

# THE ORDER BOARD

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AUGUST, 2022



## What's Happening In the Cajon Division

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### Cajon Connection: **Scheduled for August 25 and September 29**

Zoom Meetings from 7 PM to 8:30 PM

Tentative Topics for discussion Include:

Scenery, Electronic Projects, Prototype Modeling, Layout Planning And Construction, Operations, etc.

**See Page 6 for further information**

### PSR Convention in San Diego: **Back On Track in 2022**

September 7 to 10

Clinics

Layout Tours

Operating Sessions

Prototype Tours

Contest Room

Swap Meet

Banquet

**See [psrconvention.org](https://psrconvention.org) and Page 4 for further Discussion**



### October 22— **Cajon Division Fall Meet** at Buena Park

Clinics

Cajon Connection—Live Discussions

Swap Meet

Contest Room

Hobo Auction

**See Page 5 for more information**

### **Summer of 2024—NMRA Convention in Long Beach**

Surfliner 2024 is coming to Southern California

**See Page 11 for more information**

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## From The Director

Harold Helland  
Cajon Division Director



I hope this issue of the Order Board finds you healthy, happy, and enjoying model railroading.

Have you joined the Cajon Connection yet? If not, you really should consider adding these informative sessions to your “to do” list. The Cajon Connection is held via Zoom the last Thursday every month and is divided into three sessions (breakout rooms) covering a variety of subjects. Cajon Connection breakout rooms have included Model Railroad Electronics, Layout Construction, Operations, Layout Planning, Planning Scenery as part of Layout Planning and Scenery construction. Everyone who attends the meetings has found them worthwhile and have learned something new at each meeting.

In addition to all the Cajon Division activities, the San Diego Division is all set for the PSR Convention “Back on Track 2022” to be held in San Diego this year from September 7 to 11. Prototype tours will include the Pasha Automobile Loading Facility, the BNSF Railroad Yard and the San Diego Trolley Yard. The Awards Banquet Speaker is “Shotgun” Tom Kelly who is a radio announcer and fellow model railroader. There is more about the 2022 PSR Convention “Back on Track 2022” in this edition of the Order Board. You can sign up for the convention at: [psrconvention.org/BackOnTrack2022](http://psrconvention.org/BackOnTrack2022).

The Cajon Fall Meet will be held in Buena Park on October 22, 2022. The Fall Meet will include a swap meet, several clinics, show room, lunch, membership meeting with awards, and the Hobo Auction. We would like to see more models in the show room. Models can be displayed in the show room for several reasons. You can provide a model that is one of your favorites for show and tell. You can enter a model for popular vote. Finally, you can enter a model for evaluation toward completion on an Achievement Certificate. Join in the fun and bring a model for the show room.

Have you heard that the Pacific Southwest Region is hosting the 2024 National Model Railroad Association Convention? SurfLiner 2024 will be held at the Long Beach Convention Center August 4 through August 11, 2024, with the base operation at the Westin Hotel. We will be needing numerous volunteers to make this successful. Please consider joining the SurfLiner Convention team and contributing to the success of the NMRA National Convention.



## “ *From the Brass Hat* “

by Joel Morse Superintendent



Unlike so many model railroaders I’ve met or read about, I never got a Lionel train under the Christmas Tree (or the Hanukah Bush for that matter). I got involved in the hobby as a teenager, when my father and I took up the N-scale model railroading together. I left the hobby after high school and didn’t get back into the hobby until I moved to California in 1983, when I sat down in a sales prospects living room and saw Model Railroader on the coffee table. “Hmm, I said to myself, I used to be into that.” I picked it up, leafed through the pictures and realized the passion was still there! Not long afterwards, I made my first trip (with many to follow) to Arnie’s Trains and the rest is history. Since I got back into model railroading all those years ago, I have always been building or working on a layout in my house or garage (I’ve never parked a car in my garage). But I never shared my passion for the hobby with anyone who wasn’t a fellow model railroader.

I don’t know about you, but it took me a long time to reveal my passion for model railroading to my business associates and other acquaintances. We all know that there is a bit of a preconception about those slightly odd adults who “play with trains” and frankly, I didn’t want to be painted with that brush. So, I kept it to myself, until one day, I simply realized that model railroading is an art form that I should be proud to be a reasonably accomplished practitioner of, and that I should be sharing this art form with all the people in my life. For the next 15 years after I had this epiphany, anytime I was at a marketing event or a party, I would ask whoever I was talking to what they did for fun (There’s apparently a lot of golfers and surfers around here). Of course, that gave me the opportunity to tell them about my passion for the world’s greatest hobby: model railroading and my favorite part of it, model railroad operations. And you know what? Almost without fail they would either tell me that their dad or Grandfather had/has trains, or they would ask lots of questions about the hobby.

Since Covid hit I haven’t been attending any live events, but I am attending a lot of meetings on Zoom or other platforms. And all of the platforms allow you to modify your background, so I took advantage of that to bring my modeling to the meetings with me. Rather than the stock South Sea beach scene with waving palm trees, I use layout photos as my meeting backdrop, and when I do, someone asks me what that background is. And so, I get to talk model railroading for a few minutes and introduce someone new to the hobby and my passion for it. There are always lots of questions.

The point of this column is to encourage you to share your passion for this hobby with your business associates and other friends and acquaintances – trust me, folks are interested in hearing about it. One of my favorite things to tell folks about are famous people who are model railroaders, like Rod Stewart, Frank Sinatra, Mel Torme, and Neil Young. Yesterday, and I believe this is the reason I chose this subject for this Brass Hat column, I found out that basketball legend Bill Russell was a model railroader too. Did you know that? Lots of interesting people, just like you, have a passion for model trains.

### **ANNOUNCEMENTS:**

The NMRA National Convention is coming to the PSR in 2024 and we need volunteers now to help get things going! Volunteering for the National Convention will generate a lot of points towards the Achievement Program “Volunteer Certificate of Achievement”. Contact PSR President Pat Raymer at [president@psrnmra.org](mailto:president@psrnmra.org).

The San Diego Division PSR Regional Convention “Back on Track” September 8-11

Save the Dates:

Cajon Division Buena Park Event is scheduled for Saturday, October 22

Cajon Division Nevada Event is scheduled for Saturday, November 19

## Back on Track in 2022



Are you registered for the Pacific Southwest Region Model Railroad Convention? If not, you really should consider enjoying the convention activities in September. This year the PSR Convention, Back On Track 2022, will be held at the Four Points Sheraton, 8110 Aero Drive, San Diego, CA 92123. The convention will start with a super reception at the San Diego Model Railroad Museum in Balboa Park on Wednesday, September 7. The museum houses six model railroads: two HO scale layouts, one O scale layout, one N scale layout, one G scale layout and one “toy trains” O scale layout. During the convention, there will be an operating session on the San Diego & Arizona Eastern model railroad at the museum.

Are you interested in learning something? There will be numerous clinics covering a wide range of topics. Special effects with Arduinos, powering your trains with batteries, structure storefronts, structure interiors, animating scenes, JMRI, freight loads, and of course weathering are just a few of the clinics that will be presented during the convention.

Prototype tours are also available for full size railroad experience. The featured tour is an Old Town Trolley ride to the Pasha automobile loading facility. Other tours include the San Diego Trolley maintenance facility, the Pacific Southwest Railway Museum in Campo, and the Poway Midland Railroad in Poway.

Another great attraction for the convention are the over 20 model railroad home layouts that will be open for visitation. Several of the home layouts will also be open for operating sessions.

Some of the layout tour highlights include:

Chuck Molnar’s Rio Grand Southern which is a 50 ft X 15 ft HOn3 layout modeling southern Colorado

Steve Bradley’s SP Mina Subdivision is an HOn3 covering southwest Nevada and eastern California

Wayne Pierce’s Minieton Railroad is an On30 freelance layout

Dick Trotter’s Coyote Pass & Northern Railroad is an HO freelance layout

Dick Robert’s Nevada County Railroad is an HO layout that includes an elevator to move trains from one level to another

Joe Shank’s Rio Grande Southern is an Sn3 layout depicting the highlights of the RGS

North County Model Railroad Society is a 25 ft X 65 ft HO layout that recreates rail between San Diego and Colton.

Are you looking for some new rolling stock or structures? The convention also can help with your search. There is a Hobo Auction and a Swap Meet to provide potential additions to your model railroad collection.

I also encourage all of you to bring your favorite models to the Contest Room. Models can be entered for popular vote, Achievement Program evaluation, or to just display for other modelers to view. Your models can inspire other modelers to add details or build similar models for their layouts. Many models are brought to the Contest Room for show and tell. I can assure you that not every model in the Contest Room will be there for Achievement Program evaluation. Therefore, bring your favorite model for the Contest Room and let everyone see what you are building.

The Awards Banquet Speaker is “Shotgun” Tom Kelly, a famous radio announcer and TV personality. Tom is a member of the San Diego Model Railroad Association and the NMRA. He has won two Emmys and has a star on the Hollywood Walk of Fame.

There is also plenty of activities for non-rail registrants including tours lunches and clinic activities. San Diego offers beautiful beaches, Sea World, Legoland, Balboa Park, San Diego Zoo, and the San Diego Zoo Safari Park. Sign up today at the convention website: [psrconvention.org/BackonTrack2022](http://psrconvention.org/BackonTrack2022).

Harold Helland Director, PSR Cajon Division



# **Cajon Division Fall Meet**

**Save the Date October 22, 2022**

**At**

**Messiah Lutheran Church  
6625 Dale St. Buena Park**

**Swap Meet**

**Contest Show Room**

**Clinics**

**Lunch**

**Cajon Connection**

**Membership Meeting and**

**Awards**

**Hobo Auction**



**Cajon Division Backshop**  
**By: Gary Butts, MMR**  
**Achievement Program Chair, Cajon Division**



I hope this summer finds you winding up and putting the last details and weathering on your models in preparation for the Celebration of Models room at our PSR Convention in September. For many of us in Southern California, at least those of us nearer to the coast, these constantly cloudy and somewhat cold mornings have provided an opportunity to put some time in on our model and layout building projects until the Sun comes out later in the day.

Remember that the model room at this Convention is primarily for the display and appreciation of all of the modeling that our members have been working on. It is always an inspiration to see what our fellow modelers have come up with and the techniques they have employed to achieve their modeling goals. Bring your latest project to the Convention so we can all have a chance to find out what you have been up to and maybe get some pointers from your model to help with our modeling. No paperwork is required to display your models. Of course, for those of you interested in progressing through the Achievement Program, there will be model evaluations and a model contest at the Convention.

To help with those not sure just how to prepare the small amount of paperwork associated with the AP, there will be experienced AP modelers available in the Celebration room during the early part of the model submission period to offer suggestions and answer any paperwork questions you might have in the preparation of the submission paperwork. This is typically a single page for most models so don't let the paper part of the submission stop you from entering a model for evaluation.

Jim Phillips contacted us regarding a Golden Spike evaluation on his layout last month. Steve Cole and I arranged to visit Jim's great layout and the evaluation was totally successful. Jim has several scratch-built cars of exceptional quality and his structures and layout easily qualified him for the Golden Spike certificate and award. Congratulations, Jim! While we were there, we took the time to do cursory evaluations of his layout toward the AP Electrical and Civil Engineering and Scenery requirements and found that with just a little more modeling fun, he will qualify for these awards as well. I look forward to a return trip to see these AP's earned.

If you haven't done so in a while, take another look at the AP requirements for the Golden Spike award as Jim did and give me a shout if you think you are close. It does not require a large layout to earn the award (it can be earned with modules) and we will come to your location for the evaluation and the Golden Spike trophy will look pretty neat above your layout or on your display shelf.

See you in September.

## **Cajon Connection Notes**

Cajon Connection is a monthly Zoom Program which allows members to discuss questions, problems, etc. on three different topics with the host and other model railroaders. Information is mailed out to all and reservations are required to receive the Zoom information. The best way to get the most out of the discussions is to bring your problems to the discussion. There is a lot experienced model railroaders in Cajon who are willing to give you the benefit of their experience, Cajon Connections was created to allow and encourage this interchange. Sessions are held on the last Thursday night of the month. So, look for the emails announcing the topics and a link to register.

## Notes from the Chief Clerk—Gary Stenberg



Greetings all!

I took a little time off from Model Railroading and Cajon Division responsibilities and took a trip. My wife and I have been anticipating going to Europe and specifically Oberammergau, Germany, so we did! My adult daughter, Erin, has always said that we never took a vacation that didn't include trains. But this was to be a guided bus tour. Well Erin was right after all. We had free time in Berlin and rode streetcars, intercity fast trains and the subway to get to "destinations" during our free time.

Everywhere we went on the tour, we seemed to find streetcars and other rail oriented public transportation. While driving through the countryside in the Czech Republic, I could swear to have seen a work train pulled by a steam locomotive! It looked like the work train was busy replacing catenary wire. There seemed to be an international priority for electrified public rail transportation.

Since fossil fuels can't last forever, it might be a good idea for us to support public rail transportation here at home. At the very least....MORE trains to ride!!!

The Pacific Southwest Region convention in San Diego is just around the corner. San Diego has streetcars! Don't miss out.

That's it for this time. Have a great time model railroading. Do enter a model in the "Celebration of Models." Join in and have some fun!

High Green!

PAX

Gary Stenberg, Chief Clerk

Cajon Division, Pacific Southwest Region, National Model Railroad Association

## The Editor's Column

by Morrie Fleishman Editor: Cajon Division



Welcome to the August issue of the Order Board, the newsletter for the Cajon Division which is issued every other month. This month we have made some major changes to the Order Board by putting the upcoming activities information at the beginning in order to make it easier for members to plan attending future Model Railroading events. Any comments and suggestions about the changes would be greatly appreciated and can be sent to me at;

[editor@cajondivision.org](mailto:editor@cajondivision.org)

We would like to see what you have been working on. Here is your chance to talk about what you are doing and to show us your accomplishments. While not everyone can write an article for Model Railroader, this publication is available for everyone to report on what they have been doing. If you need help in putting an article together please contact me and we will get it done together.

Thanks. Morrie Fleishman [editor@cajondivision.org](mailto:editor@cajondivision.org)

## Social Media Chair Position is Open

The Cajon Division is looking for a person to fill the Social Media Chair position for the Division. This position involves managing and posting to the Cajon Facebook page and group, managing our email communications with our members via MailChimp, managing our future YouTube presence, and running other web-based activities such as event registration and Zoom meetings. If interested please contact Joel Morse at:

# Cajon Membership Report

by Per Harwe, Membership Chairman

The membership numbers for the second quarter of 2022 are in. We can tell that a small increase from the first quarter is still here. We have a total of 289 members as of June 30<sup>th</sup>. Please join me in welcoming the following new members for the second quarter of 2022:

Phil Dearing, Ontario, CA

Lawrence Henderson, Alta Loma, CA

Dennis Hill, Las Vegas, NV

Clifton Hupy, North Las Vegas, NV

Benjamin Jones, Costa Mesa, CA

Tony Ritzman, Ontario, CA

Burke Schmollinger, Redlands, CA

## Challenge to All Modelers

By Mike Allee Cajon/PSR Contest Chairman

If you've been to either of the last two Cajon meets at the Lutheran church and visited the Celebration Room (NMRA's term for the contest room as an effort to get rid of the stigma of competition) you've seen me. I'm the guy with the white mustache, known as the contest chairman.

I'm writing to the membership because the PSR is having a great convention in September down San Diego way. There are clinics, layout tours, op session, prototype tours not to mention swap meet, hobo auction, banquet, modular layouts, and model displays. I say display because it is more than a room for modelers work to be evaluated it also has models that modelers would rather not have evaluated but would just like to show off their creations.

We work at our hobby work table be it the kitchen table, the dinning room table, or a real set aside work bench. For years my work benches were drawers. The first one was the bottom drawer of a dresser. I took the back off and reinstalled it with a piano hinge and desk hinges on the side. I'd pull the drawer out and set it on the dinner table to work. Didn't have to worry about handling the model to store, it stored in the drawer when I put the work station away. Before my 2'x4' work bench/desk that I now have, I build a wall unit with sliding book shelves and drawers. One of the drawers had a hinged front that dropped down. It pulled out like a regular drawer so I could sit close with my legs under the drawer and work on a model. I just had to push the drawer in and lift the front, out of harms way.

You now know a little about me and I'd like to know a little about you and so would your fellow modelers. Bring a model to display. It doesn't have to be scratch built or kit bashed. It doesn't need to be weathered or have lots of detail parts. If you've built it to go on your layout or a future layout fellow modelers are going to see it so why not give them an early peek. It doesn't even have to be finished. If you have a Cornerstone model you've done, bring it. If you've done a laser kit and it's not finished, bring it. If you've modified a model, bring it. I don't know how many pictures I have of the Cornerstone Red Wing Flour Mill, every one of them an interesting creation. Let's see your creation.

That Athearn passenger car you added lights and interior detail needs to be seen. What, no one will be able to see the detail because it won't be lit. If you've got a 12 volt battery tool take the battery out and attach wires to the battery terminals by wrapping tape them, add a couple of alligator clamps to the track the car is sitting on and voila the car is lighted. The same idea works with a lighted building. No extension cords, please. I don't want to have to call paramedics to take a modeler to the hospital to put a cast on a broken leg or replace a hip

Have you got an unfinished model that's been hopefully in a box and not collecting weather dust sitting just waiting or its time to be finished. Maybe it was beyond your skill level at the time but time has passed and your skills have gotten better. It's time to show what you can now do. OK, it's a Roundhouse three truck shay still in the box and you have the Northwest drive system. Well, what are you waiting for. You know how many of us would be envious that you had the guts and we don't. Even if you didn't finish it we'd be envious.

Look forward to seeing and your model(s) at "Back on Track in 2022" PSR convention San Diego Sept. 7-11th and if not there at the Cajon meet on October 22nd.



## BEGINNING TOOL SET

By Mike Allee PSR Contest Chairman

This article is the result two incidents; the first was when a member of my modular club asked for help because a coupler fell out of a coupler box, the second was when a boy and his father attended a club meeting. In the former case the club had a module layout setup in the lobby of President Nixon's Library and Museum during the Christmas holidays. Fortunately I hadn't brought my toolbox with me otherwise the idea of writing this article would never have happened. I asked if he had a toolbox, his response was yes it was out in the car. The toolbox was a standard little box with a missing tray and a few tools in the bottom. The tools it contained were a mechanics needle nose pliers, a pair of shears, and two #2 Phillips screwdrivers, one long and one short. Not much to work with. In the later case they were there thinking about joining the club. The boy brought a diesel engine and wanting some help fixing it. One of the drive shafts had come out of a socket. On the way home I thought about writing this article: "What makes a beginners or beginning tool set?"

In the first case, the club member had installed Kadee #5 couplers. Upon inspection, the aligning spring was out of shape and the threads for the cover were stripped. Without my toolbox with the needed supplies and tools there was no way a satisfactory repair could be made. So, I told him a couple of ways to make the repair. During the discussion that took place as the situation was assessed he mentioned he'd been in the hobby for eight years.

During my lengthy drive home I thought about his situation and how many people are in the hobby who buy equipment, run the equipment and then don't know how to do repairs or advance their modeling abilities. I thought of others in the club that could be in the same situation and how many other train modelers out there in similar circumstances. I asked myself, what could I do to help my fellow railroad enthusiasts? The following is the beginning of that answer and hopefully those that need this answer will read on.

Having the proper tools is a place to begin. I suppose many of us didn't have the opportunity to work with tools as a kid or young adult. So it's not only knowing what tools to have but how to use those tools. The first tool needed isn't a tool at all but a person. Unfortunately a characteristic of many of us in the hobby is being a loner (closet modeler) or a little shy and not willing to ask for help. That works against those trying to advance their abilities in the hobby. To overcome this one needs to participate in activities that involve fellow modelers. From those interactions one will meet people that know how to use the tools and are willing to show you how to use the tools and carry out tasks. They'll be pleased/proud that they were asked. Where are these activities? One option is join a club or historical society. Another is to join the National Model Railroad Association (NMRA). The NMRA is broken down into regions and then divisions. One is in a division. This article is in the *Order Board*, the newsletter of the Cajon Division. The division holds conferences of one type or another where contacts can be made. Many of these conferences have clinics to show how to do things and some are hands on. The region and the national hold annual conventions where all sort of activities take place and present the opportunity to learn as well as to meet fellow modelers. The NMRA, on their website, offers videos to members on how to do things and of course there is *You Tube*.

Finally the tools, there's no one answer to this list and there is no end to what tools you'd need/desire in the future. One person's list will be different from another's but there are some basics. Let's assume one enters the hobby with the purchase of a train set for self or sibling. There will come a time when a repair to something in the set is inevitable. As with the young man's drive shaft screw drivers, flat blade and Phillips are needed which are smaller than the typical household size. The next step needed is the knowledge of how to remove the shell from the frame, that's where the friend would come in or *You Tube*. Pliers are essential tools. There are many designs for specific jobs. There are needle nose, bent nose, & diagonal cutter pliers just to start. Again, pliers for modelers are smaller than the size we generally think of. Tweezers (forceps) are like pliers and there are lots of designs. For starters they can be narrow pointed straight, and have curved smooth and serrated contact surfaces. (Most people prefer the straight but I prefer the curved.) Screw and nut holder have several variations. I prefer the five prong style. If you're not sure of the size of tools I'm suggesting take a stroll through the bead section of a craft store.

One thing to know is that "ready to run" purchases are not ready to run. Cars don't roll as easily as they should out of the box. I have a sheet of plate glass covering my work area 2'x4'. You'd think the glass would be perfectly flat, it's not.

You can't see the irregularities but they are there. I place a truck at a location I know of that has a very slight dip, if it doesn't start self rolling it needs to be tuned. This means cleaning the truck journals and the ends of metal axles. (Most plastic axles can and do warp.) To accomplish these tasks requires additional tools. The holes in the truck that accept the ends of the axles represent the bearings or journals that the axle rotates in. There can be and more often than not there is flashing around the opening left from the mold as the truck was cast. This needs to be removed. A hobby knife might work if it was scraped around the edge opening. In HO scale the tool is called a Truck Turner, I consider it a journal cleaner. As one turns the tool one can feel the small pieces being shaved off and see what's removed on the cutting edge of the tool. I don't know if there is anything like it in other scales.

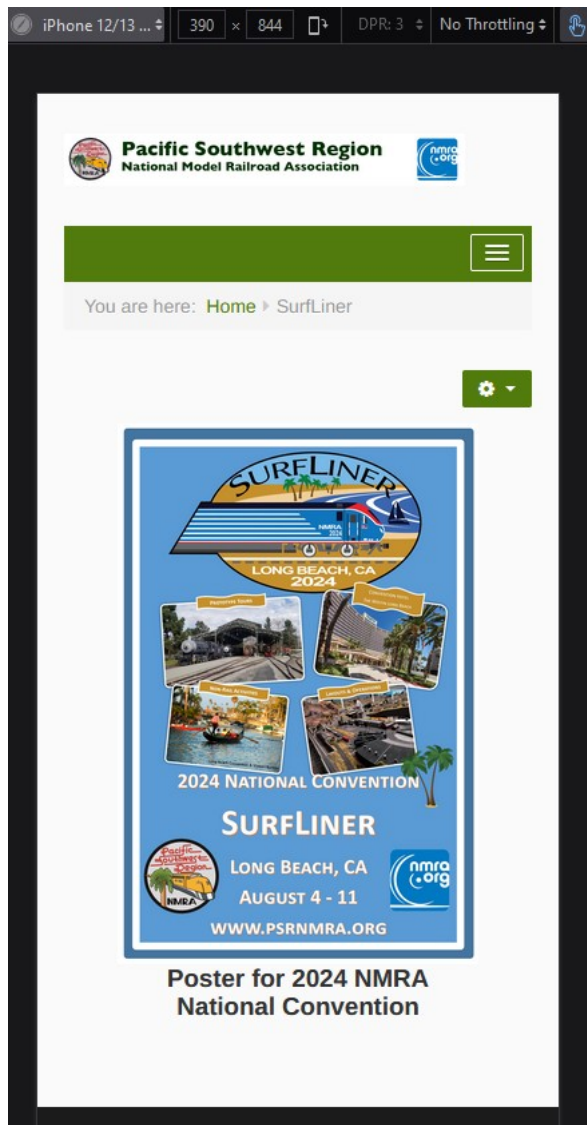
If you've ever cut a piece of wood you probably have experienced just before the saw reaches the end of the board the hanging piece breaks off. There's a little broken piece from the portion left behind. In the metal world this is called a burr. As the axle is cut off on a lathe the weight breaks the axle off and a burr results. Can't be seen by the naked eye, can be felt with a fingernail. To remove the burr that is sure to be at the end of the axle, use a flat mini or possibly micro file (Swiss pattern). With a mini flat file it can be felt as one draws across the point at an angle. (The La Mesa Model Railroad Club has a great video on tuning truck, there's a short and long version. You maybe able to locate it on You Tube.)

In my opinion the only coupler to use is a Kadee. Installing Kadee couplers is easy. In most instances the cover plate should be attached to the coupler box with a screw. Couplers do break and if the cover of the coupler box is glued on, the task of replacing becomes more difficult. For most of these applications (HO) there is a tool available from A-Line (a drill guide, drill, and tape with a few screws). Drill and tape to install a 2-56" screw to attach the cover. It's original purpose was to attach the metal snap-on plates used by Athearn but it works well for other manufactures, too. Some of us would use a pen vise to attach the drill and drill the hole. I have a small drill chuck with a ¼" hex drive shaft that fits into a battery screwdriver to carry out this procedure.

Others in the hobby would mention the following tools as beginning to start with: hobby knives, there are three handle sizes, to start most modelers use the smaller size with #10 or #11 blades. (My grandfather gave me all three in a nice wood box when I was eight or nine to carve printing blocks. I use them today.) Single edge razor blades are just the tool sometimes. Some modelers use a scalpel from the medical work as their cutting tool. The blade is very sharp but brittle, no prying. You should have a small brass head hammer and punch and a set of files which should include Swiss pattern needle files both mini and micro-size. Finally you need a Pen vise with a micro (number) drill bit set (80 to 61, 60 to 41) consider 1/64"-3/8" drills, also.

This is a reasonable list of the basic tools one needs to repair and upgrade your fleet or starter set. From this list the additional tools selected depends on your modeling interest. Where to get these tools? Ask that person one has come to respect for their knowledge and advise. Also, when you see someone working on something pay attention to the tools they are using, ask them why they chose that tool. Hobby stores, craft stores, train shows, hobby shows and internet are places to start your tool collection. Believe it or not some tools come from the cosmetic section of a drug store. If you've been in the hobby any length of time it would be hard to not have heard of Micro-Mark, an internet supplier of hobby tools. But not the only source nor the least expensive. Least expensive does not mean cheap made tools. Buy quality you'll not regret having a quality tool.

Electrical problems are common and wiring problems are common for those who build layouts. An essential tool is a soldering tool. Some still call them soldering irons but today's tool is a far cry from an iron. A soldering gun has its place but not practical in a lot of situations. A "solder pencil" is the first choice. Along with the "solder pencil" you'll need to learn about solder, solder flux and the care of the solderer. Solder comes with flux in it but I prefer a liquid solder and some times a paste. There are many kinds of liquid solders but don't use acid based solder when working on electrical stuff. Rather than me going into a lengthy explanation turn to the internet. I've bought solderers over the years and only recently come across the one I would have liked to have had a long time ago. It's smaller than most and rather than have an adjustable temperature control off-to-one side it is built into the pencil. You'd think it would be expensive, costing several ten dollar bills. It was eleven plus dollars from Amazon, Came with several different tips and some solder. Last, in the NMRA magazine there is a column by Jack Hamilton called the *Tool Car* discussing a tool or tools each month. A good place to get suggestions.



***The National NMRA Convention is coming to Long Beach in the summer of 2024***

The last National Convention in Southern California was in 2008.

The Website for the 2024 Convention is; <https://www.psrnmra.org/surfliner>

Putting on a National Convention takes a lot of time and volunteers.

In addition, we need to have layouts available for the layout tours,

people to give clinics, individual layouts available for Operating sessions, etc.

Those interested in helping should contact Convention Chairman Pat Raymer at [president@psrnmra.org](mailto:president@psrnmra.org)

## On Operations #6: Train Management - Scheduling by Joel Morse

As I have discussed in previous articles on operations, the phrase “operating a model railroad” means moving the rolling stock (and the goods/people in them) across the layout in a *purposeful manner*. There are two components to the phrase “purposeful manner”: one is the rationale for, and the method of, controlling the movement of *individual cars* on the layout (*Traffic Management Methodology*), which was the subject of my article that appeared in the June, 2022 issue of the Order Board. In that article I focused on determining why individual cars go and managing the movement with Car Cards and Waybills (CCWB) as a *Traffic Management Methodology*.

The second component of operating a model railroad is the *Train Management Methodology*, which covers both the

A CLEARANCE FORM A A	
To C & E .....	at .....
I have ..... orders for your train.	
Orders {	No. .... No. .... No. .... No. ....
	No. .... No. .... No. .... No. ....
have been delivered and there are no further orders for your train, and ..... messages.	
This form is authority to pass stop-indication.	
Block is <input type="checkbox"/> clear <input type="checkbox"/> occupied	Operator .....
Manifold copies will be made for each Conductor, Engineman and Operator, the latter retaining a copy.	
FORM 19	FORM 19
New York, Ontario and Western Railway	
Joel Morse, Trustee	
TRAIN SYMBOL	DATE
TRAIN NAME	ND-2
TO: DELHI	From: NORWICH
SOUTH VIA WALTON	
Name: Delhi Coal Run	ORIGINATES: NORWICH YARD (STAGING)
ENGINE #:	CLASS:
ADDRESS:	TYPE: NW-2 Set
GARAGE #:	MAX TONNAGE: 7 Cars
INSTRUCTIONS	
Run from NORWICH Staging to Delhi via Walton with empty hoppers. Work Delhi Coal Co. Pick up loaded hoppers for NORWICH/SIDNEY/D&H ONLY. Return to Norwich as DN-1	
USE NORTH LEG OF WALTON "Y" TO REACH DELHI	
EMPTY HOPPERS FOR DELHI COAL MAY BE ADDED AT WALTON IF CAPACITY IS AVAILABLE ALERT WALTON YM IF YOU HAVE CAPACITY	
SET OUT EMPTIES AT DELHI COAL. PICK UP LOADS FOR SIDNEY/D&H/NORWICH ONLY	
IF APPROPRIATE - MOVE LOADED HOPPER TO DEAN AND BRAMLEY	
RETURN TO NORWICH YARD AS DN-1 SEE DISPATCHER FOR NEW FORM 19	
In Yards and Sidings with Multiple Tracks, Track ONE is adjacent to the Aisle.	
CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER.	
Made	Operator

scheduling of “trains” and the movement of individual “trains” (as opposed to individual cars) around the layout. It is important to recognize the distinction between how trains are scheduled to appear on a model railroad and how the trains are controlled once they are on the railroad. Before we get into a discussion of Train Management options, let’s agree on the definition of a “train” as “any *properly authorized* motive power movement on the railroad, with or without additional rolling stock”. By this definition, the movement of one or more connected locomotives (running light) with proper authorization to be moving on the railroad, is a “train”, just as a properly authorized locomotive with 2 cars or 100 cars is a “train”. “Proper authorization” can mean whatever you want it to mean on your railroad – essentially it means permission to be on the railroad. On the prototype, permission to be on the railroad is typically via an authorized Clearance Form A.

On my New York, Ontario and Western Railway, I use a NYOW prototype based “Form 19” Train Order Form, which acts as a combination “Clearance Form A” and crew instruction sheet. Crews cannot operate a train on the layout without authorization/clearance via the appropriate Form 19 for the train they are operating. The Form 19 shown here is for Train Name/Symbol ND-2, which is traveling from Norwich to Delhi with a consist of empty coal hoppers for the mine there. This train will return to Norwich as DN-1 with loaded hoppers. Once motive power is provided, this might become *Extra O&W 131 South*.

Each operations-oriented layout owner should choose the [Train Management Methodologies \(the combination of scheduling and dispatching\)](#), that suits their interests, time and expertise, with the recognition that as an owner gains experience and knowledge, the methodology may evolve over time. However, the selection of the Train Management Methodology

influences how much work is involved in getting a layout operational initially, the cost in time and money to modify the method, as well as how many operating positions your railroad supports, the formality of your operating sessions, and which operators will want to attend your sessions. Choose what works for you; if the session is fun and challenging, regardless of the methodology in use, there will be plenty of operators looking to crew your layout.

The only really critical thing in hosting any operating session is that the trains run extremely well; nothing kills the pleasure of a session for an operator faster than stalling locos and derailing rolling stock due to poorly laid track or dirty track/loco wheels.

There are many Train Management Methodologies to consider, which differ in the amount and type of paperwork required to implement it, the amount of infrastructure/cost (signals, phones, etc.) to implement it, and the amount of railroad understanding needed by a new operator to operate successfully. It is important to note also that “Train Management” consists of a number of interrelated considerations and actions. The first consideration relates to which trains run on the layout and in what order (when will a particular train receive authority to be on the railroad), the second is how will its actions be controlled while on the railroad and third is what “work” does the train do once it is authorized (what kind of a train is it)? We’ll talk about the first in this article, and save the second and third for future articles.

The most obvious answer to the “order” of trains and the prototypical answer would be “at the time indicated on the schedule”, and that is certainly one option for your layout, but it is not the only one. A printed schedule is the most formal method for managing the order that train run on the layout, and requires the most work ahead of time to determine the order and timing of the trains, but it is also flexible, in that like the prototype, extras can be added to the schedule and scheduled trains can be “annulled” (not run). But there are other ways to “schedule” trains on your railroad, including “sequential” schedule, “trigger” schedule, “organic” schedule or no schedule at all; and all of these can be used in combination with one another, or at different times in the life of a layout, or even for different operating sessions.

A “sequential” schedule simply means there is a prepared list of the available trains and a predetermined order trains will be authorized to be on the railroad. The basis of the sequence can be anything the layout owner considers appropriate, and could be as simple as “first we run the westbound passenger train, then the westbound freight, then an eastbound unit train” or on more sophisticated concept. Sequential schedules used successfully on large layouts as well as on small layouts.

TRAIN LINE UP SHEET								DATE: 7-16-2022	
TRAIN #	SYMBOL/NAME	ORIGINATES	TRACK #	DIRECTION	TERMINATES	VIA	TYPE	ENGINE #	NOTES
1	TR -20	SHELLYSBURG	4	S	WALTON	DL&W	Transfer	TBD	In Shellysburg, ready to go
2	NW-2	NORWICH	2	S	WALTON	-	LOCAL FREIGHT	825	NORWICH STAGING
3	CN-1	CADOSIA	2	N	NORWICH	WALTON	COAL TRAIN	802	CADOSIA STAGING
4	CD-1	CADOSIA	1	N	DELHI	WALTON	EMPTYIES	127	CADOSIA STAGING
5	WS-1	WALTON	3	N	SIDNEY	-	LOCAL FREIGHT	TBD	WALTON YARD
6	WD-1	WALTON	1	N	DELHI	WALTON	BRANCH FREIGHT	TBD	WALTON YARD
7	CW-1	CADOSIA	3	N	WALTON	-	TRANSFER	805	CADOSIA STAGING
8	WN-1	WALTON	-	N	NORWICH	-	FAST FREIGHT	TBD	SWEEPER FOR NORWICH CARS
9	D&H IC	D&H	-	S	D&H	SIDNEY	IC TURN	4025	INTERCHANGE WITH D&H

“Trigger” scheduling is when one trains’ “authority” relies on the action of another train, for example, the westbound freight from the branchline cannot leave the branchline and enter the mainline, until the eastbound freight has passed the junction. Trigger scheduling is often combined with a “sequential” schedule to “automate” one aspect of authorizing trains on the layout. Finally, there is the “organic” or “no schedule” approach; which can be used in a number of different ways. Trains can be authorized at the discretion of the owner (“traffic manager”) for any reason (“Let’s run the oil can train” now), or they can be authorized when the yardmaster indicates that a train has been made up in the yard and is now ready for departure (which I refer to as an “organic schedule”).

On my N-Scale NYOW where all train are extras, we use a combination of all three of these scheduling options to control the flow of traffic during a session. Each operating session starts with a sequential schedule of train (shown above), which typically shows 7 and 9 trains which are ready immediately upon the start of the session, for clearance (issuance of a Form 19).

We normally have 4 road crews and I prefer to get all of them started immediately during a session, so I will often pre-stage trains to make sure there are at least 4 trains ready for clearance. Typically, these are trains that are either on one of the 19 staging tracks, assembled in the Walton Yard, or ready to start work in the Shellysburg yard.



**TRAIN WD-1 uses the Wye in Walton to head up the Delhi**

Once the sequential trains have been authorized, the scheduling transitions to the “organic schedule”, where clearance is driven by the need to clear the trains the Walton yard crew has assembled. If the trains aren’t cleared from the Walton yard in a consistent manner, the yard will clog up and the railroad will grind to a halt.

Finally, as traffic manager, in response to mainline traffic patterns and the yard situation (backed up or light work load), I will often provide clearance for trains out of staging, to achieve a particular purpose, such as giving the Walton yard a chance to catch up.



*TRAIN TR-20 leaves Shellysburg on the DL&W with a Transfer for interchange with the NYOW.*

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