

# The Daylight Observation

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A unique PCR Convention is planned for this year and it is fast approaching. Don't Miss the Train - It is stopping in Modesto April 20-24!



Stay in touch with your hobby and Daylight Division. Go to [www.pcnmra.org/daylight/](http://www.pcnmra.org/daylight/)

Send your ideas and stories and photos of your rail fanning and of your model railroad. We are always looking for the next great story and photo.

## Daylight Division Winter Meet

### HobbyTown USA (web site)

By Dave Grenier, Coordinator



We hope you can join us for a fun-filled day of activities, including clinics, model and photo contests, layout tours, door prizes, the "World Famous" Daylight White Elephant Auction (well, WE know about it!), and, of course, the new abbreviated quarterly Daylight Division business meeting.

Doors open at 9:00 AM with registration, refreshments, contest entries, Meet 'n' Greet. The program begins at 10:00 AM.

Registration is \$4.00 for NMRA members, \$5.00 for non-members.

#### Schedule

- 9:00 am – Registration, Contest Entries, Refreshments, Meet 'n' Greet
- 10:00 am – Welcome, Clinics
- 12:00 pm – Daylight Business Meeting, Door Prizes, White Elephant Auction
- 1:00 pm – Lunch (On your own)
- 1:00 pm – Layout Tours and Op Session

#### Clinics

Bob Pethoud – *Minimum-Depth Buildings*: Constructing those fractional structures that sit against a layout's sky backdrop.

Mike O'Dorney – *Pretty Good People*: A method of painting HO figures for your layout that is pretty inexpensive, pretty quick, and pretty good quality.

#### Contests: *Contests Categories*

Models: Caboose

Photos: Track and Structures

There will be favorite and judged model contests. The photo contest is a popular vote contest. Only NMRA members in good standing may enter the contests. Non-NMRA guests are encouraged to bring display-only models and photographs. Awards will be presented to the winners of each contest.

See the "Contests" webpage for more information about the contests and future contest categories.

Continued on Next Page.

## Daylight Call Board

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To submit an article or an item or photographs please contact the editor, George Pisching. If you need help preparing any please contact the editor for assistance. See address above. For other assistance contact that director.

## Winter Meet - Fresno

There will be tables for Display-Only items, in addition to contest entries. Please bring whatever items (prototype, model or photograph) that you are especially proud of and would like to display for our enjoyment.

### Door Prizes & Auction

Donations of new, unused items for door prizes would be especially welcome. Remember to bring plain-wrapped railroad-related items for the White Elephant Auction. The more the merrier! Think of it as "re-gifting!" All proceeds benefit the Daylight Division.

**Lunch:** *No Host*

### Layout Tours / Operating Session

Chuck Harmon, MMR – San Joaquin Central (HO) Operating Session

John Houlihan – Southern Pacific / Santa Fe (O) Layout Tour

**Driving Directions to Meet** [Google Map](#)

#### From the North:

Take Hwy 99 south.

Take Exit 143 toward Herndon Ave. Continue for ½ mile.

Stay straight onto N Golden State Blvd. Continue for .4 mile.

Turn left onto W Herndon Ave (at Taco Bell). Continue for 7.0 miles.

Turn right onto N Blackstone Ave (just past Maroa Ave). Continue for 1½ mi. Turn left onto E Barstow Ave (at Chevron). Continue for 1/10 mi

HobbyTown USA will be on the left.

#### From the South:

Take Hwy 99 north.

Take Exit 131 and merge onto CA-41N toward Airport/Yosemite. Continue 6.6 miles.

Take Exit 132/ Shaw Ave. toward Clovis. Continue for .3 mile.

Turn left onto E Shaw Ave.

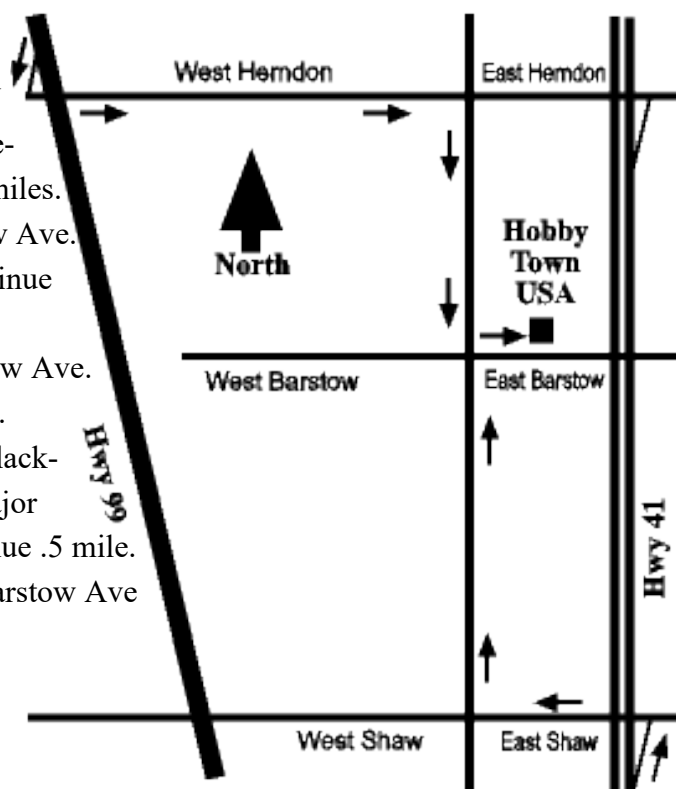
Continue for .4 mile.

Turn right onto N Blackstone Ave (at 1st major intersection). Continue .5 mile.

Turn right onto E Barstow Ave (at Chevron).

Continue 1/10 mile.

HobbyTown USA will be on the left.



# Coming Attractions

**February 20, 2016** - 9am to 5pm, Daylight Division Winter Meet, HobbyTown USA, 102 E. Barstow Ave, Fresno, CA.

We hope you can join us for a fun-filled day of activities, including clinics, model and photo contests, layout tours, and quarterly Daylight Division business meeting, drawings, "World Famous" White Elephant Auction, and outside activities. Clinics start at **10am**. Registration fee: NMRA: \$4.00; Non-NMRA: \$5.00.

## **Contest Categories:**

Model: Caboose

Photo: Track and Structures

**February 21, 2016** - 9:00 am to 5:00 pm, Coast Division Meet, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501 (Directions: [www.pcrnmra.org/coast](http://www.pcrnmra.org/coast))

**February 26, 2016** - 8:00 pm to 10:00 pm, Monthly Model Train Show, ([Walnut Creek Model Railroad Society](#)), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**February 27 & 28, 2016** - 10:00 am to 4:00 pm, Model Railroad Open House, [Carquinez Model Railroad Society](#), 645 Loring Ave. (across from C&H Sugar), Crockett, CA. Requested contribution is \$4.00 for adults.

**February 27 & 28, 2016** - 10:00 am to 4:00 pm, [Great Train Show](#), Cal Expo, 1600 Exposition Blvd, Sacramento, CA.

*Continued on Next Page.*

## Director's Report

# PCR Changes - Conventions!

By Dave Grenier

Director, PCR Daylight Division



Greetings from Clovis!

I hope Santa brought everyone the shiny new trains they wanted for Christmas and the New Year is shaping up to be what you wanted it to be. Hold on to your hats, it's going to get crazy. More about that later.

This year's PCR convention is now a JOINT convention with the Feather River Rail Society! Taking it to the Streets, April 20-24, 2016, in Modesto is drawing ever closer. Have you registered yet? If not, you can register online at the convention website: [www.pcrnmra.org/conv2016/](http://www.pcrnmra.org/conv2016/). The convention committee is hard at work planning for activities at Railtown 1897 in Jamestown and the Modesto & Empire Traction, Modesto's own local shortline. Check the website often for the latest updates. More information on layout tours and clinics is coming soon!

Speaking of conventions, at the October 2015 PCR Board of Directors meeting, a motion was made and approved to adopt the following convention rotation: **2017 – Daylight**; 2018 – RED; 2019 – Sierra; 2020 – Coast. Therefore, it is Daylight Division's turn again in spite of us hosting the convention just two years ago in San Luis Obispo. As such, we need to put together a bid if at all possible.

We need volunteers to come forward NOW to form a committee and prepare a convention bid. We need to be able to sell registrations at the convention in Modesto, starting April 20, 2016! The bid will need to be approved by both the Convention Department Manager and the PCR Board of Directors before that can happen. We really need to have something to the Board by sometime in February.

We need people to help with the PCR 2017 Convention. All skills are needed: Chairman, Registrar, Treasurer, Facilities, Layout Tours, Prototype Tours, SIGs, Clinics, Contests, Publicity, and Webmaster. Not everyone has to come from Daylight. This is a convention for the entire Pacific Coast Region, so, as in the past, members for other divisions can and will help out, but we do need to get moving on this ASAP. We only have a few months to put it together.

Also, the Daylight Division does not automatically host the convention. Other host groups are welcome to submit bids. Anyone interested should immediately contact Ray deBlick, PCR Convention Department Manager, at [raydbcs@aol.com](mailto:raydbcs@aol.com). He will work with you to fast track the process.

Until next time, may all your balls be high.

Dave Grenier

PCR Daylight Director

# Coming Attractions

**March 12 & 13, 2016** - Sat: 10am to 5pm; Sun: 10am to 4pm, [Golden Empire Historical & Modeling Society's Annual Model Train Show](#), Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA.

**March 19, 2016** - Swap Meet: 7am to 10pm Open House: 10am to 4pm, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA.

**March 19, 2016 NEW DATE!** - 9am to 10pm, [Winterail 2016 Railroadiana Show and Sale](#), Corvallis High School, 1400 NW Buchanan Avenue, Corvallis, Oregon. You can order tickets online.

**March 19 & 20, 2016** - 11am to 6pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**March 25, 2016** - 8pm to 10pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**April 2 & 3, 2016** - Saturday: 10am to 5pm; Sunday: 10am to 4pm, Spring Train Show and Open House, [South Bay Historical Railroad Society](#), Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969.

*Continued on Next Page.*

## Superintendent's Report

# Dark Territory

By Neil Fernbaugh

Winter is upon us and the shelter of our railroad room is keeping us "warm." Or maybe that big steam belching behemoth articulated is keeping things tropical at your place. Neil must be lost in the tropics since I haven't heard from him. *The Editor.*

## Coming Attractions

**April 16, 2016** - 9am to 5pm, [West Side Reunion](#) presents the 29th Annual Logging & Mining Modeler's Convention at the Sonora Elks Lodge, 100 Elk Drive, Sonora, CA. (408) 505-2727.

**April 17, 2016** - 9am, Sierra Seminar, Jamestown Hope Center (2 blocks from Railtown 1897), 10365 9<sup>th</sup> Street, Jamestown, CA. Morning presentations on the history and modeling of the Sierra Railroad. Narrated afternoon hike along part of the railroad ROW.

**April 20, 2016** - 1pm, Annual PCR Board of Directors Meeting, DoubleTree by Hilton Hotel Modesto, 1150 9th Street, Modesto, CA. Members welcome!

**April 20 to 24, 2016** - [Taking It To The Streets 2016 Joint PCR/FRRS Convention](#), DoubleTree by Hilton Hotel Modesto, 1150 9th Street, Modesto, CA. The convention is now a JOINT convention with the [Feather River Rail Society!](#)

**April 24, 2016** - 9am, PCR Membership Meeting, DoubleTree by Hilton Hotel Modesto, 1150 9th Street, Modesto, CA.

**April 29, 2016** - 8:00 pm to 10:00 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

Go to the [Pacific Coast Region Web Site](#) for More Listings.

## Division Event

# Trains Ran on Schedule through Santa Barbara on November 7

By Bruce Morden

The Daylight Division meeting on November 7, 2015 was held at Gary Siegel's home in glorious Santa Barbara. The weather was wonderful. The meet was lightly attended due to other commitments and some transportation issues. We missed many of the "Big Valley" folks. Upon arrival folks had time to wander around Gary's indoor HO scale Louisville & Nashville RR, Eastern Kentucky Division layout.

<http://www.pbase.com/rbarnes11/lnekdiv>

Or meandered under the redwood trees around the outdoor 1:32 scale Southern Pacific Santa Cruz Division.

Those who came enjoyed a morning of sectional track discussions and tips from Joe Heumphreus followed by timetable and train order instruction from John Ryan and Bruce Morden. The instruction was mercifully short and was followed by a practical application on Gary Siegel's outdoor large scale SP Santa Cruz Division. We had 6 crews that took trains across the railroad and amazingly kept close to the timetable – better than some of the real railroads! The train orders also seemed to cause no difficulty and everyone had a great time. [File is printed on the following pages and a downloadable pdf copy of the Timetable and Train Order Handout was posted on the Daylight Division Yahoo Group and can be obtained at

<https://groups.yahoo.com/neo/groups/daylightdivision/attachments/940715681>

There was only one contest entry. It was a large scale Santa Fe covered hopper brought by host Gary Siegel. Needless to say, the display won the contest.

The two clinics were followed by a short business meeting, the famous white elephant auction, and lunch. Quite a few people stayed to operate Gary's indoor HO scale L&N Eastern Kentucky Division. We ran freight, passenger and local trains with a dispatcher, two man crews, yard jobs, and a few photos of train action in Eastern Kentucky. We did not tie the last train up until almost 5pm!

It was a wonderful meet and everyone seemed to be having a good time. Hope to see some of you at the next meet at the Hobbytown in Fresno on February 20, 2016



# Southern Pacific



# Santa Cruz Sub Division

East Bound		Read Down		Read Up		Westbound	
Third Class	Second Class	First Class		First Class		Second Class	Third Class
<b>3439</b>							<b>3930</b>
906	272	78		79	371	375	903
82 Sand Train	212			Passenger	Perishable	Expediter	83 Sand Train
Local	Expediter	Passenger		Passenger			Local
00:03	00:30	00:00			00:35	00:53	
00:06	00:33	00:03			00:32	00:50	
00:11	00:38	00:10			00:27	00:43	
00:15	00:41	00:17 Dp			00:24	00:40	
	00:46						
	00:51	00:22			00:19	00:35	00:35
		00:27 Dp			00:13	00:23	00:00
	00:48	00:32			00:08	00:18	
	00:51	00:35		00:45	00:05	00:15	

Timetable #9  
Effective  
November 7,  
1971  
at 12:01am

**STATIONS**

San Jose Jct.  
Los Gatos  
Alma  
Sta. **Wrights**  
Olympia  
Zayante  
Sta. **Felton**  
Rincon  
Santa Cruz

Westward Traubs are superior to trains of the same class in opposite direction.

Passenger Trains are required to make a 2 minute station stop as indicated in the timetable.

All times are departure times. No train may leave a station prior to the scheduled departure time.

## Rules for the Government of the Operating Department

### General Rules

- A.** Employees whose duties are prescribed by these rules must provide themselves with a copy.
- B.** Employees must be conversant with and obey the rules and special instructions. If in doubt they must ask the superintendent for a proper explanation.
- D.** Persons employed in any service on the trains are subject to the rules and special instructions
- H.** The use of tobacco in the train room or crew lounge is prohibited.
- K.** In order to avoid annoyance employees must transact business in a courteous, orderly, and QUIET manner.
- M.** Employees must exercise care to avoid injury to themselves and others by observing the condition of equipment and the tools which they use in performing their duties and will report defect to the proper authority. They must inform themselves as to the location of structures or obstructions where clearances are close. They must expect trains to run at any time on any track, in any direction.
- S.** In case of doubt or uncertainty, the safe course MUST be taken
- Rule 6:** The following letters placed in the columns provided in the time-table indicate:
- ( ) - Numbers in parentheses are trains to be met.  
A - Arrive  
s - Regular stop  
f - Flag stop
- I - Manual interlocking  
J - Junction with Sub-Division  
O - Continuous train order office  
P - Railroad or public telephone  
R - Register  
T - Turntable  
W - Water  
Y - Yard Limits

West is the superior timetable direction. Westbound trains are *Superior* to Eastbound trains of the same class.

1<sup>st</sup> Class is *Superior* to 2<sup>nd</sup> Class; 2<sup>nd</sup> Class is *Superior* to 3<sup>rd</sup> Class; and so on. Extra Trains are *inferior* to Regular trains.

**Rule 4 (b)** Employees whose duties are in any way effected by the time-table MUST, while on duty, have a copy of the current time table in their possession.

**Rule 5:** Not more than two times are given for a train at any station; where one is given, it is the leaving time; where two are shown they are the arriving and leaving time. The time applies at the switch where an opposing train clears.

**Rule 14-Slow Orders:** A train or engine finding a yellow flag displayed to the side of the track must slow to restricted speed, not to exceed 15 MPH. Speed of train must not be increased until the entire train has passed the limits of the slow order.

**Rule 17:** Where applicable headlights must be displayed, and must be dimmed or extinguished when the train has cleared the main track to meet a train.

**Rule 81:** A main track must not be fouled or occupied without authority, unless protected as prescribed by Rule 99.

**Rule 83a:** Where train registers are provided; all trains must sign the register, unless otherwise provided.

**Rule 83d:** All trains must not leave their initial station, or sub division with out Clearance Form A.

**Rule 86:** Unless otherwise provided, an inferior train must be clear at the time a superior train in the *same direction* is due to leave the next station in the rear where time is shown.

**Rule 87:** An inferior train must keep out of the way of opposing superior trains and failing to clear the main track must be protected as prescribed by Rule 99. Extra trains must clear the time of opposing *regular* trains not less than 2 (Two) minutes unless otherwise provided, and will be governed by train orders with respect to opposing *extra* trains.

**Rule 89A:** Necessary identification of trains must be made at meeting points and at passing points (You MUST identify your train to the other train).

**Rule 93 Yard Limits:** Within yard limits the main track may be used without protecting against 2<sup>nd</sup> Class, 3<sup>rd</sup> Class, Extra Trains and engines, You must clear main track for all First Class trains however. All trains except 1<sup>st</sup> Class trains will move at yard speed within Yard Limits. Yard Limits will be indicated by yard limits signs and in the Timetable or by train order.

**Rule 95:** Two or more sections may be run on the same schedule. Each section has equal timetable authority.

**Rule 99:** When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with *Flagman's Signals* a sufficient distance to insure full protection. When recalled and safety to the train will permit, he may return. The front of the train *must* be protected in the same manner by the brakeman, baggage-man, or fireman.

**Rule 104:** Train crews are responsible for the position of switches used by them. Switches must be properly lined after having been used.

**Rule 108:** In case of doubt or uncertainty, the safe course MUST be taken.

**Rule 151:** Where two main tracks are in service trains must keep to the right unless otherwise provided

**Rule 217:** A Train order to be delivered to a train at a point NOT A TRAIN ORDER OFFICE must be addressed to: C&E \_\_\_\_\_ at \_\_\_\_\_ in care of \_\_\_\_\_.

**Rule 221:** Unless otherwise provided a fixed T.O. signal must be used at each train-order office, and it shall be set to "proceed". When a "stop" is indicated trains must not proceed until they have ascertained if there are orders for them.

**TIMETABLE AND TRAIN ORDER OPERATION:  
ANSWER QUESTIONS WITH REGARD TO *YOUR* TRAIN –**

**TRAIN ORDER ISSUED?**

- YES:** Train order instructions supersede the timetable. Obey the train order with regard to the trains mentioned. Otherwise, be governed by the chart below.
- NO:** Be governed by the chart below.

**IS YOUR TRAIN A SCHEDULED (REGULAR) TRAIN LISTED IN THE TIMETABLE?**

**YES:** According to the timetable, what class is your train?

**FIRST CLASS:**

**Moving in superior timetable direction?**

**Yes:**

- Your train is superior to ALL opposing trains.
- First Class trains moving in the same direction have equal superiority.
- Your train is superior to Second and Third Class trains and Extras in the same direction.

**No:**

- Your train is required to clear opposing First Class trains.
- First Class trains moving in the same direction have equal superiority.
- Your train is superior to all other trains in both directions.

**SECOND CLASS:**

**Moving in superior timetable direction?**

**Yes:**

- Clear First Class trains in both directions.
- Your train is superior to all opposing trains except First Class trains.
- Your train is superior to Third Class trains and Extras in the same direction.

**No:**

- Clear First Class trains in both directions.
- Clear opposing Second Class trains.
- Your train is superior to opposing Third Class trains and opposing Extras.
- Your train is superior to Third Class trains and Extras in the same direction.

**THIRD CLASS:**

**Moving in superior timetable direction?**

**Yes:**

- Clear First Class trains in both directions.
- Clear Second Class trains in both directions.
- Your train is superior to opposing Third Class trains and opposing Extras.
- Other Third Class trains and Extras in the same direction are equal in superiority.

**No:**

- Clear First Class AND Second Class trains in both directions.
- Clear opposing Third Class trains.
- Your train is superior only to opposing Extras.
- Other Third Class trains and Extras in the same direction are equal in superiority.

**NO:** You are operating an **EXTRA** train.

- To operate on the main track, you must have a train order authorizing your train to "... run extra \_\_\_\_\_ to \_\_\_\_\_ ..."
- Clear First Class AND Second Class trains in both directions.
- Clear opposing Third Class trains.
- Third Class trains and other Extras in the same direction are equal in superiority.
- Train orders will govern your movement with regard to opposing Extra trains.

**OPERATION WITHIN YARD LIMITS:**

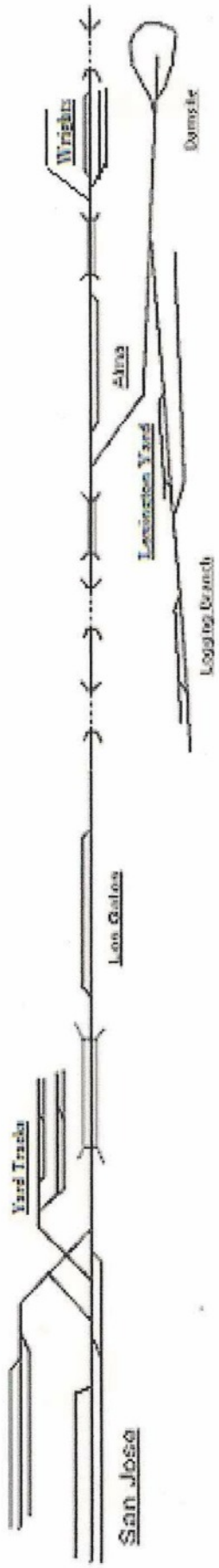
**FIRST CLASS:** Operate at normal track speed expecting main track to be clear and switches to be properly lined.

**ALL OTHER TRAINS:** Operate at restricted speed. You must clear the times of superior trains.

**YARD ENGINE MOVEMENTS:** Operate at restricted speed. You are required to clear First Class trains only.

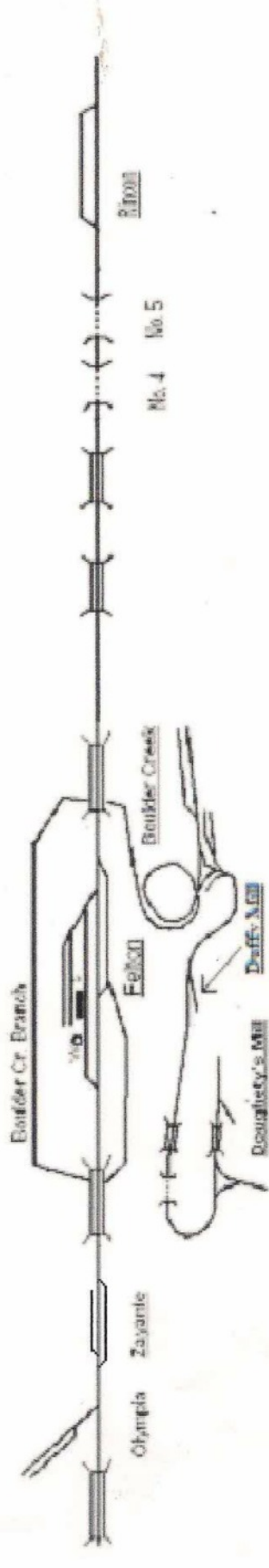


# Southern Pacific Santa Cruz Subdivision



West ←

→ East

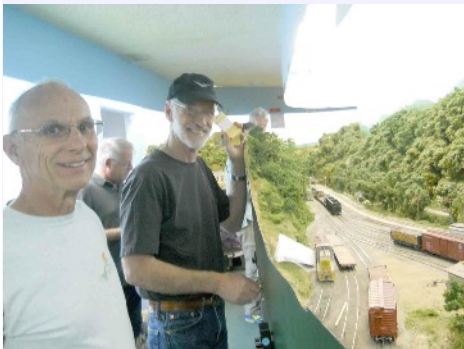


← Santa Cruz

→ Davenport



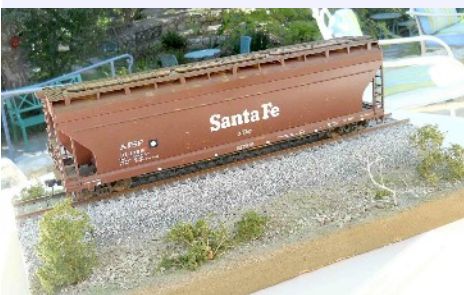
*Dent Yardmaster Dana Driskel gives instructions to Don Newman who is crewing a train through the mid-point on the L&N Eastern Kentucky*



*Several crews and rail fans congregate at Dent on Gary Siegel's L&N Eastern Kentucky Division*



*The small but attentive group of model railroaders listen to clinics.*



*Gary Siegel's large scale 1:32 Santa Fe covered hopper on a scenic roadbed section won contest honors.*

*Rail fan Jeff Parker takes a shot of the eastbound freight passing over the Boulder Creek Branch on one of the pin truss bridges.*

## The Event in the Daylight

# A Model Railroader's Heaven

### Santa Barbara at Gary Siegel's

Another meeting at Gary's. His hospitality is surpassed only by his model railroad masterpieces.



*Matthew Metoyer of Santa Maria and clinician Joe Heumphreus of Santa Barbara work the local during a set out at Zayante.*



*Conductor Don Newman checks paperwork for the passenger train during a pause at Zayante.*



*Reefer train rolls westbound past Olympia while crew and rail fans look on.*



## Daylight Division

# Contests

By Chuck Harmon, MMR

### • Contest Categories

The contest categories for upcoming meets are the same as the categories in the PCR Contest Directory, as published on the PCR website on the "[Contest Information](#)" page.

Winter Meet, HobbyTown USA, Fresno, February 20, 2016

Models: Caboose;  
Photos: Track and Structures

Spring Meet, May 2016

Models: Steam Locomotive,  
Traction and self-propelled cars  
Photos: Trains in action

Summer Meet, August 2016

Models: Diesel & other locomotive  
Photos: Model Black & White

Fall Meet, November 2016

Models: Passenger Car  
Photos: Model Color

Winter Meet, February 2017

Models: Freight Car  
Photos: General Rail Subjects

Spring Meet, May 2017

Models: Maintenance of Way  
Photos: Working on the Railroad

Summer Meet, August 2017

Models: Structures  
Photos: Model Black & White.

Fall Meet, November 2017

Models: Displays  
Photos: Model Color

## Daylight Contest Report

# A Single Entry, But a Good One

by Chuck Harmon, MMR, Division Contest Chairman

Our event in Santa Barbara on November seventh had only one contest entry. The category for Favorite Model was Display. Gary Siegel brought out a scenedecked g-scale module with a Santa Fe covered hopper sitting on a length of track. The model qualified as a display and, since it was the only entry, it won first place. Gary received a plaque and a ribbon, and my thanks.



The Favorite Photo category was Model, Color. There were no photo entries. (Doug Wagner and the guys from Bakersfield usually bring some photo entries, but car problems prevented their attendance at this event.)

The categories at the Fresno event on February 20<sup>th</sup> will be **Caboose** for Favorite Model and **Track and Structures** for Favorite Photo. As always, models of any category may be brought for AP judging. You can also bring non-competing display-only models.

Model contest participation has been disappointing as of late. Are we not building models any more, or is everybody just too bashful to show them? A model in progress can be brought for display-only. It may be of interest to others and may inspire someone else to build something. Another reason to participate is to earn achievement awards toward Master Model Railroader. If you feel like you need more experience before entering, be encouraged to participate so that judges can see your work and make suggestions that may improve your modeling. It is not our intention to intimidate you or criticize your work. NMRA is an educational association, so part of our function is to help modelers develop into better modelers. One of the most effective ways to learn is by doing and being evaluated. If you don't wish your work to be judged, at least enter the popular vote contest because it adds interest to our event.

Hope to see you all at Hobby Town in Fresno on February 20, 2016. Bring Stuff!



*Gary Siegel's Santa Fe covered hopper on display won the popular vote model contest at Santa Barbara.*

# AP Report

By Dave Grenier

There have been no AP certificates awarded in the Daylight Division since my last report.

If you have any questions or want to learn more about the Achievement Program or Golden Spike Award, call me at (559) 297-1345 or e-mail me at

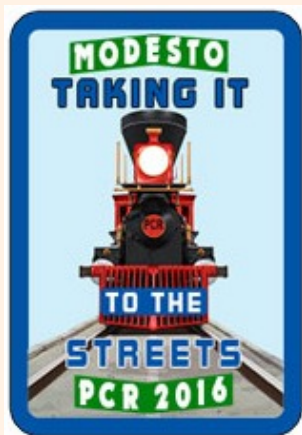
[grenida@pacbell.net](mailto:grenida@pacbell.net)

Next installment:

Association Official

## 2016 PCR/FRRS Convention "Taking It To The Streets,"

By Steve Wesolowski



Our 72nd PCR Convention happens in less than 3 months, "Taking It To The Streets," is being held April 20 to 24, 2016 in Modesto, California. This is occurring in conjunction with the Feather River Rail Society's annual convention. All the activities will be happening in and around the Double Tree by Hilton Hotel on 1150 9th Street in Modesto.

Visit our web page regularly at:

<http://www.pcrnmra.org/conv2016/index.html>

## NMRA Achievement Program

# Chief Dispatcher

By Dave Grenier, Division AP Chairman



In this installment, we will review the requirements for the Chief Dispatcher certificate. About half of the Master Model Railroaders have earned this certificate. This shows that prototypical operations is of strong interest to serious model railroaders.

As is true with many of the AP certificates, don't read more into the requirements and make them more difficult than they are. There are basically two parts to earning this certificate, operations and documentation.

First, to qualify for this certificate you must have participated in the operation of a model railroad, either home or club, for not less than 50 hours. A minimum of 10 hours each must have been served in three of the five categories listed below, one of which must be #5, Dispatcher.

The following descriptions are not all-inclusive, but rather list things that are typically involved in each job and may vary in complexity from one model railroad to another.

### ENGINEER (mainline freight, passenger, or way-freight)

#### a) Mainline Passenger or Freight Engineer

Shall run their train in a manner that simulates the prototype, following the rules of the model railroad being used, and operating according to the signal system (if present) or by direct instruction of the Dispatcher.

#### b) Way-freight Engineer

Will meet the requirements of Mainline Engineer. In addition, he or she shall perform all required switching with approval from the Dispatcher in a manner not to adversely affect the overall railroad schedule or operations. Operating in a prototype manner includes no 'jackrabbit' starts or sudden stops during normal operations.

### YARDMASTER (or station master)

#### a) Yardmaster

Runs the freight yard. He or she makes up trains with the appropriate cars in the desired numbers to have trains ready when the timetable or Dispatcher requires them. Generally, the Yardmaster operates the switch engine, but in a large yard could direct other yard engineers.

#### b) Station master

Is in charge of the passenger station and all passenger switching. He or she makes up trains with the appropriate consists so that the trains are ready when the timetable or Dispatcher requires them. Terminating trains are broken down appropriately and the cars are serviced and stored as needed. Through train switching is accomplished.

*Continued on Next Page.*

# View from the Desk

By Jon Cure - OPSIG Yahoo Group

Guys, I have uploaded three photos into a new Album in the groups aux. files section, under Photos then dispatching position.



This is a photo of my Dispatchers desk after a session. It is tidied up a bit. For some of the folks asking questions about starting up sessions, I thought they might like to see what it takes. My Friend Al Daumann dispatched this trick, he is very neat and uses all the tools.

I use DTC like SP in the 80s so these are the blocks on the sheet, marked thru.

From left to right we have

A phone, there are phones around the layout, especially at yards. Al makes good use of the phones, let the yard clerk know of approaching trains.

A Radio, road crews are supposed to use a radio to contact the dispatcher to get and release DTC blocks. Crew calls and identifies who they are and where they are headed, and the DS makes decisions as to how far he gets, and Marks it on the large dispatch sheet.

*Continued on Next Page.*

# Chief Dispatcher

## HOSTLER (or Power Desk)

### a) Hostler

Shall run the engine facilities. He or she shall have each locomotive facing the correct direction, double-headed or lashed up, ready for the Engineer to easily leave the engine area. Service to locomotives shall be simulated. Returning locomotives are placed in their appropriate stalls or tracks. On layouts with advanced control systems, the Hostler can handle assignment of locomotives to the appropriate engineer's throttle.

### b) Power Desk

Decides what is the correct motive power for each train. Assigns throttle control to the motive power. When assignment is finished, he or she returns control of that motive power to the Hostler, or turns it "off".

## TOWERMAN (or traffic manager or road master)

### a) Towerman

Operates one or more towers (control panels) on a layout. He or she sets up appropriate routes at the correct time under direction of the timetable or the Dispatcher. Reports train passings to dispatcher if required.

### b) Traffic Manager

Determines which cars come and go from each industry, and the amount and location of traffic, and specifies the route. May create a computer program to do this automatically

### c) Road Master

The operating trouble-shooter and repair person. He or she keeps things moving smoothly. Can take track in or out of service.

## DISPATCHER

Coordinates all train movements, either by sequence, timetable and fast clock, or other operating system.

First. This experience shall be accumulated on one or more model railroads having at least two mainline trains plus yard switching in simultaneous operation. Some system of freight and passenger car movements, including road switching, shall be used for controlling train activity.

For our purposes, "operation" means simulating prototype-like railroad operations on a model railroad. Simply running trains or "chasing cabooses" around the layout, or "fun runs", although enjoyable, is not what is addressed by the AP Chief Dispatcher certificate.

- TIP: Staple your Chief Dispatcher Certificate of Operation Form into a manila folder and take it with you to any operating session in which you participate. At the conclusion of the session, ask the layout owner to sign the form as a witness and verify your time. Be sure to get their NMRA number on the form. It is MUCH easier to get this information as you accumulate it, rather than waiting until you are ready to submit your application. If the layout owner is not an NMRA member, any current NMRA member in attendance at the session may sign as a witness of your time.

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## View from the Desk

Below the radio is a work diagram that had a line for each regular train to let the DS see where they work without having to call the train.

A large diagram of the Railroad is across the top of the desk. It is a blow-up of the DTC form the crews are 'supposed' to use. It lets the DS view the railroad as the blocks the crews are given.

Large DS sheet, all marked up is where the trains are tracked. Note that AI lines thru the completed trains, and works out from the center where the stations are listed.



The line-up is the sheet most to the right. It shows what trains are running 'today,' the approximate order they will show up and from where. The where helps the DS know what he needs to give out more quickly. The work locales are also listed, somewhat redundant, with the work diagram, but shows only what I plan to run. This helps on my RR as many trains only run in one direction each session. The sole passenger trains schedule is on the bottom.

The blue tub to the right has the train packages or "*Kampsniders*." *Kampys* for short, hold the car cards, forms, tools and the all important brief.

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## Chief Dispatcher

Second. The following documentation must be prepared and submitted. Note that the use of a computer to accomplish these requirements is acceptable.

1. Prepare a schematic drawing of a model railroad layout meeting the operating conditions described in the first requirement, and indicating all pertinent simulated distances.

- Normally, this would be a diagram of one of the layouts you put in your qualifying time on, but there is no requirement that it must be. The drawing must be neat and readable, but does not have to be in ink.

2. Develop a timetable appropriate to this model railroad, simulating prototype time, covering a period of eight hours or more, during which at least three scheduled mainline trains move in each direction.

3. Develop an operating train chart (graph) which interprets the above schedule for timetable operation of the model railroad. Indicate at least one train meet on the schematic drawing required above in #1. Show the positions of the trains involved and describe the action, giving pertinent time and movement data to effect the meet.

4. Develop or adapt a system of operation for the layout, including all the necessary forms and explanations for their use for controlling car movements, train makeup, and operation in a prototypical manner.

- Members of the same club or home layout operating group who are applying for the Chief Dispatcher certificate can use copies of the same paperwork for requirements 1 and 4, but each must develop and submit their own timetable and train chart (even if they are all copies of the same one). Another possibility would be to have all the members who qualified submit their application at the same time and just use one set of paperwork for #s 1 and 4.

After completing the above requirements, submit a completed Statement of Qualification, which shall include the following:

- Forms and drawings meeting the above documentation requirements.
- Description of the jobs held and the approximate number of hours in each.

The signed witnessed "Certification of Operation Form" showing that all the requirements have been met and the applicant has operated a model railroad in a prototypical manner.

Along with this paperwork, send a copy of your NMRA member card, to the Daylight Division AP Chairman, Dave Grenier, who will review your submission and forward it to the PCR AP Manager, Jack Burgess.

The full requirements for this category are available on the NMRA website at <http://nmra.org/dispatcher>. You can also get a copy of the requirements by contacting me, either by phone, e-mail, or letter. Check the article [Chief Dispatcher](#) in the *Scale Rails*, September 2008 issue, page 10, for a very long, but informative article, complete with drawings and samples of what it takes to earn this certificate. Don't be overwhelmed by this article, as it presents much, much more information than is actually needed to earn the AP Chief Dispatcher certificate.

## View from the Desk

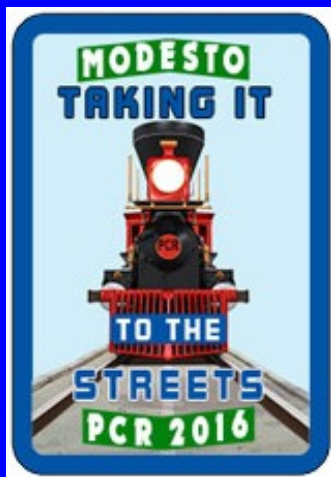
This describes the job to the crew, and is hung around the neck.

These packages would actually be gone by the end of a session, but I wanted to show them so you get the whole idea. I left a throttle up there because I love my NCE system, and also to point out I use the smaller cabs for the engineers. "Keeping it simple." I also provide lanyards for the throttles, but some may not want to do that.



Anyway that how we do it on the Inyoken Sub. You can see like many like of us the layout is a work in progress, but at least we are playing trains.

Jon C, SP Inyo Sub.



April 20-24 Modesto Hilton Hotel

## Members Aid

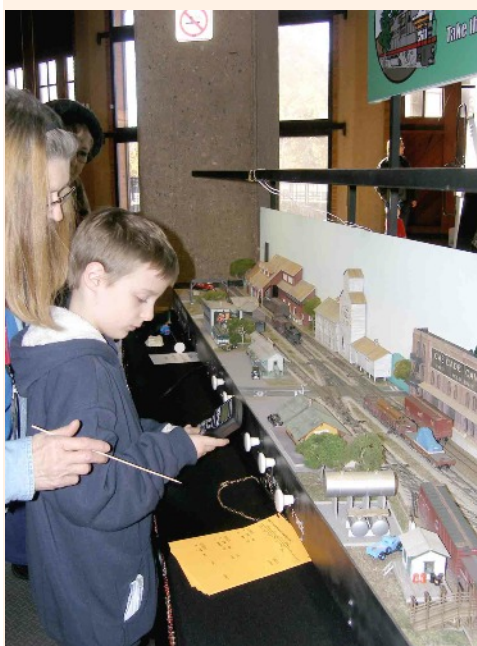
# The Answers Are Out There; Model Railroading Evangelism

By Robert Pethoud

After four years of displaying my portable switching layout at train shows, open houses, churches, assisted living facilities, and various other venues, I'm becoming an evangelist for peddler freight operations. Exhibiting Fall Creek Branch to thousands of people of all ages and interests has made it abundantly clear that way freight switching can be appealing and understandable to almost everyone. Common wisdom insists that the public only wants to see long trains run round and round and is bored to tears by prototypical operation, but that is now simply and demonstrably mistaken. Teachers have long trusted in the maxim that students' behavior and achievement will rise to the level of our expectations and, I submit, the same is true of visitors to train shows. We modelers just have to give those visitors more to see and to understand than lengthy trains endlessly chasing their own FREDs.



On Friday and Saturday after Thanksgiving, Fall Creek was up and running at the California State Railroad Museum in Sacramento. It was one of a dozen portable layouts on display for the museum's annual "Small Train Holiday," and was viewed by somewhere between five and six thousand people. That works out to more than 300 guests per hour, and I can attest that interacting with all those people was exhausting. Fall Creek Branch was one of four layouts featured on a live TV broadcast of "Good Day Sacramento" on Saturday morning, and I took the opportunity to promote prototypical operation. See the action at <http://gooddaysacramento.cbslocal.com/video/3326476-small-train-holiday/>. Fall Creek was one of just three layouts in the "Small Train Holiday"



which depicted scale model railroading; it was one of only two in HO scale; and it was the only one which offered audience participation.

As usual, youngsters were much more willing than adults to take the throttle and work the way freight. The photo shows Cameron Baskett, age 7, doing the afternoon switching on Saturday. With just a little guidance, here provided by my wife, Sylvia, Cameron proved to be quite adept at the assigned task, which involved two set-outs, two pick-ups, and one off-spot.

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Welcome Aboard !

Daylight Division's Newest Member.

Member	City/State	Date Joined
Robert Woolard	Yosemite, CA	9/25/2015

**Former Daylight Division Member**

**Dean Zook**

**By Bob Chaparro, Hemet, CA**

Do you remember former Daylight Division member Dean Zook? Years ago he moved to the PSR (Corona) and then to Great Falls, Montana.

Dean has been active in the Great Falls Model Railroad Club and has served as President the last few years. There he appeared on a local news broadcast covering the club's annual Christmas event:

<http://www.krtv.com/story/30836119/great-falls-model-railroad-club-hosts-christmas-train-fun-run>

The Club has a large, fairly complete HO scale model railroad as seen in the video clip. Congratulations to Dean Zook on his story.

Have you changed your address or other membership information?

Notify Headquarters

Email: [nmrahq@nmra.org](mailto:nmrahq@nmra.org)

Phone: 423-892-2846  
(8am—4pm ET)

Mail: P.O. Box 1328  
Soddy Daisy TN 37384 - 1328

## ***Railroad Evangelism***

By the time the museum closed Saturday afternoon, dozens of young people from about age 6 to 18 had taken on the role of brakeman, engineer, or both and with luck at least some of them will take up scale model railroading as a hobby. Even one of the toy train exhibitors confided to me that Fall Creek has enticed him to get back into scale modeling.

Many of the adult visitors were intrigued by the model railroad construction and operation, with some watching the switching action for ten minutes or more, and almost all posed questions about how the layout was built. Their queries ran the gamut from painting the backdrop, making the conifer and deciduous trees, creating the basic terrain, modeling the rocks, simulating the water, building the structures, weathering the rolling stock, controlling the turnouts, designing the track plan, to purchasing, installing, and using DCC. Many visitors admitted to having had model trains when they were children, and I hope that seeing Fall Creek will inspire some of them to take a mature interest in our hobby.

Every hobbyist reading these words has the skills to create dioramas, modules, or models which have the potential to inspire interest in model railroading. I want to encourage and challenge you to get out there and show them off. If you're not willing to do that, then no fair whining about how our hobby is not attracting new members. Until next time, you can reach me with questions and comments at [pethoud@comcast.net](mailto:pethoud@comcast.net)

## ***The Golden Empire Annual Train Show in Bakersfield***

The Golden Empire Historical and Modeling Society, of Bakersfield, will be hosting Central California's largest model train show, at the Kern County Fairgrounds, 1142 South 'P' Street, Bakersfield, March 12–13, 2016.

The train show will be open to the public on Saturday, March 12, from 10am–5pm, and Sunday, March 13, from 10am–4pm. Admission is \$7.00 per person, with children ages 12 and below admitted free, when accompanied by a paying adult. The one-time admission charge is good for both days of the show.

Over 110 vendor tables and several operating model train layouts on display. There will be hourly door prizes and drawings for model train sets. Train rides for the kids is \$2.00 extra.

For more information about the show please email [carldw@aol.com](mailto:carldw@aol.com) or call (661) 331-6695, or visit the Society's web site at [www.gehams.org](http://www.gehams.org).

Bakersfield Hotels PDF: <http://gehams.org/wp-content/uploads/2014/10/Bakersfield-Hotel-Listing.pdf>

There will be a Model Railroads of Southern California layout tour in the Bakersfield/Tehachapi/Lancaster area on March 11-13 (Friday-Sunday) so you can take in this show and see some local layouts as well.



# Letters From the Editor

## A Quick Survey to our regional railroad modelers

I will send this until I get enough replies. This is actually a serious question that I am using to shape a couple of things I am working on, but semi-frivolous responses are acceptable. Help us focus our Observation material and clinics and events to best serve you.

### 1. What kind of a modeler would you really want to be?

Do not consider restraints like money or time.

### 2. What parts of modeling would give you the most pleasure?

Don't leave anything out. Technical and mechanical are important but so are operations, clinics, social interactions of all sorts, railfanning, reading, writing, conventions, shows, anything.

Just put your feet up, lean back in your chair and fantasize,

*"What kind of a modeler would I like to be?"*

Then write it down in an email and send your reply it to me, the Editor at [gmpisching@netzero.com](mailto:gmpisching@netzero.com)

The Daylight Division of the PCR is your resource of active model railroaders like yourself. Make the most of it by participating in the meetings, events and activities available to you. Get more Bang!

## Daylight Division

# Hosting the 2017 PCR Convention

### ATTENTION ALL:

At the October 2015 PCR Board of Directors meeting, a motion was made and approved to adopt the following convention rotation:

2017 - Daylight  
2018 - RED  
2019 - Sierra  
2020 - Coast.

Therefore, it is Daylight Division's turn again in spite of us hosting the convention just two years ago in San Luis Obispo. As such, we need to put together a bid if at all possible.

We need volunteers to come forward NOW to form a committee and prepare a convention bid. We need to be able to sell registrations at the convention in Modesto, starting April 20, 2016! The bid will need to be approved by both the Convention Department Manager and the PCR Board of Directors before that can happen. We really need to have something to the Board by sometime in February.

We need people to help with the PCR 2017 Convention. All skills are needed: Chairman, Registrar, Treasurer, Facilities, Layout Tours, Prototype Tours, SIGs, Clinics, Contests, Publicity, and Webmaster. Not everyone has to come from Daylight. This is a convention for the entire Pacific Coast Region, so, as in the past, members for other divisions can and will help out, but we do need to get moving on this ASAP. We only have a few months to put it together.

Also, the Daylight Division does not automatically host the convention. Other host groups are welcome to submit bids. Anyone interested should immediately contact Ray deBlicek, PCR Convention Department Manager, at [raydbcs@aol.com](mailto:raydbcs@aol.com).

He will work with you to fast track the process. HAPPY NEW YEAR!!!

Dave Grenier, Director, Daylight Division

Dear All, I think we need to make this a topic for discussion over lunch at the next meet. Just to clarify, Yes, I think we can take it on, and I am willing to pitch in. I am concerned, as Doug is, about Bakersfield as a site. Neil, Superintendent, Daylight Division

Carl 'Doug' Wagner wrote:

Well, while you guys were waiting to hear from Ray DeBlicek, PCR Convention Coordinator, -- he contacted me instead.

Since the PCR/PSR joint convention, that was set to happen in Bakersfield, in 2017, is now out the window, and starting from square #1.

*Continued on Next Page.*

## Designed in the Daylight A New Layout Design Challenge

From The Editor

This year I am reviving the **Design Challenge**. I encourage ALL our members to stretch those dusty old brain cells and take a stab at a Layout Design for a specific space.

This Design Challenge is to fit a 12' x 8' space. The sample layout on **page 19** is a starter idea to help kick start those design juices.

If you don't want to make one of your own - how about critiquing this one? No offence will be taken so have at it.

- Can it be built as shown?
- Where are the faults and/or problem areas?
- What do you like about it?
- What don't you like about it?
- Is it a believable design?
- What could be done to improve it? (Besides burning it.)

The diagram sample provided is for submission style example in  $\frac{3}{4}''=1'$  scale. It is drawn for HO scale and is based on a sectional domino platform of 4' x 2' units. **Yours does not need to follow that system!**

The only restriction is the space.

- This is 12' x 8'.
- It can be multi-decked and any terrain (location).
- It can be any standard scale.
- It can be any construction method.

Submission deadline is April 2, but you can submit your designs any time this year until September 1. The deadline for the last issue of the Observation year.

## Hosting the 2017 PCR Convention

The PCR is still looking at having the Convention in Bakersfield, especially since Ray has already made contact with a couple of hotels in Bakersfield, to hold the convention at.

He also realized that it is short notice, but wanted to see if the Daylight could get things back on track, with a lot of help from PCR. First thing he asked for was a local contact person – obviously me. I informed him that I did not want to serve as Chairman, Vice-Chairman, Treasurer or Registrar.

He said no problem, we'll work on that later, which means since 'I'm the one making this contact, it looks like I just stepped into the position of Chairman!' But, I figured being Chairman would be easier than being Treasurer or Registrar, which I have done both! I also told him I can do some footwork for anything local that might be of some interest to the attendees of the convention. Oh where is Jack Daniels when I need him?

So, first things first, is anyone interested in serving on any type of organization for this Bakersfield convention in 2017?

I told Ray that the Treasurer, Registrar, Clinic Chairman and Web Master, would have to come from somewhere else – like the Bay Area!

I also told him, I did not think that Bakersfield had much to offer the attendees, as we are short on home layouts, prototype tours, and train/hobby shops.

We have more layouts in Tehachapi than we do here in Bakersfield and also the ONLY decent train/hobby shop is also located in Tehachapi. And probably the 2 best home layouts do not want anything to do with the NMRA – but that's another story.

So, to make this short and *sweet* here. How do you guys feel about pitching in? I have 2 weeks to report to Ray any findings I come up with — Help me out here guys and let me know – will you help and where?

I will also send out a similar email to all Daylight members and I am counting on ALL of you to stand up to participate in the Daylight PCR Convention team! Yes, we have the skills and spirit - some of it liquid!

Thank you, Doug Wagner, Bakersfield, California



A  
Tehachapi  
action  
view.

# Layout Design Challenge Diagram

Critique it, Re-Design it, Correct it, Submit another one of your designs to fit a 12'x8' space. Have at it! Please submit your response to the Editor by April 2. That avoids April Fools Day...

