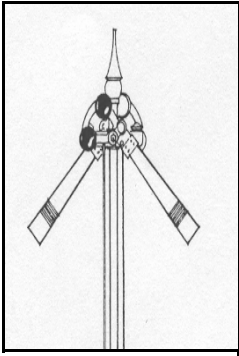


June 2004

Volume 32, Issue 2



The Order Board

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Cajon Division Backyard Social

By Dale A. Tripp

The Backyard Social started in a downpour of April showers, which would have dampened the spirits of most folks. Vendors set up early in the downpour. Cajon Division members are not like most folks; 53 brave souls, including many new faces, showed up to enjoy the food, clinics, show N' tell, and just plain model rail-roader talk.

As promised by Lynn Austin, the showers subsided, and the sun even showed by the end of this enjoyable event. Lynn provided shelter for the vendors to set up their wares and swap meet items.

Most of the early arrivals headed for Lynn's kitchen to have a cup of mud, kept at the ready by Robert Wescott, and doughnuts. Of course, these were consumed while talking about trains and catching up on the latest information since the last division meeting. Jan Wescott introduced our new PSR Education Chairman, Joe Dorner. Gary Floyd, a member who needs some help with his layout, met some new railroading friends. We are looking forward to his hosting future model railroad sessions at his home.

Bill Jacobs, aided by Loretta Block and Jane Jacobs, fired up the grille in preparation for lunch on the patio. Meanwhile, Shelly Matthews staffed the Cajon company store, selling all the popular logo items to the attendees.

Around noon the members began to chow down on the patio. The fare was a delicious hamburger grilled to order with optional cheese and all the condiments. A side of baked beans and chips, along with a drink, were offered for a small dona-



Rain, rain, PLEASE GO AWAY. This is the way that the Backyard Social started. So far nobody is frowning and they didn't leave either. Photo: Robert Wescott



Tim Freese, doing a great job auctioning a "highly desirable" white elephant item. Photo: Dale Tripp



What are these folks doing? It ain't needlepoint-it's Bob Mitchell's tree clinic! Photo: Dale Tripp

(Continued on page 3)

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The Order Board is available online at:

PSR Home Page: www.psr-nmra.orgTrainnet.org: www.trainnet.orgDivision Website: www.cajondiv.org**CLUB NEWS****The Pioneer Western Model Railroad Club***By Paul Bush, O.D.*

This is the 50th anniversary of the Pioneer Western Model Railroad Club. This 1890's era HO gauge line was designed for small engines and short trains. Operation is point-to-point with nine operator control panels. Over the years the equipment has tended to become larger and more modern, but the track work is still the same. The Bachman 10-wheeler is right at home on this layout. Locomotives are predominantly steam, but we have condescended to have a few (ugh!) Diesel Optional nights. The ruling grade is 2% and the scenery is 90% complete. Why isn't it finished after 50 years? The members talk a lot. They have fun talking and operating. It's enjoyable.

Visitors are welcome on the second and third Monday nights of every month at 8 PM at 7422 Orangethorpe, Buena Park, CA, although space is limited because the track takes up most of the area in the 27 x 30 foot building at the back of the lot.

Editor's Note-Dr. Bush asked me to publish news about the club's swap meet (see below) and I asked for a little background. Sounds to me like a great bunch of guys-I especially liked the scenery part!

**Pioneer Western Model Railroad Club
Old Fashioned Card Table Swap Meet**

Saturday, August 14, 2004**1230 West Orangethorpe, Fullerton, CA****8 AM until Noon****FREE ADMISSION**

Paul Bush, 1619 Sunny Crest Drive, Fullerton, CA

92835

Telephone: (714) 526-6718

(Continued from page 1)

tion. Corn on the cob was also available. Bill, Jane, and Loretta are to be commended on the well prepared menu; and thanks to all who donated the food to the division.

There were two well received clinics: Dale Tripp demonstrated how to model Joshua trees in N scale for southwestern desert landscapes; and Bob Mitchell did a "make and take" of perfect pine trees. The members participated in bending trees to shape-and they got to keep the tree!

Show N' tell was once again, very popular. Kathy Rice showed her railroad china collection, which was started by discovering pieces of broken china along abandoned Union Pacific track. John Taranto detailed modifications on an HO Walther's caboose to allow operation on tight curves. Bill Jacobs explained his code 55 spikes that he made from commercial staples, complete with natural rust. Tim Freese showed how he made his own brass locomotives and tenders by kit bashing and using detail parts. He also showed rare gondolas constructed from resin kits. Don Ford arrived, enthusiastic as ever about model railroading, and showed some of his HO prize acquisitions. Bill Jacobs won the drawing for show N' tell participants; a \$10 gift certificate to Malfunction Junction.

The social ended with the ever popular white elephant auction. These auctions help to supplement these free events and are one of Jan's favorite activities. The way they work is: items are wrapped in plain paper and usually they are marked in the right scale. The more outgoing members take turns auctioning them off. The best purchase this time-Chuck Nauman, a well know N-Gauger, bought a slightly questionable HO locomotive and tender.

We commend Jan and those members who helped set up the event, providing such an enjoyable Cajon Division activity, in spite of the weather. Thanks to Lynn Austin for providing the Malfunction Junction facilities. A fun time was had by all.

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PFM DRGW K-28 Unpainted	\$595
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PFM DRGW Caboose #0579 (Primer paint)	\$200
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PSC RGS #20 Unpainted	\$650
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Sunset DRGW C-16 #271 F/Ptd	\$499
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Sunset DRGW K-36 F/Ptd #480, 483, 484 or 486	\$590
Westside Texaco 2 dome Oil Bunker Car Unpainted	\$250
Postage \$10.00 in lower 48 USA. NV residents 7.5% Tax	

A lot of times editor's just have to do these things. This is not a great model railroad picture. This is Edd Mathews with corn, and, he likes it! Backyard Social! Photo: Dale Tripp



DID YOU KNOW?

Forty issues of Railroad Model Craftsman, donated by members of the Cajon Division, were given away free at the Pomona GATS show to children of reading age. Not only does this promote our hobby, it also gets kids to read. Another great educational activity by the friendly division!



DIRECTOR'S NEWS CAPSULES

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

Photo by Dale Tripp

I can hardly believe the year is half over as this issue reaches your mailboxes. So far year 2004 is proving to be very interesting especially with Mother Nature getting involved at our first two events. Maybe it was to test our mettle? Well, when it comes to model railroaders one quickly learns there is no such thing as "rained out."

On April 3rd a deluge of pouring rain greeted members as they arrived for our outdoor backyard swap meet and barbecue. Ha, not even the adversity of rain could dampen spirits nor prevent the 50+ folks from coming. All it did was create another memorable event. There was lots of laughter and good nature fellowship among the members as they huddled under the eaves, carports and near the coffeepot. Thankfully the rain stopped for the day just in time for our lunch barbecue. Only Lynn Austin with his true model railroading big heart could have coped with all our mess and we do thank him for being such a wonderful host.

April 17th also greeted members with a downpour for our Joint Layout Tour with the San Diego Division in Orange County. One member wrote and said, "just can't believe how many folks showed up and this was no drizzle." All in all as Ben Sevier, PSR Dispatch Editor and San Diego Superintendent wrote "wet, fun and great!" Sure want to thank Bob Chaparro for coordinating this event and opening his home. Thanks also to Mike Kressen, Jim Lancaster and Bill Flynn for opening their homes. We have a few pictures up in the photo gallery at the cajondiv.org website. Guess the rain kept the cameras hidden as the only pictures we received were from Bob Mitchell. Thanks Pine Tree Man!

In May I took a one day jaunt in a little 86-seater jet plane to John Wayne airport to meet with the Cajon California Convention (CCC) Team in preparation for our 2005 PSR Convention in Buena Park. Airport really impressed me. Its modernized and nice size, too. Bob Chaparro offered the hospitality of his home for this meeting and was a super host providing refreshments and munchies. For those of you that work alongside with me, you know I can't have meetings without munchies. Twelve of us met for a great meeting. The CCC team led by Carl Heimberger is good to go and ready to get the job done. I feel privileged (and grateful) to have the support of such a great group of guys on that team. I'll put out an entire "who's doing what" list in December Order Board.

Busy-busy, nonstop, and onward! As reported in this issue we had two events for June. I am also headed to Barstow in June to meet with Barstow Foreman Ron Tucker, Superintendent Dave Villeneuve and the railroad museum folks to plan our November weekend celebration event. Stay tuned folks...this one has potential to be even greater than last year. Circle your calendars, the Barstow dates are November 12-14. There is talk of a possible 3751 train run besides a craft festival, and band concert all in the works. Then in July, a bunch of Cajon folks (I count over 18) will make the trek to Seattle for the NMRA National convention.

After Seattle it's time for some local fun at the PSR 2004 Convention in Glendale. It's going to be a great convention. The LA crew has really done a fine job...two-day train and trade show, Modeling With the Masters, great prototype tours, full line up of clinicians...everything model railroading to enjoy. Oh yes...I must mention, "and" a great Auction Night that yours truly coordinated for this convention. Auction Night will include a Live Auction, White Elephant Auction, Special Auction Door Prizes and of course, munchies. We'll all be there and hope you'll register and be there too. Come Join the Fun! Hope to see you soon.

The Cajon Division Website Story

By Dale A. Tripp, Webmaster

The Cajon Division established its own website to promote the division and model railroading, to provide a line of communication between the Director and the division membership, to share information on upcoming events and completed events, and to provide an outlet for the division store. The Cajon Division's large geographical area impedes direct contact on a regular basis; the website provides a means of communication between members on a daily basis.

Two years ago www.cajondiv.org appeared on the World Wide Web with its own domain name. The site promotes the division, with a map of the geographic area in which the division resides. The site provides links to our parent organizations, PSR and the NMRA® web sites. The site publishes the division goals and promotes membership in the NMRA®. We encourage members participation in modeling contests by publicizing member's achievements on the Awards Page.

The News Page provides the Director, Jan, a forum to promulgate information to the membership. Contact information for the board members is provided for two way communications via e-mail. Links to the *PSR Dispatch* and the *Order Board* allow members to download the newsletters in full color. The Club Links Page facilitates the interchange of information about model railroading between membership and the various individual clubs.


The division promotes upcoming events via the Division Events page with event information and flyers in full color. We document completed events via the Photo Gallery for those of us who cannot attend every event. A new feature on the website will present individual members achievements related to railroading with a Special Photo Spread. The success of this feature depends on the availability of photos and data. I will be contacting individuals from time to time to help me develop ideas for this feature. Feel free to e-mail me with any ideas that you may have for a photo layout featuring a member.

Last but not least, the Cajon Division Store resides online, with pictures of memorabilia, with prices and ordering information. Feel free to use the store as it's proceeds help fund your division activities.

The first two years have been an unqualified success in meeting our goals. Over 2750 persons visited the website. The website now consists of over 75 pages and 21 photo galleries. Remember that this is your website and it depends upon members who take photos, design flyers and other documentation; all part of Jan's Cajon Division Corps of volunteers.

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JOINT LAYOUT TOUR

By a Whole Bunch of Contributors-Gleaned from E-Mails about the Event

On April 17 the Cajon Division and the San Diego Division held a joint layout tour, put together, from the Cajon side, by Bob Chaparro. It was raining, which seems to be a recurring theme for meets lately. First, from Bob: "The bad news first, I bought 3 dozen donuts and so did Bill Flynn. There were a lot left over. The good news, our members appear to be keeping their health in mind." (*Editor's note-it must have been the rain.*) Thirty-seven people signed up despite the weather and probably a few more attended. There were four layouts open for this special tour: Mike Kressen, Bob Chaparro, Bill Flynn, and Jim Lancaster. Mike Kressen, one of the layout hosts, opined that probably 50 people viewed his layout. Mike said that all the DCC controls have been installed and he is now started detailing. The pictures sure do look good! Ben Sevier, the PSR Dispatch editor, said, "we had a great time, even though it was a very wet day...the most impressive layout was the Flynn layout-awe inspiring would be the word."



The tourists enjoying Mike Kressen's layout. There have been tremendous strides forward in the last year, according to the attendees. Photo: Mike Kressen, Jr.



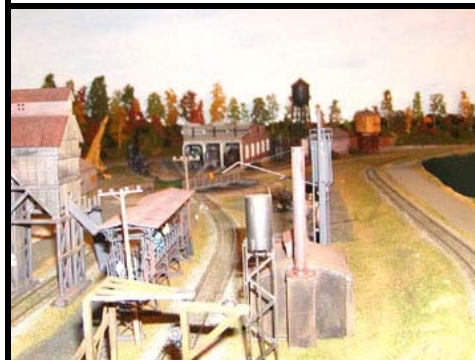
Left, Bill Flynn greeting visitors to his layout. "Awe-inspiring" were the comments. Photo: Bob Mitchell



Left, Jim Lancaster's layout. The local passenger train has arrived. Photo: Bob Mitchell



Bob Chaparro, foreground, greeting guests to his layout. Photo: Bob Mitchell



Mike Kressen, Sr.'s engine facilities. Do you know that there are two of these guys-Mike, Jr. and Mike, Sr.? Maybe that's why so much gets done. Photo: Bob Mitchell

A Cajon Division First! Two Meets: Same Day!

Contributors: Bob Chaparro and your Editor

On June 12th, the “Friendly Division” pulled off a first-we had a meet in the northern part of the division and one in the south, too-and everybody had a good time!

First, from Bob Chaparro about the Cajon South meet: Over fifty people took part in the Inland Empire layout tour. The tour covered layouts in Cherry Valley, Corona, Fontana, Rancho Cucamonga, Riverside, and Yucaipa. Featured layouts included Ken Maxwell’s G-Scale Volcanic Mountain Railroad, complete with Coy pond, Roger Clarkson’s very complete R&F Railroad in both G and HO, George DeFrancesco’s HO Desert Belt Lines with it’s soaring desert peaks, Tom Frank’s very fine On3 Denver & Rio Grande, Frank Pientka’s G-Scale FJ&P Railroad with it’s beautiful painted backdrops, the Riverside Live Steamers 1.5” and 1” outdoor railroads, Mike Stewart’s western-theme G-Scale Stewart & Santa Fe, and Joe Warren’s N-Scale Showcase Miniatures display layout. The Cajon Division thanks those who opened their homes and layouts for this tour, as well as Carl Heimberger and Dave Cox, who helped with the tour desk. *(Editor’s note: We haven’t received pictures of this event-yet. Hopefully, they will be in the next issue).*



The culmination of the Cajon north meet was a ride on the Nevada Southern. This is the restored loco that pulled the train. Photo: Louis Grandieri of the Nevada Historical Society.

The Cajon North meet started at the Boulder Dam Hotel, a Nationally Registered Historic Site. Bob Jones gave a great slide presentation, followed by Show & Tells by Chuck Nauman on trees, Dale Tripp on Japanese N-Scale, John Taranto on acrylic turntable assembly, and Bill Jacobs on home-made spikes. After that, the members could go through the Boulder Dam museum located on the upper floor of the hotel. We then broke for lunch. Many members wandered around the historic district of Boulder City. At one-thirty it was off to the Nevada Southern terminal for a ride on the train. The Nevada Southern is a part of the Nevada Railroad Museum in Carson City. After the ride, we were treated to a tour of the new car shop where the renovations are done.

Left: see if you can do something with those old wheel sets. Right: a restored City of San Francisco dining car. They intend to do a “dining experience” in the fall. Both photos: Kathe Avey



Naturally, many of our members gravitated to the open car-see how many you can name. Photo: Louis Grandieri.



SUBSCRIPTIONS

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

ORDER BOARD PUBLISHING DATES

The Order Board is published during the last month of each Quarter (Mar, Jun, Sep, Dec).

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For more information contact Bill Jacobs, Editor.

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DIVISION INFORMATION

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

Visit: www.cajondiv.org

ADDRESS CHANGES

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

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



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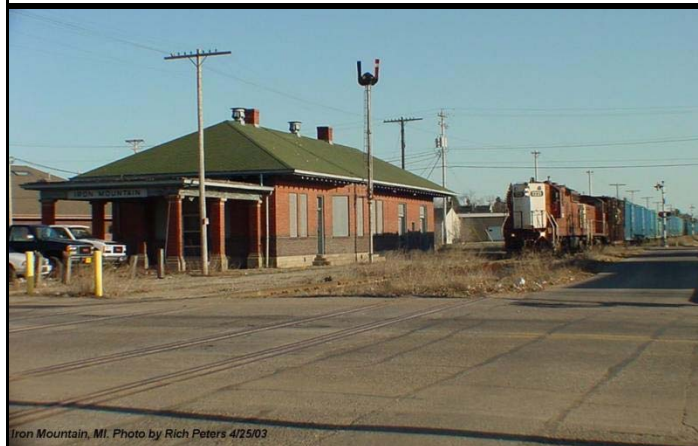
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Our esteemed AP Chair, who's column starts on the next page, wants us all to make an "Order Board" for the popular vote contest at this year's Barstow meet. There was a lot of dissention at the last Board Team meeting about what an "Order Board" really was. Bill Graebel, Board Team Member, found one on the internet. So look below.



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Robert's D—— Column

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



For my column this issue, I want to share the following article first published in the Lone Star Region publication. It is being reprinted with permission of the authors, Tracy and Terry Mitchell. Many thanks from me and the rest of the Division. I hope you find it as interesting as I did. It gave me a lot of insight as to how everything pertaining to contests and models should be.

Don't forget your models for the November meet in Barstow. Either an Order Board or Handcar Shed, either or both. *(Editor's Note: There are a couple of grammatical and spelling errors in this article-I have left them as originally printed.)*

"Mastering" Modeling

By TNT

(Tracy Mitchell, with some help from Terry Mitchell)

Welcome to the first installment of "Mastering" Modeling. Many of you know my brother and I already. For those that haven't met us, a little history is in order. We have been in the NMRA/LSR since 1988 so we are relatively newcomers. Throughout this time we have been noted for our model building. That is how we got the nickname "TNT" for our dynamite modeling. Both Terry and I have been building models for years. We started out building plastic car kits, then military models, and finally railroad models. We both achieved the title MMR just a few months ago. There are lots of people that know lots about modeling. We don't claim to know lots, only that we have borrowed lots of techniques from others. This is where YOU, the readers can help us out. You model builders, especially the other MMR's are encouraged to send us your comments to help make this column the best modeling column that any region has.

With that in mind let's get started. The both of us have entered, won, judged, chaired, and worked contests on all levels. That means local, regional and national contests. So we do have some experience as to what works and doesn't. The main thing is we do not mind sharing what we know to help modelers build better models. In fact this gives us as much enjoyment as anything in this hobby. This is what we hope this column will do; teach you how to be better modelers. If there is one thing the two of us do know is contest model building. Yes there is a difference to building a "contest model", as opposed to building "a model". So these first few columns will deal with how to build a contest quality model and then enter a model in a contest and have it do well. Notice we didn't say win. Because as in any contest, any entry that is in the contest is a winner as far as we are concerned. When we enter a contest we know that we have done the best we could at that particular time. We come out of the contest with the satisfaction that we done something for the betterment of the hobby. The next time you enter a contest, you have an experience that you can draw from, to do better. For most modelers starting out, they probably won't win a major award the first contest entered. It shouldn't be expected either. But the knowledge you gain will might someday allow you to. Here are a few guidelines to help get started:

CONTEST INTENTIONS:

1. Think about the model, and what it will be before building it.
2. Follow a specific prototype. The real world is the best example of modeling. Photograph the prototype for modeling purposes. Magazines are a source for ideas too. The ground is work is done already. All that is left is deciding what scale and what to material to use.
3. Will it be made from wood, styrene, or some other material? If it is wood use board by board construction as opposed to scribed, sheetwood. Same for styrene, use strips rather than full sheets.

4. Will it be a kit, scratchbuilt, or somewhere in between (kitbashed)? Remember contest models that are scratchbuilt will usually get you higher scores as compared to stock kits. Try to have as much scratchbuilding on the model as possible, even in a super-detailed kit.
5. Is it going to have an interior? If so, make it so people can see what is inside. Try not to put all that work into a model and not let anybody see it. That means a removable roof or at the very least, doors open so you can peak in. Some have used cutouts in the roof to expose interiors. Some models lend themselves to a open shed type construction, IE sawmills and Southern Enginehouses. To help show the interiors, explore having the model lighted.
6. Add as much detail as possible. Good examples of details that add points are: Nail Holes, NBW's (Nut Bolt Washer castings), Individual Shingles, Tarpaper Patch, Electric Meter boxes, Lights, Conduits, Free Standing Grabirons, Brake Rigging and piping, MU hoses, Truck Details, Windshield Wipers, Hand Embossed Rivets, etc.
7. Try to write the contest form as you build the model. Or at least take notes and photos of the building process. You might find an article lurking in the model as well.

USE YOUR MOST CAREFUL MODELING SKILLS:

1. Try to have no Glue Marks. Most judges count off for glue marks. Even underneath the model where you think no-one will see it. Yes judges do pick up models while judging. So think of a model having 7 sides. (Top, bottom, 4 sides and inside.)
2. Use Sharp cutting tools. You can't make clean joints, with dull knives. Change the blade the instant you feel that the blade is tearing the material and not cutting it.
3. Make all the joints between parts as tight as you can. That means sides, ends and corners should be square. No uneven joints or pieces that are glued on crooked. Use squares and clamps whenever possible.
4. Don't be afraid to rework a mistake. We can't tell you how many times we have started completely over on a model just because we didn't like the way the model was going.
5. Know when to quit for the day. Tired hands and eyes make for sloppy work. Although we both have worked till 4:00 in the morning so that a model can be entered in a contest the next day. We gotta do what we gotta do!
6. Allow time for glue and paint to cure. It also gives eyes and fingers a rest.
7. No "Fuzzies" on strip wood. Run steel wool over the strips to remove burrs and fuzzies. Besides it adds grain to the wood.

DON'T BE INTIMIDATED BY THE CONTEST

1. We like to enter contests, not for the glory of it, but that is our way of showing what we are doing in the hobby. Neither one of us have a layout at this time, although Terry is starting one. This is how we let others know what we are doing. If you do not have a layout this is a way you can express yourself too. It is much better than being an armchair modeler or having fifty trackplans on paper and never actually building one because you are afraid of the negative comments you will get. Unless your thing is trackplanning.
2. Which modeling scale, is not as much an issue as most people think. A well done model in any scale or gauge should do well. We've seen smaller models do much better than larger models because the construction and finish was much better on the smaller model. Larger models have to have an enormous amount of detail to make it look right. The Construction techniques have a finer window of error because you can see any minute error. But by the same token sloppy work on a smaller model shouldn't be excused because it is smaller and therefore harder to see or work on.
3. Try not to be intimidated by the other entries. Just because you are competing against a MMR or several MMR's as it is in the LSR, doesn't mean you will not do well. Remember all of us started out like as beginners and novices. Do you

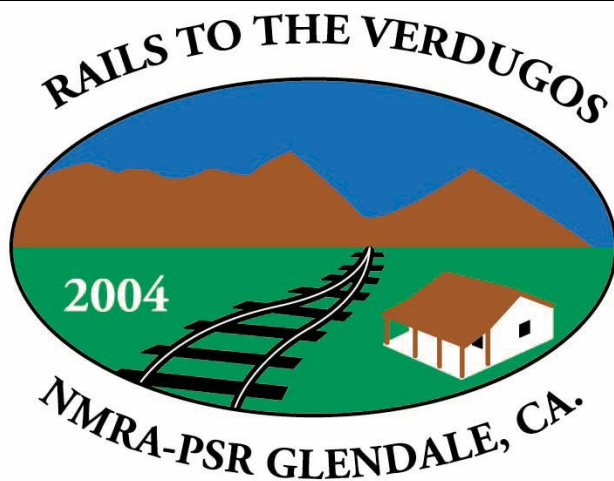
think Al Boos, Charles Goodrich or Ken Ehlers were upset the first time we beat them? Of course not! (Well maybe a little bit.) But they enjoyed having their model bested by another great model. By the same token, were we upset the first, second or this latest time when we were out-done by another modeler? No, we just keep on plugging, knowing that one of these days it will be our turn to come out on top. It may seem that all the winners come from the same banquet table sometimes. But we don't get together and decide who will win before the contest. Rest assured, the judges do that during the judging.

4. DON'T be intimidated by the contest form. In a future installments, we will go into more detail on how to fill out the contest form. For the time being, a contest form is not that hard to do, especially since Loren has come up with a more "User Friendly" form than the national form. In today's world computers make the contest form even easier to write. Old timers will tell you it was a nightmare to fill out the forms before computers were in every household.
5. Know the contest. Is it going to be a popular vote? Or will it be judged on points? A popular vote contest has a different set of issues to consider. Bigger is usually better in a popular vote. Another issue, and sorry to say it this way, but wives vote for "Cute". Try to build unusual or eye catching models. Usually scale and gauge members vote for what they know. Don't bring an N-Scale model to the O-Scale convention. We will never forget the time Terry entered a popular contest out of state. A popcicle stick stock pen with Lionel track beat out Terry's leaning over freight station with interior that was scratchbuilt and had the removable roof. It was a mostly Lionel show and they voted that way. Fortunately for us in the LSR we have both; a popular vote and a judged on points contest.
6. Become a judge. To help your modeling skills, try judging a contest. You would be surprised how many new techniques you learn judging a contest. Even MMR's learn new tricks. Contest chairs are always in need of more judges. Don't worry about messing up a score. The first time you judge you will be teamed with a more experienced judge.

Next installment, we will begin to describe what makes a contest model a winner in the judges eyes. The contest form and the judging is broken into five categories. Next time, we will start with the first section which is construction. Since we will be talking about construction. If any readers, from Novices to MMR, have a modeling technique they use to build a better contest model please write to us and explain it.

Our email addresses are: traymit@netzero.net and termit@yahoo.com Try to figure out which address is for which. Usually if you write to either, the other will find out about it. Even though Terry lives 2600 miles away, we email each other at least once a day.

Back to modeling now,
TNT



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