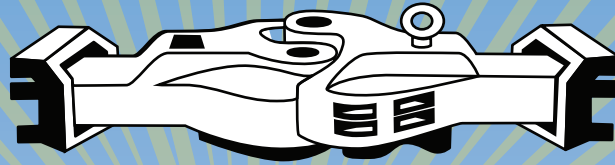


# LA COUPLER



<http://www.ladiv-nmra.org>

Summer 2019



***Inside this issue:***  
***Snow day in Tehachapi,***  
***CIM3 and more!***





## Publication Information

### The L. A. Coupler

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## Summer Edition 2019

### FEATURES

Superintendent Report .....	3
Directors Report.....	4
Hello From the Website Guy .....	5
Membership .....	7
Financial Report.....	8
Snow Day in Tehachapi .....	9
How to Print the Coupler.....	15
LA Division Facebook information.....	16
CIM3.....	17
CIM3 Showroom.....	20
LA Division NMRA Directory.....	24
Model Train & Railroad Events.....	25

### LA Coupler Deadlines:

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Summer Issue - June 1  
Fall Issue - September 1

The LA Coupler is also looking for submissions, articles, or photos. Please forward them to the Editor at;  
***[airplanedad@yahoo.com](mailto:airplanedad@yahoo.com)***

### *On the Cover...*



Kevin Spady's shay crosses a bridge on one of the California South Coast Modular Group's fantastic Modules that were on display at SpringRail  
*Photo by Kevin Spady*

# Superintendent Report



LA Division Superintendent Report, June 2019

Greetings to L.A. Division members!!

I had planned to go to the NMRA national convention in Salt Lake City this summer, but I had an operation on my foot and cannot walk around much yet. A big convention has lots to do all week long, especially layout visits, operating sessions, and touring interesting places, which I always vastly enjoy--but not this year.

However, I have previously had the pleasure of attending several model railroad events in Salt Lake City so I have already seen some of the highlights. I can vouch that SLC has some of the best layouts in the United States. When you go you will not be disappointed!

Here are some favorite layouts that I have both visited and enjoyed operating sessions on:

1. Lee Nicholas' Utah Colorado Western: Lee was a founder of Pro-Rail, the first operating weekend event in the United States, and his layout is beautifully scenicked with a highly developed operating scheme. Not to be missed. Have you heard of the "mole"? That was Lee's invention, a staging operator who fiddles trains while out of sight.

2. Ted York's ATSF Cajon Pass, a highly

prototypically scenicked and large version of the famous Santa Fe and Union Pacific route in Southern California. Ted's scenery is amazing and his models are perfect, and his track plan has lots of staging tracks at both ends of the route. A beautiful layout to visit or operate.

3. Gary Petersen's Salt Lake Southern is a complicated layout plan that wends through several rooms in his basement. Lift-up tracks conceal the door to the bathroom. The dispatcher's panels are in a separate room that looks out into the layout. Gary has hosted a zillion operating sessions, and there is a lot to see here.

4. Also not to be missed is the Utah State Railroad Museum at the Ogden Station. Several huge Union Pacific locomotives are here such as a Centennial, a Big Blow, etc. I enjoyed this place a lot.

Enjoy all the activities at the National. Don't miss the Layout Design SIG activities, especially their Wednesday all-day layout tour. And the Op-SIG has lots of operating session opportunities at many local layouts. When you get home, share your experiences with us!

Cheers,  
Mike O'Brien  
Superintendent





# Directors Report

Hello Los Angeles Division Members,

I hope the start of 2019 has been filled with fun train activities and modeling!

In the previous issue I mentioned we would help man a membership table that the Cajon Division set up at the Great Train Show in Costa Mesa. We did and had a great time!

On March 17<sup>th</sup>, a few members of the Los Angeles Division met up with members from the Cajon Division and the San Diego Division who had traveled up by train to Los Angeles Union Station then took a bus to Los Angeles Live Steamers at Griffith Park. It was a fun day of fellowship, touring the Steamers facility, Disney Barn and having lunch. Attendees were also able to go over to Travel Town for a self-guided tour and to visit the N scale East Valley Lines layout. Oh, and let's not forget about the train rides we all got from the Live Steamer group. A big thank you to all of them for their hospitality!

On April 13<sup>th</sup>, the Los Angeles Division held our 10<sup>th</sup> Annual SpringRail event. I'm sure you have read about it in Kevin Spady's article in our last Coupler. We had a good turn out and everyone had a great time! A lot of merit awards were handed out for models that had been entered in the contest room. There were also a number of Achievement Program Awards given out, a number of them went to Cajon Division member Dennis

Iverson who also received his MMR ~ congratulations Dennis!

On April 27<sup>th</sup> the PSR Board meeting was held at the PSR President, Gary Butts' home. There were a number of items discussed. You will be happy to know that the PSR remains active, engaged and financially secure. Due to Tom Draper's sudden severe illness, Joel Morse has been appointed as our new treasurer. We thank Tom for his many years of faithful service. The name on our checking account is not the same as checks issue to our Region from National. Therefore, a motion was made and voted on to correct the name. Key Executives will also be changed to current elected officials. Reports were given by Director's from each Division, Membership Chair, Contest Chair, Achievement Chair, Dispatch Editor, Nominations/Elections Chair and Chief Hobo. The Membership Attraction/Retention Grant Program will remain in place. The 2019 PSR Budget was also discussed as well as revenue sources. A date is to be determined for the Directors Summer meeting and the regular Convention BOD meeting will be held Wednesday, September 25<sup>th</sup>, 2019.

The Pacific Southwest Region election of Director's will be taking place soon. This will again occur via electronic submissions. So, watch your email for notification and cast your vote.

Please "Save the Date" for the following L. A. Division events (\*\*please note date change below)

~ hope to see you at them!

Aug 3<sup>rd</sup> & 4<sup>th</sup>: Great Train Show – Pomona Fair Grounds

Oct. 5<sup>th</sup>: L.A. Area Prototype Modelers Meet, Bellflower, CA

\*\*Oct 26<sup>th</sup> & 27<sup>th</sup>: Freight Fright – South Coast Botanic Gardens, P. V. Peninsula

Until next time...Happy Modeling!

Mona Raymer

Director, Los Angeles Division,  
PSR, NMRA

# From the Website Guy



The Pros and Cons of Progress

I was recently talking to a friend about how many changes in the hobby I have seen since I got started about 40 years ago. The conversation started when I commented on how people in their 80s and 90s have certainly seen the world change dramatically over the years. This led to some reminiscing about what it was like in model railroading so long ago. Back in 1978 the quality of the models, especially locomotives wasn't so great and there were many locomotive models only available in brass. For an 18-year-old earning minimum wage were brass models were quite out of the price range. There was, of course, kit bashing but the plastic model locomotives we had to start with had a tendency to be a bit over size, or the detail cast on leaving much to be desired with regards to the look of the model. When I joined the Glendale Model Railroad Club in 1978 a few of the members had brass locomotives and I found that I preferred them to anything I could kit bash (of course my modeling skills back then were very rudimentary anyways). I did find ways to be happy with what I had, but my eye was on finding a way to afford brass models, which I was eventually able to do. Then in the mid-80s the quality of model railroad

equipment began to improve. Kato began bringing out model locomotives with better relief on the car bodies, more realistic handrails and separate grab irons that were not cast on the body. Plus, companies such as Accurail and Red Caboose were offering plastic freight car kits that were very nicely detailed and had good crisp lettering. Through the 80s and 90s the quality and variety of the equipment kept getting better but the downside was that the prices were going up too. In the early 2000s the hobby got a huge boost when Athearn brought out locomotives in their RTR (Ready to Roll) line. The first one that I was aware of was EMDs SD45T-2 or Tunnel Motor as us SP fans called these locomotives. I remember seeing the add in Model Railroader and getting goose bumps. Then the Athearn Genesis line came out with many excellent offerings and before long freight cars with complete underbody detail, including air lines, were filling the hobby store shelves. Now there are very few locomotives that are not available in plastic and the quality has outdone even currently made brass models. Of course, we are paying a higher price for these plastic models, but they have fantastic detail and even I no longer squawk at the prices.

With the progress made in the quality of the models available there have also been noticeable changes in the hobby as well. When I first joined the Glendale Model Railroad Club in 1978 well over half of the members

had experience with scratch building and/or building wood model kits of either buildings or railroad cars. Back then going to the local hobby store was quite the experience. First of all, there were quite a few to choose from, I remember The Train Station and Beanie's Hobby Junction, both in Burbank among others that are now long gone. Going to the Whistle Stop in Pasadena on a Friday evening was the highlight of many model railroader's week. Plus, when you stepped in a hobby store the selection was mind boggling. Shelves full of Athearn and Roundhouse car kits for those of us just starting out in the hobby and more complex kits for those with the skill and inclination to tackle them. For me the highlight of any trip to a hobby store was a visit to the glass display cases where the brass models were. I remember that the Train Station had their brass models placed on red velvet, which enhanced their appeal. I also remember the day I went into the shop when they were demonstrating PFM's new sound system. I was absolutely fascinated by the realistic sounds and wanted one more than anything!!! Little did I know that I would have to wait a mere 20 years or so to the have sound capability in my locomotives!!

As the years have passed the number of hobby stores have thinned considerably and it is getting harder to find craftsman type kits. Recently one of my fellow club members was building a La-Belle passenger car kit that was



# From the Website Guy

missing a couple of pieces. To my happy surprise my friend told me that LaBelle is still in business and he was able to get what he needed! I have also noticed something about our club members. When I first joined the Glendale club the members, for the most part, had been interested in model railroading their whole lives and were very knowledgeable about railroads in general. Many of the members we have now are fairly new to model railroading and don't have the same overall

railroad knowledge. This has added challenges and opportunities as well. For me the challenge was recognizing that unlike me, this hobby has not necessarily been a life-long interest for them and they have a hard time relating to some of my experiences. However, the opportunity is far greater, it is a chance to teach a new group of very enthusiastic hobbyists about model and prototype railroading. I have found the newer members of our club very eager to learn and their model-

ing skills are improving all of the time. So, balancing the pros and cons of progress, there are many things I miss about the hobby that I once knew but I am still in awe at what a fascinating thing model railroading is and how much I enjoy sharing it with all of you.





# Membership

## LOS ANGELES DIVISION - MEMBERSHIP REPORT

JUNE 2019

Springrail was a good event, with 44 in attendance even though there were a lot of other train events.. The South Coast Modular Railroad Narrow gauge Railroad club layout operated flawlessly. Clinics were great, well attended, Hobo auction, great as usual. (More goodies for everybody).

We signed up two new members, and I would like to welcome them to the Division. Cindy Winters of Burbank a full membership and Tim Steinmeier who signed up for the Nine month membership of Hawthorne. Hopefully Tim will see the full benefits and continue his membership after his introduction membership. I expect to see both of you at our other events.

I will be setting up and manning the Los Angeles Division membership table at other events, including Simi-Valley Swap Meets, Great Train Show in Pomona in August, and "Freight Fright" in October, at the Palos Verdes South Coast Botanical Gardens, in Rancho Palos Verdes.. So please stop by and say "HELLO."

Vic Cavalli and I are splitting up the duties of Membership Chairman. I will set up at Train Shows, promoting the NMRA and the Los Angeles Division, signing up new or renewing memberships, and assisting Vic when he can attend. Vic will handle the actual membership, new and renewing members, contacting members regarding their memberships and reports.

I personally will be attending four Railroad Conventions this year. First is the PCR, in Sacramento in May, The National Model Railroad Convention in Salt Lake City, Utah and the Santa Fe Modelers in Pueblo, Colorado in July, and of course our regional Convention in Mesa, Arizona in September. So possibly I may see you at these Conventions. As these conventions are relative close to home, I am driving to them and taking in other railroad sites and sightseeing to and from. A busy year for me. If you attend and see me, say HELLO. These are great events for Model Railroading and one of the benefits of membership.

Robert "BOB" DeMoss

Membership Chairman.



# Financial Report

7:36 PM  
05/13/19  
Accrual Basis

## LADivPSRNMRA Balance Sheet As of May 13, 2019

	May 13, 19
ASSETS	
Current Assets	
Checking/Savings	
Checking	
Advisory Board Expenses	824.70
Total Advisory Board	824.70
Bank Fees	1,286.74
Banquet Expenses	2,739.32
Income	-1,885.00
Total Banquet	854.32
Build a Memory Income	-1,200.89
Total Build a Memory	-1,200.89
Childrens Coloring Boxcar Expenses	506.37
Total Childrens Coloring Boxcar	506.37
Coupler Elections Expenses	1,023.49
Total Elections	1,023.49
Freight Fright Modular Meet Expenses	950.65
Income	-770.43
Total Freight Fright Modular Meet	180.22
NMRA Promotional Events Expenses	1,044.20
Income	-410.15
Total NMRA Promotional Events	634.05
Regional Convention Expenses	29,232.91
Income	-30,812.58
Total Regional Convention	-1,579.67
SpringRail Expenses	6,625.13
Income	-9,400.40
Total SpringRail	-2,775.27
Checking - Other	7,843.11
Total Checking	7,705.01
Savings Intrest	-4.76
Savings - Other	5,105.40
Total Savings	5,100.64
Total Checking/Savings	12,805.65
Total Current Assets	12,805.65
TOTAL ASSETS	12,805.65

Page 1

James L. Keena  
*Chief Clerk/Paymaster*  
*LA Div. PSR NMRA*

.....



# Snow Day in Tehachapi

## The Perfect Storm, My Snow Day in Tehachapi

By Tim Johnson

I have been photographing trains since the early 1980s, mostly here in Southern California. I have captured both the ordinary (that, of course, is a relative term as time passes) and the unusual but over the years one thing has eluded me, the opportunity to photograph trains in the snow. In my younger years there was no internet to check the weather forecast in Cajon Pass and Tehachapi for the possibility of snow and I just never seemed to be in either place when it was there. Plus, snow didn't happen every year and didn't last long once the storm passed. Then, life changes kept me from railfanning for a while. When I did get back to railroad photography about 15 years ago I still hadn't learned to take advantage of the technology available and I hadn't thought about snow photography for a while anyways. For railfanning, Tehachapi has always been my preference and I was going there fairly often but our drought has made for some pretty dry winters, no rain let alone snow. Last year was colder and a bit wetter than previous years, so I used this wonderful thing called weather.com to check for snow possibilities in Tehachapi. There were a couple of chances during that winter, but they didn't pan out. This year we finally got the kind of winter weather we have needed here in Southern California and an added bonus, a real shot at some snow photography in Tehachapi.

As our winter unfolded and we were getting regular precipitation I started checking the weather forecast in Tehachapi on a regular basis. What I found was that even though Tehachapi was getting plenty of rain the temperatures were too warm for snow. Then, along came February. With some really cold arctic weather moving in early that month I started seeing snow being forecast for Tehachapi. A tool I began using, that turned out to be extremely helpful were the webcams at the Tehachapi depot and over-looking Cable. Early in February I was very pleased to check the Cable webcam when snow had been predicted and actually see it there. When I checked, the storm had already passed and the snow wasn't plentiful, but it was snow. Another thing that changed for me recently was the flexibility that comes from working at home. I figured that I would put in some time at my job, take an early day and head up for some photography. Unfortunately, when I checked the webcam later, most of the snow was gone. About a week later the upcoming forecast predicted snow over several days and I recognized that I was staring at the opportunity I had been waiting years for.

I watched the forecast for a few days, I have learned by experience that if the forecast changes from snow, then to rain, then back to snow again the temperatures are too unstable for a reasonable chance of the white stuff. When the forecast for snow was what I considered reliable I made my plans. This particular storm was predicted to start dropping snow the afternoon of Wednesday, February 20<sup>th</sup>., continue all day Thursday the 21<sup>st</sup>. and continue until the afternoon of the 22<sup>nd</sup>. The snow prediction for Wednesday wasn't until the early afternoon and I knew that snow doesn't fall on anyone's schedule, so I figured Thursday was my best bet. I also knew that if enough snow fell overnight Wednesday into Thursday there was a good chance Hwy. 58 would be closed and that the snow might as well be on the moon. I thought about going up Wednesday night but had another commitment that I couldn't disregard. I checked the Tehachapi depot webcam Wednesday afternoon before heading off to my above-mentioned commitment. It was overcast and looked like it had rained but there was no sign of snow. I figured I would check the webcams again when I got home that night. I did indeed do that and got a healthy case of goose bumps when I saw that not only was it snowing but there was already an impressive accumulation on the ground! Snow was blowing all over the lens of the Cable webcam, making it hard to see but it looked like traffic was moving on Hwy. 58. I went to bed and got as much sleep as my excited little self was able to. The next morning when I got up my original plan was to check the webcams and the highway condi-

# Snow Day in Tehachapi

tions in the area, but I was so eager to get going that I decided I would just go out and hope for the best.

I knew the first hurdle was going to be getting over Hwy. 14. It had been temporarily shut down a week or so previously due to snow and I had no idea if this was the case again. The sky was only partly cloudy as I headed up I-5 towards the 14, which gave me some confidence. Much to my relief the 14 was wide open and much to my awe the surrounding area was covered in snow!!! I began to feel like that 7-year old kid on Christmas Eve, but tempered my enthusiasm with the thought that I wasn't in Tehachapi yet. I decided to just relax and enjoy the scenery I was going through. I had seen snow in Palmdale many years ago, but I had never seen snow up along the 14 in places like Acton, etc. As I got down into Palmdale and Lancaster the snow really thinned out, but I could see ahead of me that the Tehachapi mountains were still shrouded in clouds. When I got to Mojave my heart sank when the electronic road sign blurted out in annoying orange letters "West Hwy. 58 closed due to snow". I was so determined to get my photographs that I told myself that the sign was from last night, hadn't been updated and I would be fine. When I got close to the Hwy. 58 on ramp the parked trucks told me that the sign was right. I took a deep breath and started to resign myself to a day of photographing trains in Mojave. After all, I had come all this way and wasn't going home empty handed and defeated. I noticed that there weren't too many trucks waiting to make their way west on 58 and that I could park off street with a good view of the tracks, plus with my zoom lens I could include in my shots some snow on the hills just beyond the on ramp. It was odd not seeing any traffic, either direction on the 58.

Not long after I parked I was rewarded by the appearance of an eastbound UP train and was able to get my "snow" shots. I decided to stay put on the off-chance Hwy. 58 would reopen. I had a good view of Mojave and spotted a westbound train headed my way. As it got closer I started noticing traffic flowing east on Hwy. 58. At first it was just a couple of trucks and a few cars, but more and more kept coming. I knew this was a good sign but since the westbound lanes hadn't opened yet I got ready to take photos of the westbound BNSF stack train. However, before the train got to me the trucks waiting to go west started up and began moving off behind a Caltrans truck. I kept my camera handy but took my place in line behind the other folks, with my heart racing about a mile a minute. Being the photographer that I am, I got some nice shots of the BNSF train as it passed while I was moving up towards the on-ramp. As I was about to turn onto the ramp I looked over my shoulder to see the longest line of parked vehicles I had ever seen! The line went almost to the horizon, which of course got me to thinking about the traffic I might now be encountering. As it turned out, myself and the others getting on the freeway were at the head of the line and I was beside myself with joy when I was able to get way ahead of the BNSF train. There was a good covering of snow all over the place, so I decided to get off at Cameron Road and photograph the train at the west end of Warren. As I made my way up towards my exit I realized that it had begun snowing again. I figured it was just a little left-over precipitation and was glad for it but figured it would be short lived. Well, by the time I got to my spot overlooking Warren the clouds had really moved in and I was in the middle of a full-fledged snow flurry!!

That was just the beginning of an incredible day!! I have never had a day like this, where just about everything fell into place and things just plain worked. Wherever I went there was snow and even though it snowed off and on all day it was just cold enough to snow but too warm for it to stick to the roads, which allowed me to get to all of the places I normally go to. There were plenty of trains that day too, which I was very happy for. Something else that really made the day memorable was being at the Tehachapi Loop overlook and bumping into noted railroad photographer Ted Benson. He is a really nice guy and I enjoyed our conversation. I have admired his photography for quite a long time. I had to get back to town by 7 for our monthly L.A. Division advisory

# Snow Day in Tehachapi

meeting so I called it quits about 4:30, but I photographed trains up to the very end, catching my last train as I was taking photos of the 1960's vintage Ranch House Motel at the edge of the town of Tehachapi. This article I doesn't talk about my actual day in Tehachapi as much as it does about the leadup to the day because I want to let the accompanying photos speak for themselves. Oh yeah, some of you may be wondering what this article is doing in a magazine devoted to model railroading. Even if you aren't wondering, here is my explanation; I have been fascinated by trains my whole life and would love to have a full- size locomotive in my backyard. Since I really can't do that the very second- best option is to have a miniature locomotive inside my house. I find that I get a tremendous amount of satisfaction out of knowing that after a prototype outing I have a nice collection of model trains waiting for me at home. And that I want those models to have the same feel as the full-size ones, which has led me to get better and better at my modeling skills, which in turn keeps my interest in the hobby at a very high level. Those of you who know me know how dedicated I am to the hobby and sharing it with others.



A BNSF stack train approaches the west end of Warren during a snow flurry.



A westbound BNSF mixed merchandise train with some borrowed power approaches Tehachapi.



# Snow Day in Tehachapi



An eastbound U.P. stack train meets the BNSF mixed merchandise at Summit switch.



Tehachapi depot in a Winter wonderland setting.



With snow falling all around it, a BNSF mixed merchandise train heads into Cable.



The westbound BNSF train with borrowed power heads down through Woodford.

# Snow Day in Tehachapi



Adding dynamic braking, the distributed power of a BNSF train passes through Woodford.



Framed by a bulkhead flat car, the distributed power of another BNSF mixed merchandise heads down a very snowy Tehachapi Loop.



The distributed power says goodbye to the Tehachapi Loop and heads down to Woodford.



A train of empty well cars (bare table) heads up into the Tehachapi Loop.



The bare table train heads up the Tehachapi Loop. It hadn't snowed for a while and what had accumulated earlier in the day is starting to melt.



Another shot of the bare table train as it gets to the top of the Tehachapi Loop and approaches tunnel #10.



# Snow Day in Tehachapi



It has started snowing again, the white stuff now falling on some maintenance equipment at Woodford.



A fairly heavy snowfall almost obscures this red and silver BNSF locomotive near Cable.



My last shot of the day, an eastbound BNSF stack train heads out of Tehachapi.



# *How to print the “Coupler”:*

## 1) *From the Webpage:*

Open the “Coupler” issue which should come up as a PDF file. Right-click, or hover cursor over top of document - and choose “Print File.”

## 2) *From the PDF:*

Once you have download the PDF, or able to open the “Coupler” in a PDF reader, you should be able to select “Print File” and choose options like Color/B&W - and print quality.



Los Angeles Division NMRA  
Board Meetings  
*7pm on the second Thursday  
of each month*  
619 Hahn Ave.  
Glendale CA 91203

## *Train-Toons By Ron Westlund*



# LA Division Facebook Page



## **Do you want to know more about what's going on in the Los Angeles Division of the NMRA?**

Are you searching for more connection with the NMRA? Do you want to hear and learn from others about the Model Railroading Hobby?

***Become a part of model railroading in the Los Angeles area and join the NMRA Los Angeles Division Facebook page! Give it a try!***

It is open to all NMRA members and provides a valuable tool for learning about local events, activities of your NMRA Division Board, and just general modeling information.

Go to the link and ask to join! No obligation and one of the few things that are free! Be an active part of your local Model Railroading community!

<https://www.facebook.com/groups/1960134804039677/members/>



Great way to spend the Father's Day weekend!

I must admit I was not looking forward to the drive from Glendale down to Irvine Regional Park on Friday. The drive was long and tedious, as most drives in Los Angeles are on a Friday afternoon, but as I turned off of Chapman onto Jamboree Road my thoughts lifted and driving up the hill towards the Scout Camp I realized how much I look forward to meets of my fellow model railroad enthusiasts! The Cajon Division Spring Meet and CIM3 are a combined event put on annually by the Cajon Division and is an excellent event. LA Division members were there to support the event, including James Keena, Pat and Mona Raymer, Foster Rash, and myself....and I am sure others attended as well. The weather can be very hot this time of year at the park, but this year the weather gods decided to keep things cool with a morning cloud cover that gradually burned off as the afternoon progressed.

CIM3 is a meet focused on helping Scouts obtain their railroading merit badges. As such, Saturday included a series of teaching modules designed to teach the Scouts about aspects of railroading, and model railroading in particular. There were several teaching events including David Okamura doing his "song and dance" routine on model railroading scale and gauge; Dain Leese, Lindley Riddick, and others assisting the Scouts in building a boxcar: and a new event - the boxcar races (remember Pinewood Derby's from your youth?) where the Scouts raced their newly built cars down a special track about 40 feet long. I don't think winning was the goal as the Scouts had the most fun just trying to keep their cars on the tracks as they zipped towards the finish line.

This event is always very well hosted by the Cajon Division. Groups support the event by providing drinks, snacks, and other goodies. The events were punctuated by barbeque lunch and dinner on Saturday with delicious chicken and hamburger main course by master chef Jeff Herrman, and lunch again on Sunday. I spent a good portion of the lunch hour helping out by schlepping drinks, condiments, chips and other paraphernalia from the main building to the picnic area. Made the food taste especially good after that workout!

There was a contest room with a generous number of entries (I heard over 20 entries), managed by James Keena and Carl Heimberger. I will let James post on the contest results, but I will make mention that our LA Divisions Foster Rash received numerous awards for the modeling on his modular layout and contest entries. He had just too many awards to hold in two hands! Saturday afternoon held a hobo auction with at least a hundred items auctioned off with Dennis Ivison, Gary and Sandy Butts, and Mona Raymer doing the heavy lifting of getting things auctioned off. If you have never attended a hobo auction, there is usually something for everyone being auctioned, including kits, tools, RTR in multiple scales, railroadingiana, etc. Saturday also featured a "make and take" clinic with the construction of a laser kit two-story outhouse in several scales and a clinic presentation on various operating historic railroads and museums in Colorado. The videos were interesting to watch and brought back lots of memories.

There was a special Operations Session on Saturday night that I enjoyed a great deal using one of the HO modular layouts. Thanks to the Orange County Module Railroaders group for promoting the session and making novices operators like myself feel very comfortable doing some very complex operating maneuvers. They teamed us up with experienced operators from the club so that there were no major foul-ups during the evening that couldn't be corrected. Special thanks to Harry for patiently guiding me through the complex switching maneuvers on their layout.

There were at least five or six layouts (I didn't count) at the meet representing scales from TT through O scale. Modular groups included the Green River Junction Railroad, Orange County Module Railroaders, N-Track Express, Orange County "N" Gineers and my own California South Coast On30 Modular Group. CSC On30 Group had a great time setting up, displaying and taking down our layout. As usual, everyone is very complimentary of our work and the Scouts seemed particularly interested in the modeling efforts. There were a couple of Scouts that came back several times over the course of the day to chat about the layout and the modeling. We were able to have a pleasant operating period on Saturday afternoon, just running the layouts and shooting the breeze with each other as we are inclined to do!

The event ended on Sunday around noon with a closing ceremony and awards presentations. Several members of our CSC On30 group won awards including their Golden Spike awards. Congratulations to David Okamura, Foster Rash and Ken Hecker for their Golden Spike awards. Foster has been modeling for years but is only now getting into NMRA. His



# CIM3

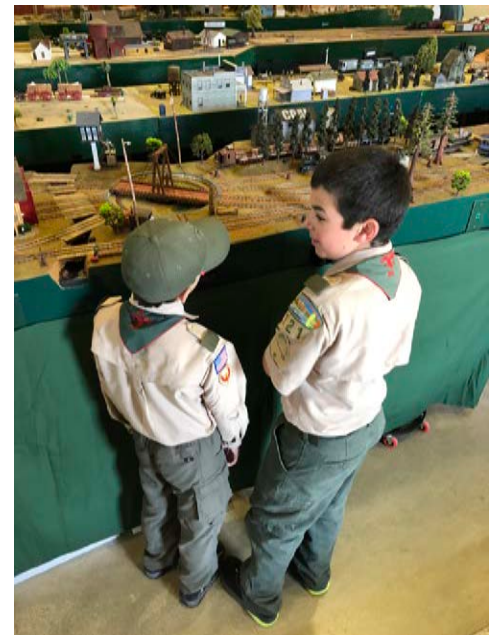
modeling is excellent as exhibited by the number of awards he walked away with from the contest room and judging. I will not try to recount all of the awardees, as the awards were going too fast and furious to keep track! I would like to make special mention of Carl Heimberger and James Keena who work tirelessly behind the scenes cataloging contest entries and printing awards for the ceremony. Takes a lot of work in a short time to get that done correctly!

Thanks to the Cajon Division for a fun weekend and a well run and coordinated event. Consider going next year, it's a great time for all!

Kevin Spady



Irvine Ranch Outdoor Education Center with multiple layouts on display



The Scouts displayed an active interest in the layouts!



Foster Rash and David Okamura operating on the California South Coast On30 Layout



Kevin Spady's log train on Foster Rash's module





Great lunches and Dinners were prepared! Thanks for everyone's hard work in putting on this spread, especially chef Jeff Herrman!



David Okamura's modules which won him a Golden Spike Award



Foster Rash receives his certificate from Gary Butts and Mona Raymer. Congrats!



Award presenters Carl Heimberger, Gary Butts, James Keena, and Dennis Ivison with Foster Rash

All photos by Kevin Spady

# CIM3 Showroom

## **Steam Locomotives**

1st Place & Merit Award- Saddle Tank Locomotive by Foster Rash

## **Diesel Locomotives**

1st Place Popular Vote- MRS General Electric U5B Baby U-Boat by James Keena

## **Freight Cars**

1st Place & Merit Award - 40' Flat Car 019 with Lumber Load by Sandy Butts

2nd Place & Merit Award - Narrow Gauge Pickle Car by Foster Rash

3rd Place – 40' Pennsylvania 1776 Junk Gondola by Annette Palmer

## **Passenger Cars**

1st Place Popular Vote - California South Coast Excursion Car #93 by David Okamura

## **Module**

1st Place & Popular Vote– American Tribal Settlement by Michael Wolf

## **Structures On-Line**

1st Place & Merit Award – KJ Lumber Turntable by Gary Butts

2nd Place & Merit Award – Wood Truss Bridge by Foster Rash

3rd Place & Merit Award – Sunkist Packing House by Morrie Fleishmann

## **Structures Off-Line**

1st Place & Merit Award – Ronstadt's Hardware by Foster Rash

2nd Place & Merit Award – Store Front by Richard Hock

3rd Place – P & W Produce and More by Annette Palmer

## **Vehicles**

1st Place Popular Vote– Logging Tractor & Wagon by David Okamura



# CIM3 Showroom



1st. place diesel - MRS U5b



1st. place freight car - 40' flat with lumber load



1st. place module - Indian settlement



1st. place passenger car - excursion #92



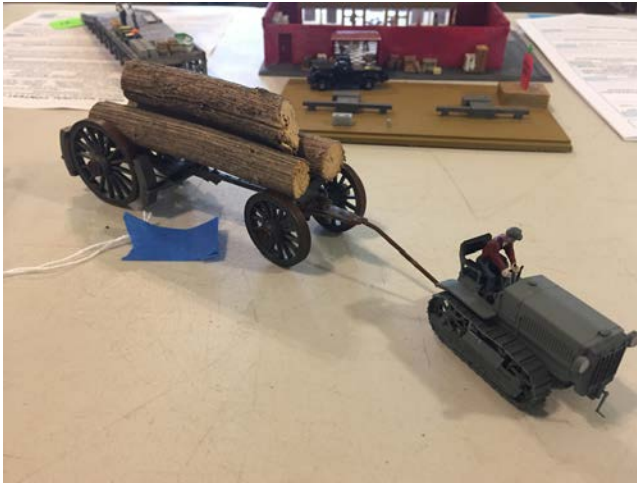
1st. place steam - saddle tank locomotive



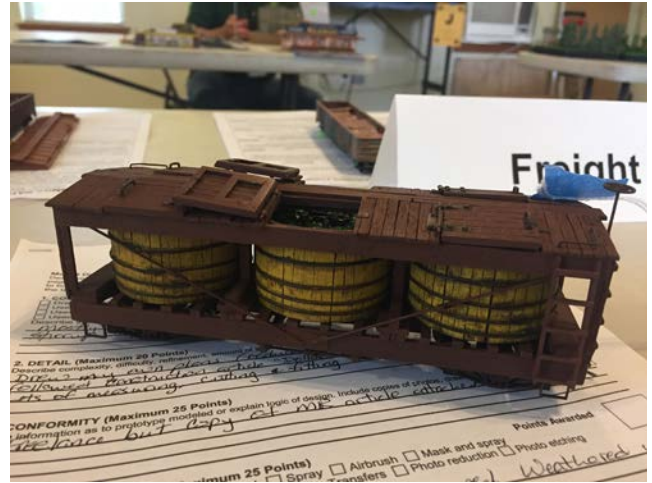
1st. place structure - On KJ lumber turntable



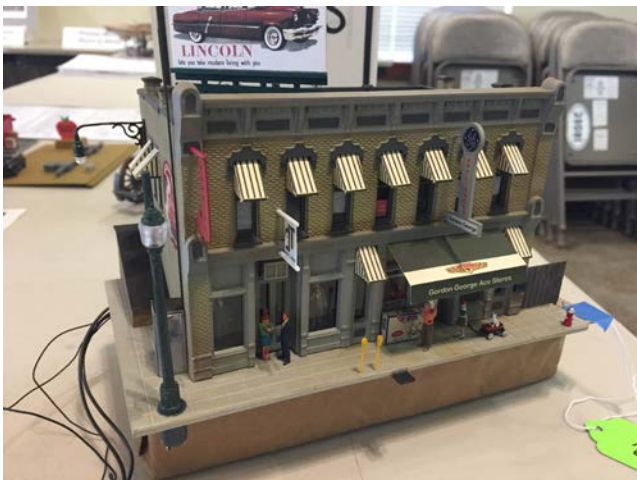
# CIM3 Showroom



1st. place vehicle - wagon and tractor



2nd. place freight car - pickle car



2nd. place structure off line - store front



2nd. place structure off line - Ronstadt's Hardware

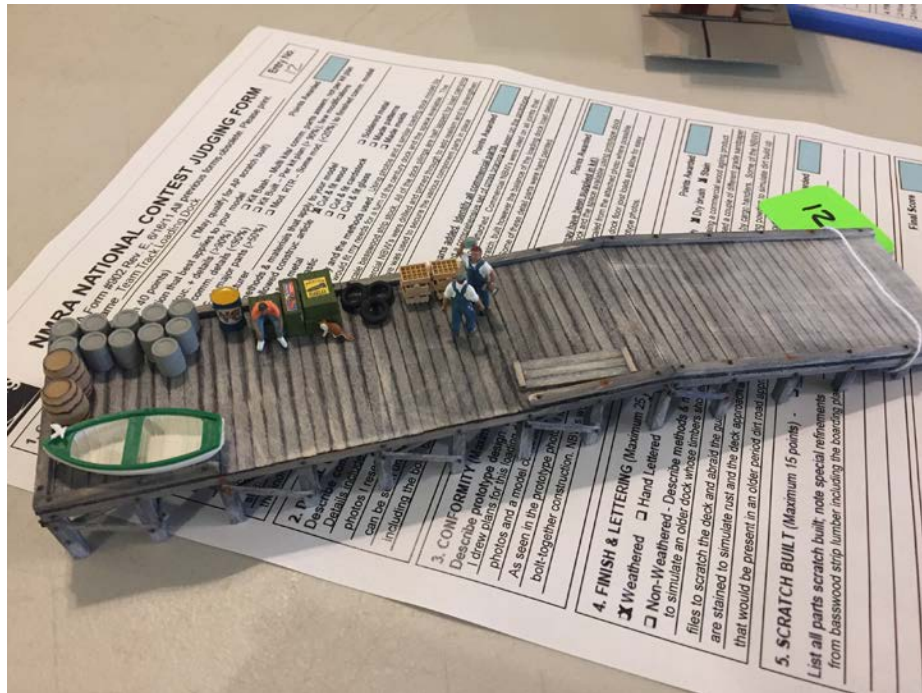


3rd. place freight car - Pennsylvania junk gondola

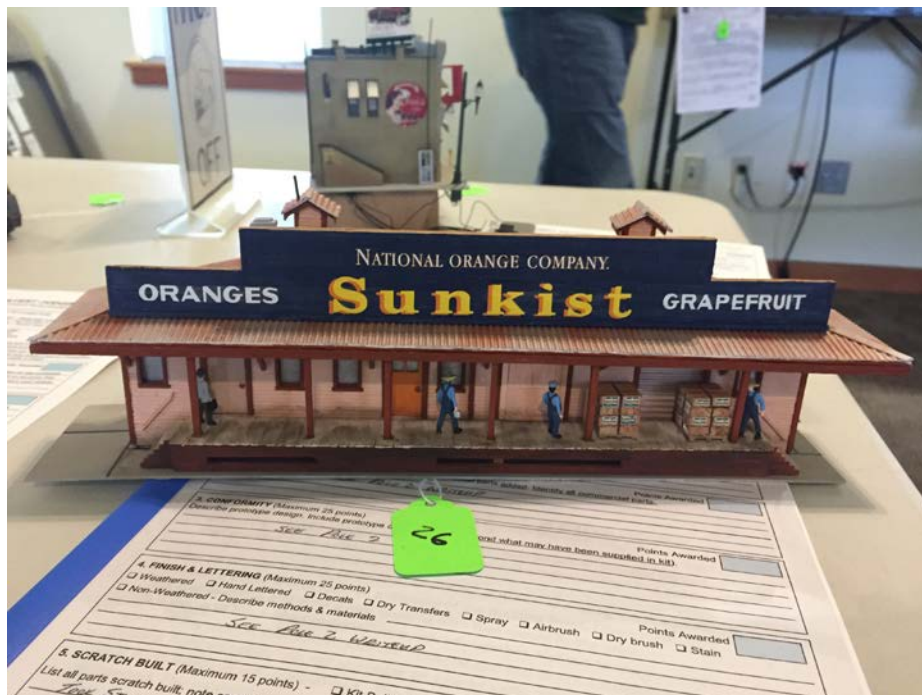


3rd. place structure off line - P&W Produce

# CIM3 Showroom



3rd. place on line structure - loading dock



3rd. place structure on line - Sunkist packing house



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# MODEL TRAIN & RAILROAD EVENTS:

Special Thanks to Bob Chapparo for compiling the Calendar of Events.

## 2019

### June

2nd & 4th ..... Slim Gauge Guild Open House, Pasadena  
2nd..... TTOS Southwestern Division Train Meet, Arcadia  
8th ..... San Diego Div. Layout Tour, Location TBA  
14th-16th ..... Cajon Division CIM3 Event

### July

7th - 13th ..... NMRA National Convention, Salt Lake City Utah.  
7th ..... TTOS Southwestern Division Train Meet, Arcadia  
13th ..... San Diego Div. Layout Tour, Location TBA

### August

3rd ..... TTOS Southwestern Division Annual Picnic, Los Angeles  
3rd-4th..... Great Train Show, Pomona  
10th ..... San Diego Div. Train Meet, Location TBA  
24th ..... Santa Susana RR Historical Swap, Simi Valley

### September

25th - 29th ..... PSR NMRA Regional Convention, Mesa, Arizona.

### October

5th ..... LA Area Prototype Modelers Meet, Bellflower  
6th ..... TTOS Southwestern Division Train Meet, Arcadia  
12th ..... San Diego Div. Layout Tour, Location TBA  
12th ..... North County Model RR Society Swap Meet, Oceanside  
19th ..... Southern California Airline, Railroad & Transportation Show, Long Beach  
19th ..... High Desert Modular Model Railroad Club Display, California City  
26th & 27th ..... L.A. Division Freight Fright

### November

2nd ..... Santa Susana RR Historical Swap, Simi Valley  
3rd & 5th ..... Slim Gauge Guild Open House, Pasadena  
6th, 9th & 10th ..... Highland Park Society of Model Railroad Engineers Annual Open House, San Gabriel  
9th ..... San Diego Div. Train Meet, Location TBA  
9th & 10th ..... Tehachapi Loop Railroad Club Show, Tehachapi  
15th - 17th ..... TTOS Southwestern Division Cal Stewart Meet  
16th ..... Pacific Southwest Railway Museum/100th SD&A Completion Anniversary, Campo

## December

1st..... TTOS Southwestern Division Train Meet, Arcadia  
14th ..... San Diego Div. Layout Tour, Location TBA

## Save the date:

April 18th, 2020.....SpringRail Meet, Whittier  
September 9th - 13th. .... Pacific Southwest Region/NMRA Convention, Van Nuys

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