



# THE ORDER BOARD

Volume 47, Number 1

April, 2019

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## TIME TABLE

April 13, 2019  
**LA Division Spring Rail**  
 Whittier, CA

April 26 –27, 2019  
**Cajon Spring Meet**  
 Perris, CA

May 3-5, 2019  
**Fullerton Train Days**  
 Fullerton, CA

May 18,2019  
**Henderson Spring Meet**  
 Henderson, NV.

June 14—16, 2019  
**CIM3 EVENT**  
 Irvine Ranch OEC, CA

## CAJON DIVISION Spring Meet—Cancelled

Orange Empire Railroad Museum  
 Perris, California  
 April 26th through April 27th

Due to circumstances beyond our control we have been forced to cancel the Spring Event at the Orange Empire Railway Museum. The date we had agreed upon was canceled by the museum. Instead we have moved the Event to June and combined it with the CIM3 (Cajon Invitational Modular Modelers Meet) Event which we hosted last year. The new event will be called:

*CIM3 Summer Event-* and will be held over Fathers Day weekend at Irvine Park. See details below.



## Cajon Division Future Events

**Henderson Spring Meet, May 18, 2019**  
 Henderson, NV

This yearly Cajon Division Event will be held at **Timm & Crystal Martin's**. This event will also feature a Members swap meet for registered attendees (with donuts and coffee), a make and take model structure kit build clinic in HO and N scale, Achievement Program evaluations, BBQ hot dog lunch. The cost is \$10. which includes lunch. The meet will start at 9:00am and go till three or so.

**Address:** 5018 E. Monroe Ave. c-ph 702-802-1134

**Directions:** Going north on Nellis Blvd. from Washington,  
 1st left is Monroe. going south on Nellis Blvd. from Owens Ave.  
 2nd right is Monroe.  
 5018 is the 2nd house on the right.

This is also a RR Swap Meet, bring your own table or blanket. They have a big back yard.

**CIM3 Event on Father's Day Weekend June 14th through the 16th, 2019**  
 Irvine Ranch Outdoor Education Center

This is a two day event with Friday set-up for the five modular groups that are participating. Saturday will include assisting Scouts in getting their Railroad Merit Badges, clinics, a group kit build, Box Car races, BBQ, Hobo Auction, and an Operating Session. Sunday will be a members only Swap Meet, and more modular rail-roading. See the flyer on page 8.

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## From **The Director**

*By: Jeff Herrmann  
Division Director*

This spring and early summer Cajon Division will be hosting a number of events and activities that will offer something of interest to all model railroaders. Most of these events will be not only open to Cajon Division Members, but we will accommodate as many members from other divisions as space will allow. To enhance each one of our Cajon Division events, and encourage our members to show off their modeling and latest Achievement Program projects, your Division Board of Directors recently approved a new event format that will award Cajon Division Recognition Plaques to contest winners, Merit Award and Achievement Award recipients. We will also give Hobo Auction tickets to Contest Entrants and Winners instead of vouchers.

Unfortunately, due to circumstances beyond our control we have been forced to cancel the Spring Event at the Orange Empire Railway Museum for April 26-27<sup>th</sup>. The date we had agreed upon was canceled by the museum. To make up for this, we are combining a new event with the CIM3 (Cajon Invitational Modular Modelers Meet) Event which we hosted for the first time last year. The new event will be called: *CIM3 Summer Event*- and will be held over Fathers Day weekend at Irvine Park. Please see the related flyer on page 8.

On March 2-3<sup>rd</sup> Cajon Division had a booth at the Great American Train Show in Costa Mesa. It was a great opportunity to talk to lots of folks about our hobby and the benefits of joining NMRA. It was also nice to see so many NMRA members who were there with their Modular Clubs running trains! I had the chance to meet with several leaders from the Orange County O-Scalers Club and it looks like they will take advantage of becoming a 100% NMRA Club in the near future! A Special shout out to Gary and Sandy Butts, Don Berezin, Mike Alee, Annette Palmer, Mel Marquart, Dennis Ivison, Gary Stenberg, and our friends for the LA Division: Pat and Mona Raymer, Bob DeMoss, Vic Cavelli, and James Keena who helped man the booth at GATS. We probably will do it again at the Pamona Show this summer so let me know if you would like to help.

You might also want to check out the NMRA LA Division's 10<sup>th</sup> Annual *SpringRail* event on Saturday, April 13<sup>th</sup> at College Avenue Church of the Nazarene: 8221 College Ave. Whittier. Cost is \$25 plus lunch for NMRA members. See their website for more details <https://www.ladiv-nmra.org/> For more information on each of our upcoming events please check our website regularly <https://www.cajondivision.org/> or email me at: [Director@CajonDivision.org](mailto:Director@CajonDivision.org)



## The Buzzard's Roost

By: Dennis Ivison, Superintendent

### Simply, a Different Approach

I find it very interesting how model railroaders approach working on their layout in such different ways. Me, I like to plan the heck out of a future layout, get something down on paper and then run and switch trains in my mind until I'm satisfied with the plan. I build the benchwork and then lay all the track, both of which I enjoy. Half the fun of laying the track is to see how close I come to matching the track plan.

Next comes the wiring, although easy enough I find it to be a pain in the behind, my apologies, but crawling around *under* a model railroad is not my cup of tea. Once the railroad is running perfectly I finally get to the place I love--making the railroad come to life. This is the time I take a different approach. My preference is to finish the layout one scene at a time, completely finishing all details imaginable for that one scene before moving onto the next. The majority of my friends take a different road. One lays his track one section of benchwork at a time, getting ground cover down and ballasting the track before building another section. One popular approach is to get the track down, put a couple of structures in place, then proceed like a check list: 1. roads, 2. ground cover, 3. ballast, 4. trees and bushes, 5. details, etc. One of my best friends that I've known for 30-plus years had a layout that was the legendary "Plywood Central." We ran trains and had operating sessions every Tuesday for years on nothing but bare plywood with a few structures leftover from previous layouts. You know what? It was fun and enjoyable just the same. His layout is almost completely finished now. He went 6-7 years with nothing but plywood and not a drop of paint to three months later having a pike that is 100% complete with scenery, ballast, and details. It was incredible!

What kind of layout should you build? I say build to your passion! A group of friends have been helping a cohort with a railroad empire that almost fills a two-car garage. The whole point of his layout is to be able to rail fan with no switching, nor any operating sessions, but just watch trains go through old Wild West scenery. There are just eight turnouts on this layout that fills a 300-square-foot "train room" with four turnouts making up two crossovers and the remainder used for staging tracks. From what I've seen of his scenery so far, it's going to be spectacular. On the other end of the spectrum there are layouts with switching operations that are so primary that there is barely room for any scenery. Most of us fall somewhere in between these two polar opposites and seek a balance between switching operations and rail fanning. Some of us,

*Continued "Buzzards" pg 5*



## The Cajon Backshop



By: Gary Butts  
Achievement Program

I am just back from a fun trip to the LA Live Steamers, Walt's Barn and Traveltown railroad museum in LA. We had several members aboard for this event and Sandy and I got to meet some San Diego members we had not previously seen. One couple came in from El Centro to make the train in San Diego and travel all the way up to LA on the Amtrak.

The big Cajon Division Achievement Program news is **Dennis Ivison** (our Cajon Superintendent) has qualified and been awarded his **Master Model Railroader** certificate! Look for the formal presentation at our Regional convention Awards Banquet in Arizona in September. Dennis is a great modeler and if you have not had the opportunity to see his work, keep an eye on the Order Board for Dennis often opens up his layout for Cajon Division operation sessions and I think one is coming up soon. It is easy to run on Dennis' fully scenced On30 Steam era layout using his poker chip operations scheme. Sandy and I stepped right into it a couple of years ago as complete neophytes but Dennis had us up and operating within a couple of minutes. If you are new to operations, this is a great opportunity to get started.

I have been hearing of some confusion as to the purpose of the Achievement Program "Record and Validation" form as it relates to the "Statement of Qualifications" form when applying for a particular Achievement award. Let me try and explain. The purpose of the Record and Validation form is to give the NMRA model railroader a way to keep track of qualifying AP service that spans out over a relatively long period of time. Examples are the Volunteer, Author and Dispatcher awards. Since the service or participation for these awards requires verification (a signature) from another active NMRA member that is knowledgeable of the participation, the R of V form is where these signatures and qualifying service can be recorded and maintained over the period of time needed to complete the qualifications for the particular Achievement Award.

All to often a member will present a Statement of

*Continued "Cajon Back Shop" pg 6*

The

## Social Media Report

*By: Dain Leese,  
Social Media*

Hi Everyone;

This is the third newsletter since the Cajon Division started 3 online sites last summer. The objective for our facebook group and page, and groups.io site is for Cajon members and non members to be able to interact with fellow members electronically with up to date information as received. As meets or NMRA events get closer to the event date, we update with new information. Our next spring event will be posted soon with information about clinics and any make and take clinics. You can also find on either group, our current newsletter.

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

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

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

As online membership builds, and you join up, we look forward to seeing what you are working on and ask you to share it with words and pictures. We plan to share the fun had at our Cajon meets and the PSR meet also with words and pictures.

If anyone does not wish to use Facebook, a post made on our Facebook page is also auto posted to our groups Io site. So you will not miss out on what is going on. We are hoping Groups.io will get this option working for Facebook groups.

Dain Leese, Social Media Chair



The

## Editors Column

*By: Morrie Fleishman,  
Editor, Cajon Division*

Hi Everybody.

Well unlike the song, it HAS been raining in Southern California! While this has affected those involved in G Gauge Garden Railroad-ing, it has given those of us in smaller scales some time to spend inside and work on projects while awaiting for the rain to end. I encourage all of you to send in a few pictures of what you are doing, where you are going (railroadwise), and what tips you have for others to use in their modeling. In addition to providing information about activities, we would like to provide some articles for all to enjoy.

If you have questions or have learned how to do something that you want to share, please contact me and I will help you develop a presentation for the Order Board.

My contact information for the next quarter is; [mefleishman@cox.net](mailto:mefleishman@cox.net).

Thanks and remember, the objective is to;  
HAVE FUN!!!!

Morrie Fleishman Order Board Editor

From "Buzzards" pg 3

myself included, have no problem making changes to our layouts along the way, including tearing out completed sections of scenery and track. I'm famous for changing my mind when it comes to my model railroads. Friends used to tease me about it, but have finally given up, as I continue to reinforce my inability to leave things alone. There was an area on my current layout in which I really hated the set up. A couple of weeks ago, a friend came by, and we decided that today we are going to tear out that dang duck-under. A few hours later, a completely finished section with scenery and a scratch-built bridge was removed and is now setting outside on a table. My friends may kid me about changing my mind, but they are perfectly happy to help me destroy my layout. I know guys who, once the track is laid and the scenery is finished will never consider any changes. As the title of this column says, "A different approach."

Throughout the years, we've all known people who have built and collected structures, locomotives, freight and passenger cars all the while telling us about how some day they will build a layout. Here is a suggestion. If you want a home layout, or a module, just ask someone for help. I have been blessed to have had innumerable people lend me assistance, mentor and teach me along the way, and I am, like most of you, happy to return the favor. Camaraderie is what model railroading is all about. My dad, who had no interest in model railroading, is the person that helped me get started in this hobby. Since then, I've received an endless stream of help and support from fellow model railroaders that continues up to this day-- twelve layouts later. The point to this story is twofold; first, no matter what approach you prefer when it comes to building your [next] layout, you are not alone; second, there are a lot of people out there that are more than willing to help, which is one of the really great things about model railroaders.

If you're reading this column and haven't done so yet, please attend a Division Meet, Event, or Regional Convention, join a club, or modular group, I guarantee that you will meet some extraordinary people. If you've already started to build a layout and want to get to the next level, then I invite you to get involved in the NMRA Achievement Program, there is no better way to improve your modeling skills, or to find help than in this program. Contact me: [Superintendent@CajonDivision.org](mailto:Superintendent@CajonDivision.org), or Gary Butts your Cajon Division AP Chair: [AP@CajonDivision.org](mailto:AP@CajonDivision.org).

Now, time to promote the Cajon Divisions next big Event. Please, come and join us over Father's Day weekend for the *Cajon Invitation Modular Modelers Meet Summer Event*, simply referred to as **CIM3 Summer Event**. For the third year, we'll be assisting Orange County Boy Scouts earn their Railroad Merit Badge. There will be five modular clubs in

three scales running trains. Additionally, we will have clinics, a Hobo Auction, and a BBQ dinner on Saturday night, followed by an Operations Session hosted by one of the modular clubs. We will be continuing one of our most popular programs and have another group kit build. Each member with his/her admission will receive a free laser kit, paid for by the Cajon Division, and supplied by *RS Laser*. We will build these kits *as a group* with some expert assistance from fellow division members. During this program, we will be building two-story outhouses in HO, N, and O scales. On Sunday morning there will be a "members only" swap meet.

We are going to introduce something new at the **CIM3 Summer Event**; Box Car Races! Just like a Pinewood Derby race, we'll be racing box cars down an inclined track. There will be three categories; 1) Boy Scouts competition in which they'll race the cars they build in the Merit Badge course, 2) Adult Out-of-the-Box category, and 3) Unlimited category. HO and N-scale will each have their own pair of tracks to race each other, the winners from both scales will receive Hobo Auction tickets.

We will also have two model contests, a NMRA Model Contest for Merit Awards, and a Special Model Contest for the laser kits that were built at the Fall Event in Buena Park or the Henderson Meet in Nevada. At the January Committee Meeting, leadership voted to start a new incentive program, any NMRA member bringing a model to enter in a Cajon Division Model Contest will be awarded Hobo Auction tickets. Watch for the flyer for this event to be published soon. You will receive an e-mail, and details will be posted on our website and social media sites. Early registrants for the **CIM3 Summer Event** will be put into an auction for a chance to win one of two \$50 gift certificates to Arnie's Trains.

Until our next issue, "Bail it in, and hold the brownies to a minimum."

*Dennis*

From "Cajon Backshop" pg 3

Qualifications in applying for an Achievement Award with all of their service or participation accurately recorded but with no member verification. This presents a problem for the member since an incomplete SOQ cannot be forwarded to the NMRA Regional AP chairman. It then becomes a task to find someone that knows of the past service and is willing to sign for it. Often, if enough time has lapsed, the knowledgeable persons may have moved out of the area or are even deceased. At that point it is up to researching past newsletters and documentation to try and find bonafide documentation of the service.

The Moral of the story is: Get the signatures at the time of the service or participation, and the place to do it is on the Record and Validation form(s). Yes, feel free to use as many of the R of V forms as you want. If you are out somewhere and don't have your form with you (the normal case) just download a form from the NMRA web site and have a member sign it on the spot and the stash it with your others when you get home. When it comes time to submit your SOQ, just include your stack of Record of Validation forms (with signatures) with the SOQ application and you are good to go.

Part of the confusion in the past came from having an R of V form for models. This form has been discontinued. A copy of the model's judging sheets or Merit awards and photos of the model are all that are needed to accompany the Model SOQ forms.

Happy Model Railroading!



## MEMBERSHIP ON TRACK

By: *Per Harwe*  
Membership Chairman

In this, my first column as your new Membership Chairman, I have some good news to report. Our Division has had a net membership increase of 10 members. We gained 18 but lost 10 and have now reached 339 members.. Some of those that "left" us are most likely members who just forgot to renew and if so, they will be back soon.

Our new members from February and March are:

Enrique Adame  
Bill Armstrong  
Steven Brown  
Timothy Cann  
Rex Johnson  
Kenneth Jones  
Martin Judd  
Roger McCarty  
Mark Newton  
Carl Richwine  
Marcia Richwine  
Robert Rodriguez  
Charles Smith  
James Style  
Jackson Hemstead

Following members have rejoined our Division:  
Brian Block  
James Bremer  
Ed Hall

Please join me in welcoming these members to our Division.  
*-ph*



## **CAJON DIVISION VISITS LOS ANGELES LIVE STEAMERS RAILROAD MUSEUM**

**By Jeff Hermann**

On Sunday, March 17<sup>th</sup> a group of 24 Cajon Division members, San Diego Division members and their guests took a day-long trip to LA's Griffith Park and back by train. From San Diego to Fullerton, members boarded the AMTRAK Pacific Surfliner to LA's Union Station where we were met by a private motor coach that took us to several locations in Griffith Park.

The first stop was The Los Angeles Live Steamers Railroad Museum. It is a non-profit public-benefit corporation founded in 1956 by live steam enthusiasts for the purpose of educating the public about railroad history and lore, and to promote live steam and scale model railroad technology. They operate 7 1/2" gauge model trains for the general public and have extensive layouts in 4 3/4", 3 1/2" G, and #1-gauge model trains. We had a great lunch at their private "Kountry Kitchen" then were free to roam the grounds for behind the scenes look at their facilities and operation.

Part of the tour included Walt's (Disney) Barn and Stationary Steam Plant. The original barn is from Walt Disney's backyard that he used to build and maintain his train collection. *In 1950, Walt built the Carolwood Pacific Railroad in the backyard of his house in Holmby Hills, California. He named the railroad for the street where he lived. The barn also served as a workshop and a place for Walt and his friends to relax. The barn was moved to Griffith Park in 1999.*

The next stop on our tour was Travel Town, the Los Angeles City Recreation and Park Department's unique display of vehicles representing many modes and eras of conveyances, displaying everything from a 104-ton locomotive to a one-horse shay. We saw a number of restoration projects currently underway including Southern Pacific Lines #219 Saddle Tank Engine, ATFF Motorcar M.177, a gas electric RPO car built in 1929 and an American Locomotive Crane #1887, a self-propelled crane built in 1942 for the US War Department. Travel Town has no admission fee and looks like a great place to examine and measure prototype locomotive and cars for scratch building and NMRA AP projects! A new exhibit at Travel Town is a Fred Harvey display with lots of interesting memorabilia. Fred Harvey was an entrepreneur who developed the Harvey House lunch rooms, restaurants, souvenir shops, and hotels, which served rail passengers on the Atchison, Topeka and Santa Fe Railway, the Gulf Colorado and Santa Fe Railway, the Kansas Pacific Railway, the St. Louis-San Francisco Railway, and the Terminal Railroad Association of St. Louis.

As an innovative restaurateur and marketer, Fred Harvey is credited with creating the first restaurant chain in the United States. He was also a leader in promoting tourism in the American Southwest in the late 19th century. Fred Harvey and his employees successfully brought new higher standards of both civility and dining to a region widely regarded in the era as "the Wild West."

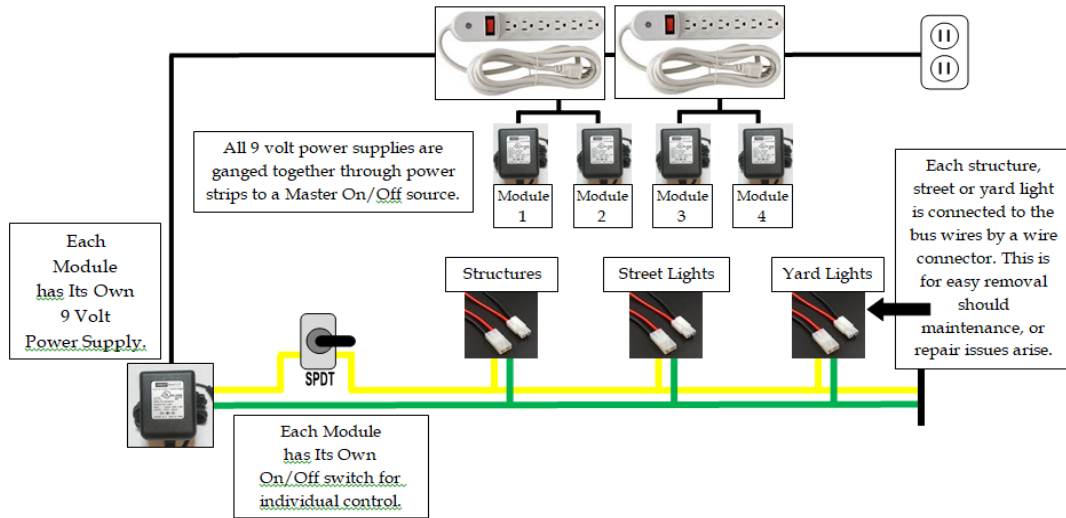
The final stop on our tour was the LA N-Scale Association's East Valley Lines. Encompassing over 2,000 square feet, it is reputed to be one of the largest N-Scale layouts in the world. The layout was started in 1979 and is now under a major renovation of both scenery (a rich variety of California landscape) and DC to DCC.

At the end of a wonderful day we had dinner on Olvera St. and boarded the Surfliner to return home. A great time was had by everyone. We are grateful to our hosts at LA Live Steamers and the LA Division. We are looking forward to the next Cajon Division special event!

# Layout Lighting on the South Pacific Coast Lines

By Dennis Ivison

My layout is divided into modules.  
This is a diagram of how each module is wired.



## CAJON DIVISION PER NMRA



# CIM3 SUMMER EVENT

### Fathers Day Weekend June 15 - 16, 2019

at the **Outdoor Education Center in Irvine Park**  
**Clinics & Laser Kit Build Program**

**FARE**  
2 DAY EVENT  
Includes  
Parking  
Barbeque  
Train Ride  
\$25.00

**Sunday Morning  
SWAP MEET**  
FREE TABLES  
for members

Boxcar Races

**2 CONTESTS!**  
Bring in a Model and Get Bonus Auction Tickets

## HOBO AUCTION

**\$50 Arnie's Trains Gift Certificate**  
**RAFFLE!**  
**Register Early**  
and get one  
**FREE Raffle Ticket**  
We Have 2 Certificates- So You Have 2 Chances to Win!

### Modular Railroad Clubs

5 Clubs Running Trains!





### Quick Tip: What to do with Extra Parts from Kits by Morrie Fleishman

Most kits seem to have a few extra parts left over after construction is complete. These items can be used on other projects or if repairs are needed. These items can include doors, windows, stairs, ladders, chimneys and vents, and detail parts both for interiors and exteriors to name just a few. I used to leave them in the box and store them that way. This method takes up a lot of space as your shelves and closets get overrun with a lot of partially filled boxes. So, I handle these parts in two ways.

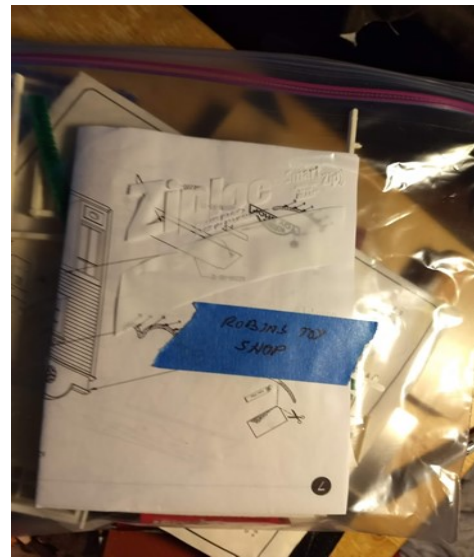
The first way is to keep the extra parts separated by kit. For plastic kits I keep those parts still attached to sprue together and cut off the excess and discard, except for a few smaller sprue pieces that may be needed later. I then package them up in freezer bags, label them and often include the instructions and maybe a picture from the box front.

The second way is used when I don't want to keep the parts together by kit. I separate the parts by type and store them in different boxes or cans for various types of items. This makes it a lot easier to look for items in one place instead of having to look through several containers for a particular type of item. See the pictures on the next page.

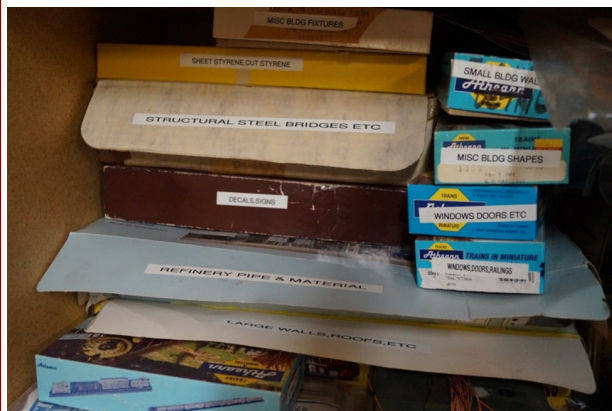
So, choose you method and open up some storage room for other stuff!



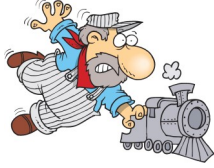
Extras left over



Extras stgored in Freezer bag and labeled



Items sorted and stored by category



## Introduction to T-Trak Model Railroading

By Paul Stoner

The Orange County N Gineers is an N-scale modular model railroad club started in 1974. Since then, many current and former members have displayed modules built to NTrak standards at numerous model railroad shows and events throughout Southern and Central California. There are currently 12 active members in the club.

Late in 2017 several members started discussing the possibility of expanding our modeling opportunities by building TTrak modules. We were looking for examples of smaller layouts that we could set up that might lead to the possibility of attending more events. We also thought there might be the possibility of attracting new (and perhaps younger) members who could not support building full-sized NTrak modules. Initially, several seasoned members had concerns that we would lose focus on our NTrak efforts. This has not been the case, however. In fact, it has reawakened modeling efforts for several of our members and increased participation.

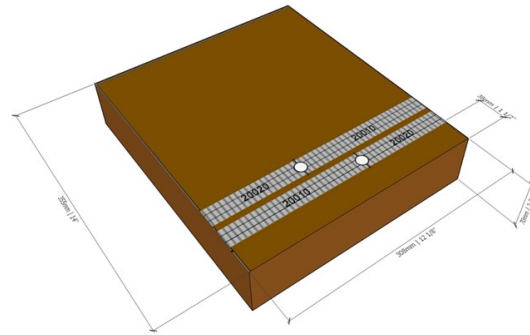
Subsequently, we made contact with several other modelers in the Southern California area and began exploring possibilities for promoting this aspect of model railroading to the general public. Since then, Orange County N Gineers and other SoCal modelers have set up TTrak exhibits for the public at Redlands, Tehachapi, San Luis Obispo, Griffith Park in Los Angeles, and Costa Mesa. We have also set up exhibits for the NMRA Cajon Division at the CIM3 meeting last June and the Fall Meet in Buena Park last November.

TTrak is a system of small N-scale modules that make up a portable model railroad layout. A "Standard Module" is only 12-1/8" X 13" X 2-3/4" and is easy to build, store, transport, and set up. Modules may be constructed at home from readily available materials. Pre-cut module kits can be purchased from several on-line sources. TTrak modules are a great way to enter the hobby. They allow persons to enjoy the hobby at minimal expense and expand as conditions permit.

The first TTrak modules were developed by Lee Monaco-FitzGerald in 2001 with the support of Jim FitzGerald, the founder of NTrak. In March 2001, Lee wrote an article where she expressed concern about getting new people interested in model railroading. In September 2001, Lee introduced TTrak modules for the first time in the NTrak Newsletter. The origins of the concept were derived from a movement already underway in Japan at the time.

Since that time, the concept has spread worldwide with clubs throughout the US, Australia, Japan and Europe.

TTrak modules use Kato brand Unitrack sectional track. Module construction doesn't usually require many track-laying or electrical wiring skills. Lay-



outs are composed of individual modules with track that "snaps" together to form two independent rail lines. Layouts are typically set up on standard banquet tables (30" X 96").

### Basic Module

The outer edge of the front track (Red Line) is 1-1/2" from the front edge of the module. The inner track (Yellow Line) centerline is placed 33 mm from the centerline of the front track, the same as on a Kato double-trak bridge. Many modelers use the gauge on the edge of a Kato #24-000 rerailer ramp to set the proper distance between the tracks. Based on the dimension of a Standard Module, single-width, double-width, triple-width, inner or outer corner, and end modules are possible.

#### Module Dimensions:

Single Module: 12-1/8" W x 13" D x 2-3/4" H

Track: (1) Kato #20-010 (7-1/2") and (1) Kato #20-020 (4-7/8") each track

Double Module: 24-1/4" W x 13" D x 2-3/4" H

Track: (2) Kato #20-000 (9-3/4") and (1) Kato #20-020 (4-7/8") each track

Triple Module: 36-3/8" W x 13" D x 2-3/4" H

Track: (3) Kato #20-000 (9-3/4") and (1) Kato #20-010 (7-1/2") each track

Corner Module: 14-3/8" W x 14-3/8" D x 2-3/4" H

Track: (2) Kato #20-110 (11" R) inner and (2) #20-120 (12-3/8" R) outer

End Module: 14-3/8" W x 28-3/4" D x 2-3/4" H

Track: (4) Kato #20-110 (11" R) inner and (4) #20-120 (12-3/8" R) outer

As previously stated, only basic wiring skills are required for most TTrak modules. Each rail line is independently powered. This allows for DC and DCC operations simultaneously, if desired. The simplest track feed is from Kato #24-818 Terminal UniJoiners to each track. A ½" hole in the module base is necessary under each joiner pair. The color code is Blue-White-White-Blue to each pair of tracks. This permits trains to run in opposite directions when using only DC power. A track feed is not necessary for each module. In fact, all the layouts we have set up so far have use a single feed for each rail line. When using multiple track feeds, feeds can be tied together with Kato #24-387 3-Way Extensions.

Are you looking for a small way to get into building railroad models or starting a layout? Maybe you have some ideas for situations or scenes that don't fit your other modeling endeavors. Maybe you have N-scale structures or models that you want to build but don't know where or how to display them. What ever your primary scale, a TTrak module may be your ticket to more modeling fun! In the future, we hope to work with the Cajon Division to encourage TTrak participation by setting up layouts at the Division Spring and Fall Meets. Additionally, we will be exploring the possibility of contests at each meet for the best and perhaps, the most original TTrak displays. If you agree, let us know on our website at [OCNGineers.com](http://OCNGineers.com). We'd love to hear back from you.

#### TTrak Resources

[www.ttrak.org](http://www.ttrak.org) This is where you should be able to find all the requirements, recommendations, and current standards for various TTRAK modules.

[www.ntrak.org](http://www.ntrak.org) NTRAK has merged with TTRAK and more of the standards should start appearing here as well.

[www.masterpiecemodules.com](http://www.masterpiecemodules.com) This is well-known domestic source of TTRAK module kits. There is a link to a YouTube video on how to build one of their module kits on this site.

[www.cmrproducts.com](http://www.cmrproducts.com) This is a relatively new source of domestic Z scale and TTrak modules.

[www.katousa.com](http://www.katousa.com) Descriptions of the Kato Uni-track components can be found here. Kato has also started endorsing the TTRAK concept and are marketing their own line of module kits, but they are only available in Japan at the moment.

[SoCalT-TRAK@groups.io](mailto:SoCalT-TRAK@groups.io) Southern California TTRAK IO Group. Up to date discussion of TTRAK events in SoCal.

[www.ocngineers.com](http://www.ocngineers.com) Orange County N-Gineers web page.



**Cajon Division Fall Meet 2018**



**Depot Day at Travel Town 2018**

## Photos from the Great Train Show at the Orange County Fairgrounds

by Morrie Fleishman

On April 3 & 4 the **Great Train Show** made it appearance at the Fairgrounds in Costa Mesa

In addition to the opportunity to purchase Model Railroad items , there were many modular railroads set up for our viewing pleasure.



**TOOLS & TIPS:**

**Improving Plastic Windows & Doors**

By Jeff Herrmann

Good scratch-built buildings and craftsman kits can leave you feeling flat if the plastic windows and doors look, well, plastic. So here are a few ideas and techniques that can improve those otherwise plastic looking doors and windows and make them look more like wood.

**Preparing the Plastic:**

Wash all the windows and doors with warm soapy water to get any of the mold release residue of the parts. Keep them on the sprue and let them dry thoroughly. While still on the sprue, spray paint all the parts with a flat grey primer. I use inexpensive grey paint from Wal-Mart or Home Depot. Use just a light coat so additional coats and washes will stick better without obscuring the details. Spray or lightly brush the top color you want. Sometimes I use a sponge for the top coat to make it look like there is serious paint chipping going on. You can get a similar effect by spraying on the top coat then after the paint is fully dry, use steel wool or a very fine sandpaper (600 grit) to rub vertical lines. Typically, this will start to make the top layer of paint fade and expose the primer below.



After the top layer is fully dry and beginning to look like you want it, you can add some light washes of India Ink and alcohol or washes of grimy black or rust colored paint thinned with alcohol. Be sure not to make them too dark. The effect is to get it to look like worn wood in need of painting or cleaning. Experiment with weathering powders and Pan Pastels to get the effects you want.

**Adding the Glass:**

I usually glue the window into the wall before adding the transparent plastic glass. This way the viewer generally won't see any glue marks on the glass. Of course, you can cut the transparent plastic glass material to fit the window and carefully glue it in place, but it takes a real expert to not show glue marks!



If you don't want the glass to look clean or be able to see through it, try spraying the back side with Testors Dull-coat, but remember: "shiny side out!" A cheaper alternative to Testors Dullcoat is Rust-Oleum 2X Ultra Cover Matte Clear. It is also available at Home Depot. It sticks to plastic and is about \$4 for a 12 oz. spray can. You can also use your grimy black stain with a drybrush technique.



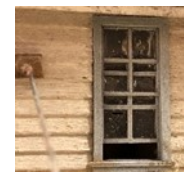
With a sharp blade, you can also add scratches that will have the effect of broken glass or completely cut out a corner to make it look like there is a hole in the window.

An alternative to using transparent plastic to make the glass is to use Formula 560 Canopy Glue. It dries, completely clear and is used by model airplane builders on the cockpit canopies. Place the window frames face up on a piece of wax paper then, after shaking the bottle well, use the tip to place a small amount of the glue in each pane. It will start out looking like a milky liquid, but don't worry, it will dry clear. As it starts to dry, use a pin to pop any air bubbles you see. This is a great method for making older looking glass.

**Mix it Up a Bit :**



Don't make all your windows and doors look the same: Have a few windows that are partially opened.



Board up a window on an old building or warehouse. Add curtains using commercially available products or make your own with ribbon or tissue paper.



From "Tips " pg 13

Make window shades with colored paper.



Have a window AC unit or Dust collector in a window opening or two .



Add interior lighting with just a hint of a scene behind some drapes.

Add a door knob or small window to doors.



Add driplines to the wall below windows.

### Tips for Electrical wiring and DCC by Dain Leese

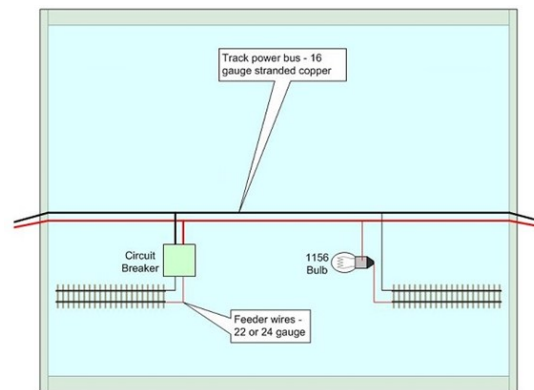
Electrical connectivity has a direct impact on the successful operation of a modular layout or normal bench work layout. Module groups have adopted the practices of other groups who've established reliable electrical standards based on practical experience. My Club, operate, the California South Coast On30 group, uses Digital Command Control (DCC).

There are two electrical aspects to DCC wiring – the track power bus and the control bus. There are multiple DCC systems available on the market with each having unique designs for the connection of their respective hand-held controllers. We use the NCE Corporation DCC systems. <http://www.ncedcc.com/>

Let's focus on the power bus.

- The track power main bus will utilize insulated, 16 gauge, stranded copper wire.
- The power bus wire will be anchored to the underside of the module or bench work.

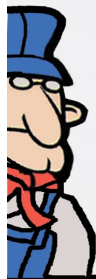
The main bus runs through the whole module or layout from one end to the other. The main bus is 16 gauge, stranded copper wires, one black and one red. From the main bus, we can wire the black wire direct to each black rail drop, this for each track we have. When wiring, it is best to use a screw wire block to hook up wires from track to main bus.



So we don't end up with shorts or DCC issues, we wire the same for each rail. The red wire goes to the front rail, it must use a electronic circuit breaker or a #1156 Auto light bulb between the main bus and the track drops. Many light bulb holders have two wires, many don't and a second wire needs to be soldered to the frame of the bulb holder. Once you have two wires, one wire goes to the main bus (red 16 gauge wire), the second wire branches off to each red (front) rail drop. So if you have one track the second wire goes to the front rail, if two or more tracks, the second bulb wire goes to all of the red rail drops. Again it is best to use a screw wire block to hook up wires. No red track drop should be wired direct to main buss, only to light bulb second wires. For track rail drops, we use 20-24 gauge stranded black and red wires.

If you wired your rails correctly, and supply model train power to your rails and short across the rails with something metal, the light bulb will light up indicating the short.

For layouts or a set of modules or normal bench work, you should wire in sections using a light bulb if not using a electronic circuit breaker in each section to red rails.



# Arnie's Model Trains

www.ArniesModelTrains.com

6452 Industry Way  
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- Get on 405 South
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- Turn Right on Edwards Street (first major light)
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**Tinplate at the Great Train Show**

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