swap Meet**  
**Hobo Auction**  
**Modelers - Show & Tell**  
**Celebration of Model Railroading**  
**General Membership Meeting**  
**Awards Ceremony**

### TARIFF

#### Event Registration

- NMRA Member: \$10.00
- Non-Members: \$15.00
- 18 and Under Free *with Parent/Guardian Only*

**Pizza and soft-drink lunch included!**

#### Swap Meet Space:

- One 6' space free for NMRA Members
- \$5.00 / 6' space for Non-Members
- \$5.00 for each additional space
- Bring your own tables, chairs, shade!

**MODELS:** Bring a model for contest, AP judging or Show & Tell and get one free Hobo Auction ticket sheet!

**Messiah Lutheran Church**  
**Courtyard**  
**6625 Dale St, Buena Park**

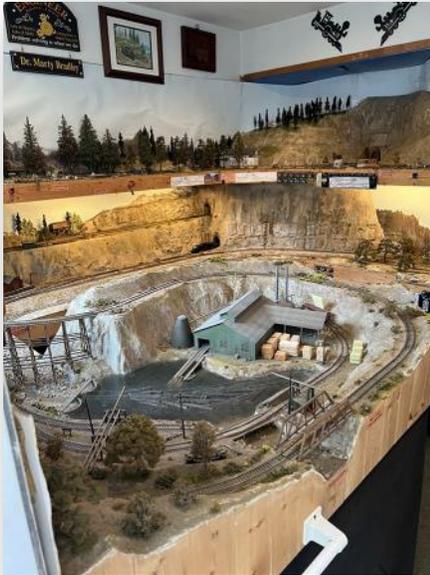
**Near the 5 and 91**  
**Free parking**

**[cajondivision.org](http://cajondivision.org)**

# *Photos from the Layouts of the Cajon Division*

*Marty Bradley's Oakhurst RR, September 16, 2023*

Here are some pictures from the "Layouts of the Cajon Division" event at Marty Bradley's indoor *and* outdoor Oakhurst RR layout on September 16, 2023. In the opinion of your Editor, there is not only some incredible modeling going on at Marty's layout, but the concept is intriguing since you start your operating session in the indoor layout but when you get to a particular town you *continue* your train's run on the garden layout. Pretty nifty!



***Photos from Marty Bradley's Layout Tour,  
continued***



*Great fun was had by all at Marty Bradley's layout. He's the gentleman with the green t-shirt and hat.*



## *Photos from the Layouts of the Cajon Division*

*Joel Morse's New York, Ontario & Western, November 18, 2023*

The expected rain did not come, and we had a fun and well-attended "Layouts of the Cajon Division Open House" on Saturday, November 18, at Joel Morse's N-scale *New York, Ontario and Western Railway* on a beautiful Southern California day. There were 37 signed-in guests (and a few who didn't sign in) who enjoyed meeting other members, talking trains, meeting some of the PSR and Cajon leadership, and running trains. Thanks to the on-hand crew of five regular NYOW operators, every guest who wanted to run a train or two got the opportunity. We raffled off two \$25.00 Gift Certificates to Arnie's Trains (thanks, Arnie's!), won by Roberta Fleishman and Mark Carnighan. We had a couple of new Cajon members and a few very interested friends.



*Model railroaders everywhere!*



*A very busy aisle.*



*Lots going on, on the NYO&W!*

# *Photos from Joel Morse's Layout Tour, continued*

*Walton Yard and its stalwart yard crew.*



*Socializing and talkin' trains.*



*Crew photo.*

*Photos from Joel Morse's Layout Tour,  
continued*



*Delhi, NY.*



*More operators in Delhi (your editor's favorite switching location).*

## ***Layouts of the Cajon Division: David Balser's Onion Valley Mining company***

Our next "Layouts of the Cajon Division" event will be a tour of David Balser's On30 *Onion Valley Mining Company* layout in Hemet, CA, on Saturday, January 13, 2024. Details will be provided via email soon. The following is an excerpt from an article by David in *Narrow Gauge Magazine* describing his layout. We hope you can attend!



### **INTRODUCTION**

Onion Valley is a very beautiful place on the eastern side of the Sierra Nevada mountain range in California where I camped and fished in the early seventies. Mountain passes at 10,000 feet on the John Muir trail where spectacular spring water falls fed the trout streams. Beware of bears! One night around the campfire I imagined that there should have been a narrow gauge railroad with gold and silver mines plus a logging operation. Upon returning home I started planning my first layout with that theme in mind. Today I am working on the fourth version of the Onion Valley. The first layout was in the May 1996 issue of *Model Railroading*.

The second appeared in the June 2006 issue of *Model Railroader*.

### **CONSTRUCTION**

Work began in 2013 when I built a 9' by 19' room in my 3-car garage and applied an epoxy floor to keep the dust to a minimum. Lighting, electric outlets, air conditioner, and ceiling fans were next. Bench work was established at a minimum of 56" enabling me to build workstations and plenty of storage under the layout. My layout is framed by a valance and fascia made with redwood bender board and a curtain from the fascia to the floor creating a "Shadow Box" effect. The fascia is void of any object except for the turnout indicators. The only thing visible is the layout as seen in the photo.

### **CONCEPT**

The Onion Valley is a fictional narrow gauge railroad operating in 1935 in the eastern Sierra with two primary industries: mining and logging. Headquarters are in the town of Lone Pine with the major logging camp in Seven Pines and mining operations in Olancha, Big Pine and Corona Canyon. Two geared locomotives, a Shay and a Climax, do the bulk of the freight work with recent additions of small Diesels and Gas Mechanical critters. A Rail Bus acquired from the RGS takes care of the passenger traffic.

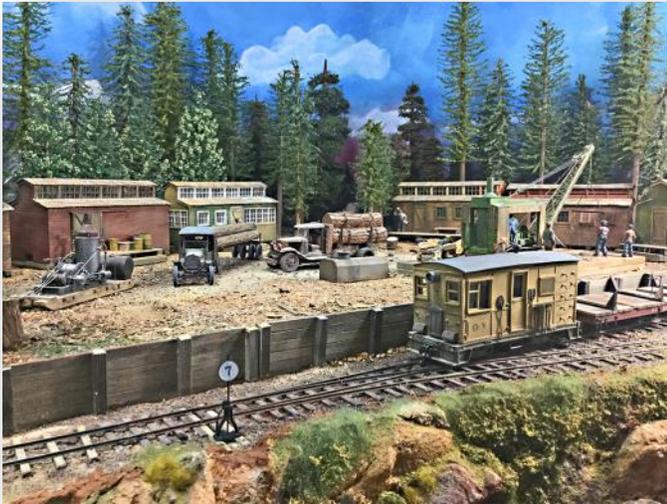
### **PLAN**

The layout is a point to point, around-the-walls configuration on 24" wide bench work. There is a two track offline staging yard located in Lone Pine. Nine storage tracks located on the walls in Lone Pine hold about 70 pieces of rolling stock. Each end of the layout has a passing siding and there are 11 spots to pick up or drop off cars.

### **STRUCTURES**

I have two buildings on the layout that are scratch built with the balance being kits, the majority made by

## *David Balser's Layout Tour, continued*



Banta and others by Wild West, Rich White and Crow River. Building a kit in a week or so as opposed to working on a scratch structure for a much longer time helps me reach my main goal of finishing the layout. Most weathering has been done with washes by Hunterline and Vallejo plus Bragdon chalks. Now that the layout is almost complete, I will look forward to some scratch building.

### OPERATIONS

A dispatchers table is located below the 2 track staging yard in Lone Pine. Eleven boxes representing car locations hold the car cards. Every piece of rolling stock has a car card. Each morning the dispatcher reviews the boxes holding the car cards and determines which cars need to be moved and why. The waybills are made up and placed in the car cards. The distinction in my waybills is they define what the commodity is "in or on" the car. I try to make the waybills "fun". For example: Side A of the waybill would read, Reefer number 5 needs to be moved from the cold storage in Manzanar with 48 chickens, 24 ducks, 8 sides of beef and 36 hams to the logging camp at Seven Pines. Side B of the waybill would read, move reefer number 5 from Seven Pines logging camp to the undertaker in Lone Pine with Big John the tree topper who fell from the spar tree last night and did not survive. Please rush, he is getting warm! My operators now have a distinct purpose rather than just moving a car from one location to another. The operator is given a switch list and when the job is completed the list is handed to the dispatcher who then moves the car cards from one box to another. Trains are limited to 3 cars and a caboose and a job normally takes about an hour.



### CONCLUSION

I have been working on the layout for 8 years and made a great deal of progress during the Covid outbreak. The canyon at the far end of the layout was built during this period and was named "El Canyone Grande de Corona". I am a member of a group founded by *Narrow Gauge and Short Line Gazette* contributor Steve Harris called "The Narrow Gauge Cabal of Southern California". This group inspired me to build my narrow gauge layout and I thank all the members for their ideas especially Steve Bradley, Bob Treat, Rob Teates, and Justin Rasas. Our monthly meetings are a fraternity of great modelers.

## ***Layouts of the Cajon Division***

### ***Call for Member Layouts***

***Joel Morse, Cajon Division Superintendent***

We have had seven ***Layouts of the Cajon Division*** Open Houses so far in 2023, and we want to continue to schedule these events, which have been well attended and enjoyed by the membership. We need more layouts to feature next year. We will have our first Open House for 2024 on January 13 at David Balser's *Onion Valley Mining Company* in Hemet. See the article about this interesting On30 layout on page 15.

We are looking for layout owners to join in the fun and host an open house next year. Your layout does not have to be the "finished article", you just have to be interested in showing your fellow members what you have been working on and spending a few hours talking about model railroading. In fact, input from visitors at your Open House may provide you with some new ideas and tricks! The Cajon Division will provide up to \$50.00 to reimburse you for food and drinks that you might serve. If you are interested in hosting an Open House and showing us what you have been doing, please contact me and we'll work out a date that works for you. Email me at [superintendent@cajondivision.org](mailto:superintendent@cajondivision.org) or call or text me at (714) 614-5401.

### ***Call for Model Railroad Donations!***

"One man's trash is another man's treasure" seems like the perfect reason for every model railroad swap meet since the beginning of time. But it also applies to the items that appear for bid at our Cajon Division Hobo Auctions, which take place at our Spring and Fall Meets.

Many members don't realize that every item that appears in the Hobo Auction was donated by a Cajon Division member and local hobby shops. Our Hobo Auction supplies of donated items are getting very low, and we need your unneeded model railroad supplies to the Cajon Division, so we can continue this tradition.

Every one of us has bought and stored items that we know we will never use, not on the current layout and not on the next layout, because our model railroading focus, need, or interest has changed. These items are cluttering up our limited storage space. Sure, you could wait until you get around to selling your items at swap meet after swap meet until it's gone or you can just donate the items to the Cajon Division.

The Cajon Division (and the PSR) are 501(c)(3) Charitable Organizations under the IRS and California tax codes and therefore you may be able to take a tax deduction for the items you donate. When you donate items to the Cajon Division, we provide you with a receipt for your taxes.

If you have items to donate for our upcoming Spring Meet, contact our Donations Chair, Brian Neely, directly at [donations@cajondivision.org](mailto:donations@cajondivision.org) and arrange to donate your items to the Cajon Division.

Thank you in advance for your generosity!

# ***Operations — Upcoming National Convention Inspires Me to Get Things Done!***

*Joel Morse, Cajon Division Superintendent*



If you have read any of my columns and articles over the past few years, you know that my layout was constructed for operations and that I run regular operating sessions. Owning an operations-oriented model railroad and hosting operating sessions requires first and foremost, that the locomotives run consistently without stopping or stuttering and the rolling stock couples every time and nothing derails (except due to operator error). One of the most frustrating things that can happen during a session as a visiting operator is a locomotive doesn't run or cars derail. And as the host, it's even more frustrating. I know that I take it personally when the layout doesn't run as well as I believe it should; I

want my guest operators to enjoy the session as much as possible. Therefore, the goal is to have the layout run flawlessly, meaning no problems due to trackwork, locomotives or cars. And the only way to minimize (no ones perfect, after all) these issues is to pay attention when there are problems and address them, ideally, before the next session. This means there is a lot of maintenance required to keep things running smoothly, and there is not always time to get everything done in a timely manner. However, since I have offered my layout for both the Layout Tour and operating sessions during the Surfliner National Convention next August, I now have a deadline for completing long overdue maintenance issues. Therefore, over the next 10 months, I'm focused on fixing two operational issues along with completing more scenery, because I want the visiting operators to have the best possible session and for the layout to look great for the convention. There is nothing like an upcoming National Convention to get your butt in gear!

There have been many articles written and videos produced about the many ways to get nearly flawless operations, and in my mind, they boil down the these key points: 1) Install the trackwork as carefully as possible and fix any problems as they come to light; 2) standardize coupler types on all the locomotives and rolling stock; 3) clean/treat the track and locomotive wheels regularly; and 4) maintain the locomotive fleet. The two areas I'm focused on over the next 10 months are reducing derailments at turnouts by modifying the 65 Code 80 PECO turnouts and improving locomotive performance by fully servicing my entire locomotive fleet (48 locomotives). This article is about how I'm modifying the turnouts to reduce derailments. The next article will be about fleet maintenance.

The trackwork for my N-scale NYO&W was initially laid in 1995 and while there has been track added to the layout and the track plan has evolved during the intervening 28 years, the fact remains that I'm run-



## ***Operations — Getting Things Done, continued***

ning on 28-year-old Code 80 Atlas flex track and Code 80 PECO Electrofrog turnouts. Appropriate choices at the time and frankly, I'm fine with both, visually. However, I have finally come to recognize that many of the derailments occurring during our operating session are directly attributable to the design of these 28-year-old Code 80 PECO turnouts, rather than crew error.

The turnout design was fine 28 years ago because we were all using wheels with oversize "pizza cutter" flanges; and the turnouts are designed to accommodate the deep flanges and inaccurately gauged wheels on a lot of N-scale equipment. To accommodate the deep pizza cutter flanges and variation of wheel gauges on early N scale locomotives and rolling stock, the flangeway between the pointed end of the turnout frog and the closure rails is oversized. This was not a problem for the pizza cutter wheels because they move through this area with the flanges "on the ground" with the wheel tread remaining at the same height as the rail. With the introduction of more prototypically sized flanges, this necessary accommodation is now a design flaw and a cause of sporadic derailments. With today's more prototypical flanges, when a locomotive or car passes through the turnout, the wheels on the frog side may lose contact with the rail between the frog point and the closure rail and drop into this oversized area. Look carefully at Figure 1 (below) and you can see that the wheel tread and face of the wheel are below the railhead. As the wheel moves through this area and comes out of the flangeway, it hits either the point of the frog or the edge of the closure rail. Sometimes there's just a wobble as the wheel bounces back onto the rail; other times it will derail. The problem is intermittent because the outcome depends on the speed of the train, the direction through the turnout, whether a car is being pushed or pulled through the turnout, and the stiffness of the truck. This is a particular problem with small 4-wheel truck locomotives, such as the NW-2, which tend to derail for "no apparent reason", and I have 12 of these.

I've been aware that something was causing the derailments for many years, but because derailments were inconsistent, I never identified that the turnout's design flaw was the cause of the derailments, nor I'm sorry to say, did I prioritize fixing it. Now it's a key project. Luckily, the solution, once it was identified, is relatively simple: glue .010 x 0.40-inch styrene strips to the bottom of the flangeway, .010 side flat down,



in each of the 65 turnouts on the layout, as shown in Figure 2. The work effort to install each of them and paint them black is now a priority over the next few months.

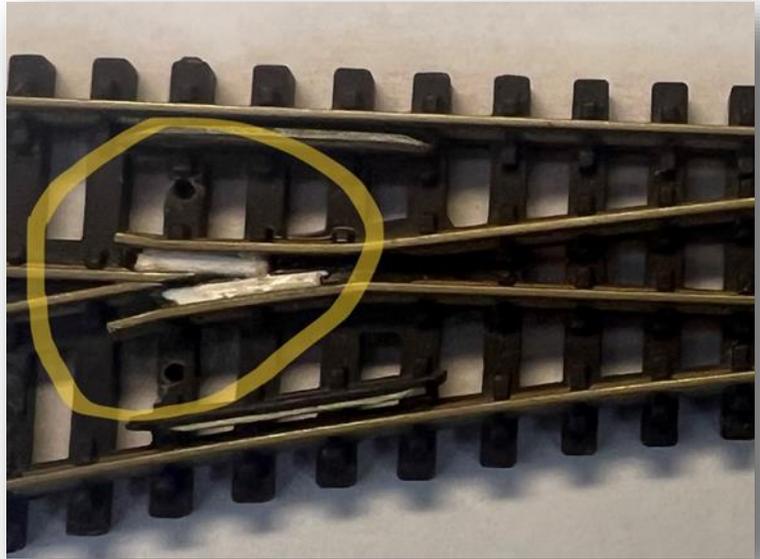
After the styrene has been installed and the bottom of the flangeway

*Figure 1: Metal Wheel drops into flangeway at frog.*

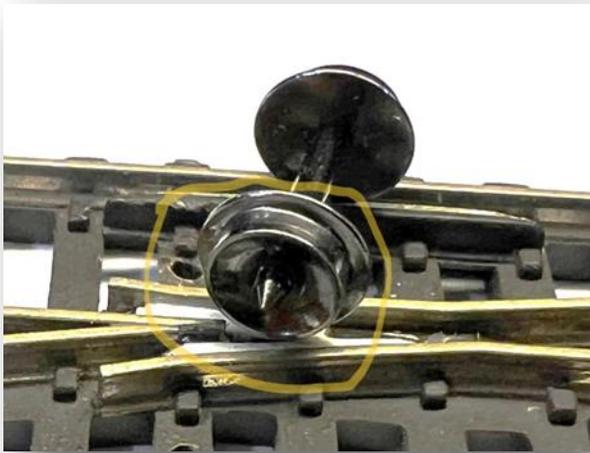
## ***Operations — Getting Things Done, continued***

has been raised 0.010-inch, the wheels roll through without dropping into the flangeway, because now the more prototypically sized flange rides along the bottom of the flangeway and the tread remains at rail height. This is clear in Figures 3 and 4.

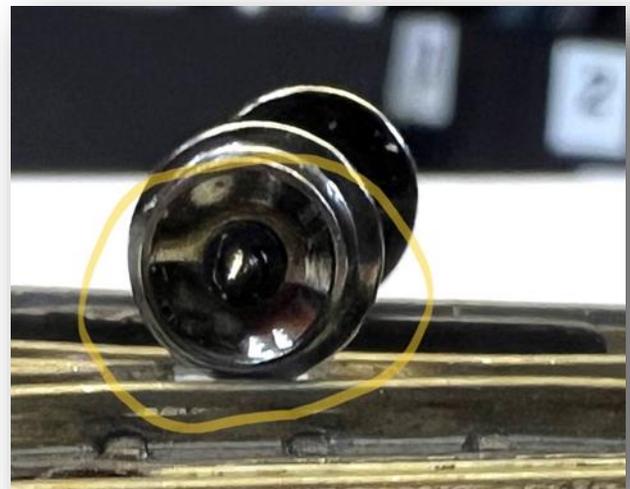
This work effort will be “time well spent” because the convention visitors will have a better operations experience, and my regular crew will be pleased as well! The next major project in preparation for the upcoming SurfLiner National Convention will be the overhauling and servicing of each of the 44 locomotives that work the NYO&W, DL&W and D&H on the layout.



*Figure 2: Styrene inserts raise flangeway.*



*Figure 3: Styrene lifts flange*



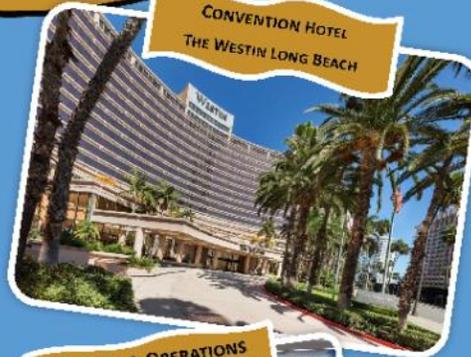
*Figure 4: Problem Solved!*



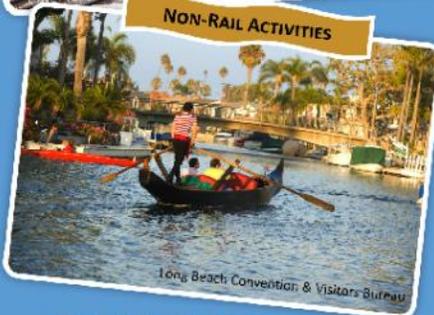
PROTOTYPE TOURS



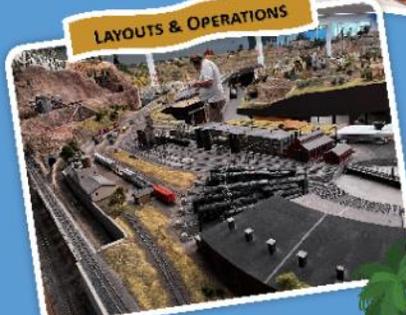
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NON-RAIL ACTIVITIES



LAYOUTS & OPERATIONS



2024 NATIONAL CONVENTION

**SURFLINER**



**LONG BEACH, CA**

**AUGUST 4 - 11**



**WWW.SURFLINER2024.ORG**

# ***2024 National Model Railroad Association Convention in Long Beach, CA, Aug. 4 to 11, 2024***



The week-long **SurfLiner 2024** National Convention is hosted by the Pacific Southwest Region of the National Model Railroad Association at **The Westin Hotel in Long Beach, CA**. The convention features



hundreds of clinics, interesting prototype tours, along with layout tours, operating sessions, general interest tours and activities, culminating in the NMRA Awards Banquet on August 10<sup>th</sup>. **Bring the entire family so they can enjoy the many attractions of Southern California, while you enjoy the convention!** Don't miss out on this incredible week of model railroading fun for you and a great Southern California vacation for the entire family!

**Layout Tours and Operations:** The Pacific Southwest Region has some excellent model railroad club and home layouts to visit. There will be operations sessions to give you an opportunity to run trains under the guidance of local model railroaders.



**Prototype Tours:** Prototype Tours currently include UP Gemco Yard, Los Angeles Union Station, The Southern California Railway Museum, Rail Giants Museum, Travel Town Railway Museum, and the Metro Rail Fleet Services Facility. On your own you can visit the famous Cajon Pass and Tehachapi Loop.



**Clinics on Model Railroading:** Choose from more than 100 clinics consisting of on-site presentations by local model railroaders, nationally recognized "Master Model Railroaders", and virtual presentations by clinicians around the world, will be available. Clinics will cover the history of railroading in Southern California (the SP, UP, ATSF and others) and the Southern California citrus industry, along with virtually every topic of model railroading.

**General Interest Tours and Activities:** There are many activities at the convention for attendees that are not related to model railroading, including on-site crafting, quilting, painting, games, speakers, and social events. General interest tours include the Nixon Library, Catalina Island Cruise, San Antonio Winery, and the Warner Bros. Studio Tour, with more being added.

**Contests and Awards:** The Celebration of Models room provides an opportunity to display models, photos, etc., and appreciate the work of others. Models, photos, etc. may be submitted for Merit Judging and other awards, which will be presented at the Celebration of Models Awards ceremony, August 8<sup>th</sup>, 2024.



**National Train Show:** Friday, August 9<sup>th</sup> to Sunday, August 11<sup>th</sup>. The National Train Show<sup>®</sup> is sponsored by the National Model Railroad Association and is a combined industry trade show and public train show to promote the hobby of model railroading. The 2024 National Train Show<sup>®</sup> will be held in conjunction with the **SurfLiner 2024** National Convention in Long Beach, California. As a registered attendee to the Convention, you have free access to the train show

including early access on Friday morning.



# **SurfLiner 2024**



## **Volunteers Needed!**

The Pacific Southwest Region is hosting the 2024 SurfLiner National Convention in August 2024, and we need your help to make this the best National Convention ever!

Under the guidance of PSR President and Convention Committee Chairman Pat Raymer, the 30+ members of the Convention Committee have been working diligently for the past year to prepare the groundwork for a great National Convention!

The Committee needs you to make your own personal commitment and offer your time to volunteer on the Convention Committee to make the 2024 Convention memorable for all the attendees!

There are a wide range of assignments available for you that will not prevent you from enjoying the Convention – in fact, volunteering can enhance your enjoyment of the Convention and give you an opportunity to meet other attendees!

And remember, working on a National Convention Committee earns you hours towards your Volunteer Achievement Award!

Here's a short list of some of the volunteer positions we need to fill and each has a different level of time commitment:

***Clinic Host:*** Introduce Clinicians, manage AV equipment.

***Convention Concierge:*** Roam around and answer questions.

***Registration Desk:*** Assist the Registrar in registering attendees.

***Clinician:*** Present a new clinic and get Author/Volunteer Credit.

***Convention Store:*** Assist in distributing and selling merchandise.

***Tour Bus Captain:*** Coordinate loading, unloading, and in-transit activity.

***Modeling Judge:*** Train as a model evaluator for the Celebration of models.

***Security Officer:*** Keep an eye on models in the Celebration of Models Room.

*To find out more about volunteering*  
**Contact Volunteer Chairman Mike Allee Today!**

[rmallee@me.com](mailto:rmallee@me.com)

## ***Support Your Local Hobby Store***

We like to support local hobby stores when we can. So, we have included a list of local shops for your use.

### ***Arnie's Model Trains & Milepost 38 Toy Trains***



*Arnie's Hours: Monday - Saturday 10:00 am — 6:00 pm*  
*Milepost 38 Hours: Monday - Saturday 10:00 am — 5:00 pm*

*Arnie's Trains | [arniesmodeltrains.com](http://arniesmodeltrains.com) | (714) 893-1015*  
*Milepost 38 Toy Trains | [milepost38.com](http://milepost38.com) | (714) 892-9471*

*6462 Industry Way, Westminster, CA 92683*

### ***RailMaster Hobbies***



*Tuesday - Saturday 10:00am — 6:00pm*  
*Sunday 12:00 pm — 4:00 pm*

*[railmasterhobbies.com](http://railmasterhobbies.com)*

*(562) 867-5627*

*9812 Belmont St., Bellflower, CA 90706*

*Follow us at:*

*[facebook.com/railmasterhobbies](https://facebook.com/railmasterhobbies)*

*X (formerly Twitter): @RMHobbies*

### ***The Original Whistle Stop***



*Monday - Saturday 10:00 am — 5:00 pm*

*Sunday 11:00 pm — 4:00 pm*

*[thewhistlestop.com](http://thewhistlestop.com)*

*(626) 796-7791*

*2490 E. Colorado Blvd., Pasadena, CA 91107*

### ***Westside Trains***



*Monday - Saturday 11:00am — 5:00pm*

*[westsidetrains.com](http://westsidetrains.com)*

*(702) 254-9475*

*2960 S. Durango, #117, Las Vegas, NV 89117*



The NMRA has negotiated discounts from several companies that are listed in the *NMRA Magazine* and on the NMRA Website, including a company called Daylight Sales. If you order items from them or any other of the companies on the list, remember to ask for the NMRA Discount.