

THE ORDER BOARD

THE NEWSLETTER FOR THE CAJON DIVISION

VOLUME 49 NO. 1

MARCH, 2021



From The Director

Richard Hock
Cajon Division Director



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Time Table

Cajon Spring Event

April 17, 2021

Orange Blossom Special

Sept 9-11, 2021

A Few More Words From Cajon Picasso

If you read my article in the PSR Dispatch, I talked about model railroading as an art form. I am passionate about that and want to encourage you to look at your railroad as art, whatever form that it takes on. Art is a skill or activity that is acquired by experiences, a study or observations that create a visual and/or an audio representation. It is an expression. And yes, the beauty of it is that our artist interpretation of our railroads has a function.

Pablo Picasso is one of the most noted artists of the last century for his interpretation and innovation of a visual experience. He has been quoted to say that "Every child is an artist. The problem is how to remain an artist once we grow up." We grown ups have model railroading!

I started with a kit build. Then a kitbash. Then a scratch build. It is a progression and does not happen just overnight. I think that I enjoy the kitbash the most, and then add a little scratch building to finish off the thought or feeling I want to convey from a model. Inserting the model into the layout, I ask myself, how does that look? Does it say what I want to say? Here is the part when you have that opportunity to be over critical of your work. Don't! We ourselves are our worst critic. Some weathering and scenery can hide some of the model ills as I call them and support the scene. You will know instinctively when enough detail is enough. Because, beauty is in the eye of the beholder.

Being a modular model railroader, I model by what is called selective compression. I do not have the advantage of a garage or spare room for a layout. Therefore, I do not have the space for a full-blown model of a completely prototypical industry. However, I build in selective elements of that industry to give it the feeling of the industry.

What's my point? For some of you, it is just to get started. Stick your toe into the water. At the PSR convention this September, we will host a structure kit build clinic. Let's do some kit building! For others of you, it may just be the process of stepping out and put that first model in the showroom for judging or for a "show-and-tell" presentation. This coming April on the 17th, the Cajon Division will host another social distanced activity with a meet at Buena Park. Bring a model!

Hey everyone, start your engines, get into the driver's seat... and let's do some model creating and building! See you in Buena Park!

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“ From the Brass Hat“

by Joel Morse Superintendent



It's the beginning of March and spring, along with change, is in the air. It finally looks like we've made it to the top of the grade on this terrible trip we've all been on, and that we are getting a look at that downhill grade leading to normalcy. But, like the words to the "Wreck of Old 97", we need to avoid going down the hill at 90 miles an hour, jumping the tracks and getting scalded by the steam. We need to stay on track by taking this downhill part of the trip safely.

With this firmly in mind, I want to bring your attention to the two upcoming events being hosted by the Cajon Division in 2021:

Coming up on Saturday, April 17, is the Cajon Division Spring Meet in Buena Park. The event will be held primarily outdoors in the church courtyard, with COVID precautions in place; meaning masks will be mandatory and social distancing required. We had a great event in October and we have expanded the schedule from 8 am to 4pm and are arranging for a boxed sandwich lunch. The expanded schedule will give us the time needed for the membership to sell and buy at the swap meet, enter your models for judging, show off your models and tell us about them, try for some Hobo Auction treasures, and sit down in small groups to talk about your particular model railroad interests.

This last item will be an in-person version of our recently introduced Cajon Connect On-line Special Interest Group gatherings. The first Cajon Connect is scheduled for March 12, with electronics and DCC as the subject matter for discussion. Over the next few months, additional groups will be formed to give you the opportunity to "connect" with other Cajon members about subjects that interest you, such as operations, scratchbuilding, scenery techniques, and others. Where these conversations go will be up to the participants.

At Buena Park, you will have the opportunity to sit down with a group of Cajon members who are interested in the same subjects as you are, and discuss them for an hour. It's not a lecture or a clinic; it's a conversation between modelers intended to allow for the sharing of common interests and sharing of information, lessons learned. Many people like to watch YouTube to learn things, and that's great, you can find almost anything there. But for me, I seem to always have a few questions that weren't covered in the video – like "why did you do it that way instead of (fill in the blank)". So, I'm looking forward to sitting in on an Operations Connect group at Buena Park, sharing and learning with my fellow members interested in operations. Hope to see you there!

The really big news is the Cajon Division hosted *Orange Blossom Special* Regional Convention coming up in September! We anticipate that this will be the first model railroad event to take place in 2021, and the Convention Committee is working hard to make it a special one. There is too much great stuff planned to talk about it all here, but we will have clinics, contests, a prototype tour, layouts to visit and layouts to operate on!

Check out the great website: <https://www.psrconvention.org/OrangeBlossomSpecial2021/> and register for the convention today! Don't forget to book a hotel room at the Hilton, so you won't miss a minute of the convention!

As always, I look forward to hearing from you and can be reached at: superintendent@cajondivision.org

Cajon

Division- NMRA

Saturday

April 17, 2021



Spring - 2021

7:30 AM

COVID SENSITIVE MEET

Activities will be outside under cover or in large rooms

with social distancing!

*******Masks and Social Distancing Required*******

Schedule

Registration Opens: 7:30 am

Swap Meet Setup: 7:30 am

Contest Room Open: 8:00 am to 9:30 am

Swap Meet: 8:00 am to 11:00 am

Hobo Auction: 11:00 am to 3:00 pm

Lunch Break 12:00—1:00 pm (Box Lunch Available)

Modelers - Show & Tell: 1:00 pm to 1:45 pm

Cajon Connect—Special Interest Discussion Groups—2:00 to 3:00 pm

General Membership Meeting and Awards Ceremony: 3:00—4:00 pm

TARIFF

Event Registration

- NMRA Member: \$10.00— Includes a Raffle Ticket
- Non-Members: \$10.00
- 18 and Under *with Adult or Spouse*: FREE
- Subway Sandwich Box Lunch—\$10.00
- ◇ Sandwich, Chips, Cookie, Drink

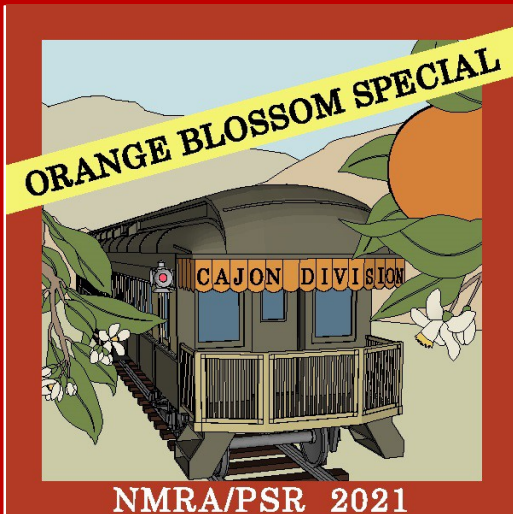
Registration Tariff includes:

- ◆ You get up to 18 feet of Swap meet Space
- ◇ BRING YOUR OWN TABLES, CHAIR, POPUP

MODELS: Bring a model for contest, AP judging or Show & Tell and receive 1 (one) sheet of Hobo Auction Tickets!

**Messiah Lutheran Church
Parking Lot and Courtyard
6625 Dale St, Buena Park**

**Near the 5 and 91
Free parking**



National Model Railroad Association

Pacific Southwest Region

2021

MODEL RAILROAD CONVENTION

September 9—11

Hilton Irvine/Orange County Airport Hotel
Irvine, California



“Orange Blossom Special”

Railroad Modeling Clinics

Private Layout Tours

Ops Sessions

Prototype Tours

Hobo Breakfast

Non-Rail Activities & Tours

Model Railroad/Railroadiana Swap Meet

Railroad Model Contest Room

Model Railroad Auction

Welcome Reception

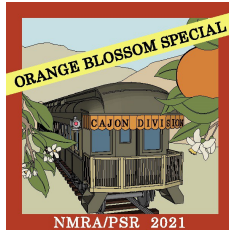
Awards Banquet

Hotel Reservations: You can now reserve your room on-line by going to the convention website and clicking on the ‘Hotel’ link. The convention rate rooms at the Hilton are guaranteed to fill up, and you don’t want to miss out on the discount, or worse, be trying to find a last-minute hotel deal. Hilton Reservations: 949-833-9999 – Group Name: 2021 PSR Convention / Group Code: PSRC

Convention Tours: Convention staff is working on securing both rail and non-rail tours. Look for updates at www.psrconvention.org

Convention Goodies: Don’t forget to check out the Company Store, where you will find shirts, pins, as well as our special run model railroad cars.

Registration: The cost for registration is \$125 and includes the banquet. You can register on line at our website psrconvention.org. If for some reason you have to cancel, we will refund your registration minus the \$10 transaction fee up until August 8, 2021.



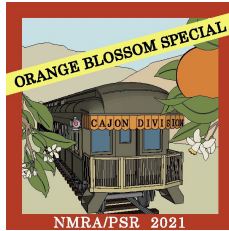
ORANGE BLOSSOM SPECIAL ANNOUNCEMENTS Page 1

Breaking News, Sadly, I have just been informed that the Pacific Coast Division "Sugar Pine Centennial Convention has been **CANCELLED**, the restrictions just would not let them continue. They are planning to hold a virtual convention however more details to follow. If you signed up for their convention, they are offering a refund, however if you can I would encourage that you donate your registration fee to them to help offset the costs they have already incurred, as they have already spent a lot of up front money that they will not get back. I would also like to encourage any of their members to attend our Orange Blossom Special this next September as it appears, we will be the only Regional Convention on the West coast in 2021.

Hard to believe just a little over a year ago we were all looking forward to attending trains show, swap meets, train conventions, train club meeting, etc. and within the flash of an eye they were all canceled. The good news is thing are starting to open up as restrictions are being lifted. Unfortunately, some of the large convention like the NMRA National Convention planed for July in Santa Clara, and several of the western Regional Conventions have already canceled. The Orange Blossom Special Convention is scheduled for September 8th to 11th this year and that is 7 months away, so we feel confident restrictions well be lifted by then and our convention will take pace . Currently registration is higher than normal for this far out so that tells us members are looking for events to attend. That is great for the convention but could be bad news for you if you are planning to attend and have yet to register. Tours and extra fare clinics are filling up fast so if you have not already secured your place, I would suggest registering and signing up for your extra fare item soon or they may be gone. Additionally, the hotel room block is also filling up so if you want the discount rate you should book now.

Am I excited about attending this convention? You bet I am, I want to have some face-to-face conversations with fellow modeler, attend some clinics, and finally be able to get out of my house. There will be some excellent layouts to visit, Op's sessions to attend, and some new and exciting clinics to attend. And if you are like me, I build lots of models over the last 12 months this will be a great place to show them off so bring them to the show room. If you have not visited the convention website, please do so now at www.PSRConvention.org. There you will find everything about the events planned for the convention, extra fare items and tours you can purchase, and you can do this all online. After being locked in your homes for a year this will be a great chance for you to get out and just have some fun enjoying this great hobby Model Railroading. See you in September.

Carl Heimberger 2021 PSR Convention Chair



ORANGE BLOSSOM SPECIAL ANNOUNCEMENTS Page 2

Attention Orange County Home Layout Owners

The 2021 PSR/NMRA Regional Convention "Orange Blossom Special" committee is looking for layout owners who live in Orange County and are willing to show their layouts on our layout tours in September 2021. Any size or type layout indoors or garden, and any scale layout is fine, be it Z, N, HO/HOn3, O, On30, or G. Here is a chance for you to show off your modeling skills to likeminded modelers. It can be a layout in a spare bedroom, layout room, garage, or your back yard. In fact, they do not even need to be 100% finished but do need to be running. The days we will have layout tours are September 8th, 9th, 10th, and 11th 2021, from noon to 5 PM. You can pick the day or days you would like to be open. One of the highlights our convention is the opportunity for members to visit home layouts and we would love to have your layout on our tour. If you are interested in showing your layout at the 2021 PSR/NMRA Regional Convention "Orange Blossom Special" please contact our layout tour managers for more details. Paul Stoner or Scott Kahle at 2021layouts@psrconvention.org. because of the virus issues right now it would be helpful if you send them a few photos and a short description of your layout, telling the size, era, type of operating system, parking, and access. Visiting layouts is always one of the high lights of any model train convention so we would love to have your participation.

Carl Heimberger
2021 PSR Convention Chair

The Editor's Column

by Morrie Fleishman
Editor: Cajon Division



Welcome to the March issue of the Order Board the quarterly newsletter for the Cajon Division. As always we are looking for items to include. This is your chance to talk about what you are doing and to show off a little in this time of non-socialization. Not everyone can publish an article for Model Railroader. However, this publication is available for everyone and if needed I can help you organize your thoughts. So, please send me an email and pictures showing what you are working on and letting us know what on-line events you are aware of so that we could spread the word to others.

Thanks. Morrie Fleishman mefleishman@cox.net

Orange Blossom Special – Operating Layout Preview

Chris Jean's Santa Ana & Newport Railroad

Chris's 350 square foot HO scale Santa Ana & Newport Railroad (SA&N) is a proto-freelanced layout of the small regional railroad that served portions for Orange County, California from 1893 through 1957. The layout models a "what if" scenario that assumes the SA&N remained independent and operating with small second-hand steam locomotives provided by the AT&SF, at least through 1957. The railroad was originally built by the McFadden brothers in 1893 to transport lumber arriving by ship at McFadden Wharf (now Newport Pier) to a connection with the Atchison, Topeka and Santa Fe in Santa Ana, California. Over the years, the line expanded to serve other businesses around Orange County, eventually the connections with the Southern Pacific and Pacific Electric in Huntington Beach resulted in a large, looped track plan (yes, there is a prototype for everything) that has the railroad passing through Santa Ana, Stanton, Westminster, Huntington Beach, Costa Mesa, Tustin, West Orange, Anaheim, and back to Santa Ana. Traffic consists of sugar beets, processed sugar, oil, produce, pleasure boats, machinery, paint, fertilizer, chemicals, raw materials and finished goods.



Bob Calicchia's LA Junction





The Backshop

by: Gary Butts, MMR, AP Chairman



Well, how are things going with you? I am feeling much more optimistic at this point. Sandy and I have both just received our second dose of the Moderna vaccine and since most of our close friends are in the privileged (?) age bracket, they have also gone through the process or are about to. Sandy had no after-second-dose effects at all and I had a one degree fever (98.4 ° on the forehead) for four hours, twelve hours later.- absolutely no big deal. Of course, we will continue to wear our masks and stay socially distant when out among the public, but we are looking forward to being able to get together with some of our friends in a much more relaxed atmosphere. Get your vaccinations as soon as you can so that we can all get on with sharing our model train hobby the way we like.

Not a whole lot going on in the Cajon Achievement Program area. I have generated a new set of evaluation guidelines which are the same as the old NMRA ones except that I have added row and column designators (letters) to the matrices. At the last National Convention in Utah, Sandy and I volunteered to serve as contest evaluators and we were instructed to record the row and columns from each matrix before finding the score for each evaluated category. This was a good idea and an improvement in the scoring but there was no convenient way to record them. At the Cajon meet in Buena Park last October, we tried the technique again but, unfortunately, the matrices we were trying to use did not have rows and columns that corresponded directly with the judging guidelines which made it difficult to use. Taking the lead, I generated a set of AP forms having row and column designators and applied them directly to the NMRA HQ forms.

Coincidentally, Harold Helland, called for evaluation of a complete set of HO scale cars he had been working on in hopes of qualifying for the Rolling Stock Achievement Award. Harold, Carl Heimberger, Per Harwe and myself met at my business and proceeded to evaluate his eight cars using the row and column matrices and we were all very happy with the results. First- Harold did qualify for his award! This Award will be presented at either our April Cajon meet in Buena Park or our Convention in September. The rolling stock award requires that eight models be evaluated and that at least four of them must earn a Merit Award (88+ points) and that at least four of the cars must be scratch built (90% hand made components) and that at least one car must be a passenger car. Second- We evaluators generally agreed on the specific row and column designators within one or two and easily resolved the differences to reach a final intersecting score.

My hope is that the matrix row and column designators will more unify our model evaluations across the Divisions in our Region and the indications are that they will. The process of each evaluator independently scoring row and columns then resolving any differences between the category evaluator team before finding the final category score will be presented to the PSR Board of Directors at the next BOD meeting in March and I hope to have them ratified and included in our PSR Contest rules at that time.

Stay Safe, get vaccinated, and I hope to see you soon!

BUILDING A LAYOUT PHASE 1 & 2

BY Mike Allee

Phase 1, I use this term loosely because for me it incorporates a lot of things leading up to completing the bench work.

I began building my first layout in high school, before girls, sports, & cars replaced my interest. The family moved before a friend and I finished the scenery. Years passed and the second house my wife and I bought had a partial basement. There were a number of sketches, but it never got built as a divorce took place. During that time I joined a well established club and have been a member ever since. My job, teacher, and second wife with small house precluded a layout. I remained in the hobby building cars.

Retirement came and an interest in Saturday night car racing had become important. A couple of years later my wife passed and shortly thereafter I lost interest in racing. I received, in the mail, a signed offer for the house, well it just couldn't be refused. I put together a list of wants/needs and started looking for a new home. I wound up in the high desert with a home that has a 24'x 32' room. It was not a garage but built as part of the house for a museum collection of Indian artifacts that elementary school children visited. One of the wants was a separate building that would house a layout. I never even thought of a room large enough to house a layout. I know there are a lot of bigger private layouts but I felt this would be big enough. It is proving to be so.

A lot of things have happened in the hobby since I made those sketches for the partial basement. Flex track has replaced Tru-Scale or hand laid (for the purist). DCC not only changed how we control trains but how a layout is designed. Before DCC layouts required block control which limited how many trains could be operated let alone the ability to consist engines. To eliminate the boredom of running around in circles layouts twisted in and out with tunnels. I call them "guess where the trains show up next". Now we have walk around layouts and the simulation of actual train operations. I've become interested in operations. Not to mention how computers have changed the hobby.

Once I retired and took time away from racing I attended conferences and learned a lot in the clinics along with the many conversations. Bob Chaparro's layout tours were and are a great help as well as layouts during a convention. (It is a wonderful service he provides.)

Now I have this great room and I want to build a layout. Well, I learned by an attempt of the club I belong to in designing a replacement layout, and by visiting Layout Design Sig (LDS) activities at conventions that, I don't know enough to design the one layout this old man is going to build. (Saying that I recently had a conversation with a ninety plus year old friend who has decided to convert his guest house into a layout. Point, you're never too old.) I met a professional designer, Byron Henderson, saw some of his work. I hired him to design my layout. He of course wanted to know what kind of layout I wanted, the period of time, where it would be located geographically, and something he called "givens & druthers". After general sketches, preliminary drawings, and many emails he began. Several drawings later I received the final drawing #21. If you design your own get in touch with the LDS (NMRA) and ask them to evaluate your design or if you go to conventions go to the Sig room and have it evaluated. I think it will save you some time in the long run and you'll not have that unforeseen problem either.

The layout is 22'x26' three levels no helix (see photos). The lowest level is two staging yards, two storage yards, a reverse loop at each staging yard and a crossover, allowing for return or circle running. The middle, standard gauge scenic level at both ends descends to the lower level. Narrow gauge begins at one end of the middle level and ascends around the room to the top of the studs. I had five of the drawings blown up to one inch to the foot and hung them on the wall. The numbers represent elevations and curve radiuses.

Phase 2. Now it was up to me. The number one question is what materials to use in the benchwork construction. It could be out to metal tubing welded, aluminum tubing, "box design", L-girder, or commercially purchased. I had a friend, recently passed, who had never built anything other than train cars, structures, and DNA molecules. He went the commercial route, the layout covered several rooms in his third story home. He said it took him one weekend, by himself, to put the benchwork together. He had to buy the needed tools to complete the project.

I went with the L-girder, I'm a better carpenter than welder. Here in the high desert there aren't too many modelers and with COVID-19 I'm on my own. Read the books and watched the videos. Still a little apprehensive about getting started I asked a friend for suggestions. He said build it out of plywood and here's a list of sizes and amounts to rip the plywood into. Again by myself with a radial saw I calculate I ripped over seven hundred linear feet from 4'x8' 3/4" cabinet grade plywood and I've yet cut out a curve. You could use a circular saw and straight edge.

See photo. The stud wall is a bit much but it will support a three foot wide narrow gauge high point. I elected to leave the carpet and fortunately I cut away the carpet under the stud wall. That not only gave me a solid zero



point to work from but also identified the unevenness of the concrete floor. I wanted plenty of light, there are 21 dimmable fixtures. It's bright but not overbearing and you can see. They are arranged so there be no operator body shadows on the layout. Each fixture is 5 watts (lets hear it for LEDs). That's 105 watts total or one 100 watt incandescent light bulb. The electrician when he was through gave me a bad time about Edison reporting the high energy use to the police suggesting growing marijuana. When dim it's like twilight.

Now that I've constructed it and reconstructed it. Yes, it was the rulers fault. I'm learning just how important it was to have Byron design the layout. As an examples, there are hundred and nine turnouts and all but five of the switch machines are a straight shot from below. The return loop radius on the lower staging/storage level, are under two sweeping horseshoe curves. Their radius is smaller than the horseshoe curves above so risers can easily be placed.

Here us what I've learned and suggest for those of you that are thinking about building a layout to consider. How large of a layout you are contemplating. Do you have a work bench area, in my case I have 2'x4' rolling cart with two vises. (I'm a semi-tool junky.) You should have more than one battery drill otherwise you're going to be changing from drill bit to screw bit a lot. A power saw is essential. I have a power miter saw, battery circular saw, 110v circular saw and a battery reciprocating saw. But all of that's not necessary a 110v circular saw and a vise will work. I found that my battery circular saw just isn't satisfactory for any lengthy cuts. It works ok for a cross cut of a couple of inches but it doesn't turn fast enough. If you're using steel or aluminum a power miter saw would be nice otherwise it's a hacksaw or cutting wheel. You're probably going to have to shorten a piece you've all ready installed, so have a hand saw/hacksaw available. My reciprocating saw is a nice luxury. Other tools needed are; squares carpenter, there are several and combination, levels two foot is nice but a four or six foot are more accurate when longer distances are concerned. I use all three. I have two laser beams and neither proved satisfactory as attaching and weak beams were the problems. One on a tripod would be great. A large Tape measure is needed (I used 12', 25', & 50'). One that is wide with the built in curve iwill go a long distance straight out is very handy. Clamps are needed, the handle grip kind mostly, quicker. Screw type clamps are difficult to use when holding one board level and a loose leg you're attaching to. I had a couple of "quick-grip" and bought a few Harbor Freight (HF) design. The "quick-grip" have the release trigger in front of the handle with easy release using your index finger the HF have the trigger release behind the handle and release is with the thumb. You have to release your grip on the handle to release the HF resulting of the clamp slipping. I'm sure the HF were not as expensive but the frustration is worth paying a little more. I bought a pair of Irwin Quip-Grip 12" at Lowe's for \$32 & a pair of 6" for \$24 recently. I now have twelve handle clamps. I saw handle clamps at Rockler for a few dollars more and they were of heavier construction. The 6" would most likely be long enough.

Many screws are needed. I started with drywall screws with torque (star) drive they pull into the wood too deep sometimes. Although that was good when building the L-girders, no screw head above the board surface. I've gone to using pocket hole screws by Kreg. They have a square drive much better than Phillips with a flat contact surface rather than the bevel of the drywall screws. I originally bought them many years ago when I was building a couple of wall units in the house. Kreg has a system of jigs to drill into the side of a board (like the side of a drawer) and attach the drawer front. The screw head is buried in the drawer side and doesn't interfere with the draw movement. Rockler woodworking was the only place I could buy them but recently I bought the screws at Lowe's in their tool area. It looked as though they stocked the whole Kreg system. You don't have to buy the jig system just use the screws as you would any screw. The one thing with the jig system is you don't have to use a clit to attach a riser to sub-roadbed. If you're attaching to the wall studs I found construction grade screws (2½" & 3") with torque drive, flat contact surface and head by SPAX recently at Home Depot, they worked well. They'd work well attaching a one-by to a 2x4 or two 2x4s.



Originally I bought five ply cabinet grade (C or D not A or B) which worked ok. Then I watched a video, I think one of the NMRA videos in which a professional benchwork builder used seven ply better grade cabinet plywood and used pocket hole screws. When I built those wall cabinet units I used A or B grade plywood. I still have a couple of chopping boards I made that are absolutely flat as you would expect from seven plus of laminated wood. I bought five sheets of seven ply from Home Depot. Went to rip them the next day and the top sheet had bowed. I set it aside and ripped the next one. When I got to building the L-girders the ripped sections were bowed. I offset the flange and web six inches to easily attach one girder to another. One L-girder stands out. The six inches of flange at the one end bowed down at least half an inch (see photo). Home improvement/supply lumber is off my list. I did buy ¼" cork roll from a home improvement for yard roadbed. I may even try it for straight sections of track.

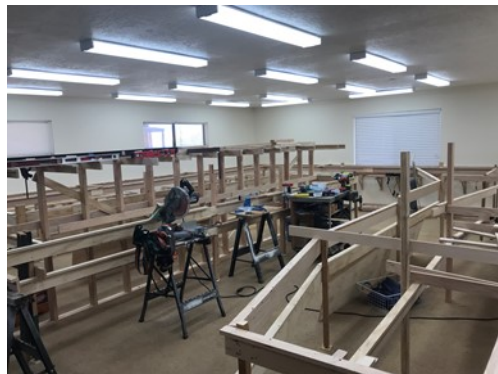


I needed more ply to make the curves. I searched internet and found the closest place was the "House of Plywood" in San Bernardino, which has been in business since 1950. After some discussion the owner, second generation, suggested Douglas Fur 3 ply. I've several curves from just a few inches in circumference to more that half a circle three inches wide. They are all flat.

The benchwork is done and now on to phase 3, sub-roadbed and track or maybe that's phase 3 & 4.

If you're getting ready to begin I hope you found this helpful. If you're just getting started ask away, like Hawkeye said, "if I don't know the answer I'll lie". At least I think he did. Use the internet, books, magazines and NMRA and then jump in. If you're an old hand at layouts and made it this far and would like to give a little advice please do.

<RMALLEE@MAC.COM> include in subject reference to article title otherwise if I don't recognize your name it could be a quick delete.



Support Your Local Hobby Store

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

Arnie's & Milepost Come in and shop around!

Arnie's & Milepost 38 HOURS:

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

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

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

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

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

6462 Industry Way, Westminster, CA 92683

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

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

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

Saturday - 10:00am to 5:00pm

Sunday - 12:00pm to 4:00 pm

Following us on;

www.railmasterhobbies.com

www.facebook.com/railmasterhobbies

Twitter - @RMHobbies

Restrictions to come into the store:

We follow official health guidelines

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

Jeff and Leticia Smith and Crew

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

Store Hours

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

Saturday - 9:00am to 5:00pm

Sunday - 11:00am to 3:00 pm

Closed Mondays

www.TheTrainCrossing.com

Authorized Lionel Repair Dealer

Restrictions to come into the store:

We follow official health guidelines John Amir