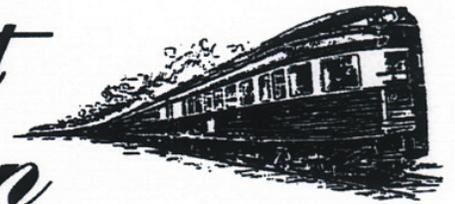




The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 20, Issue 2

Secpmd Quarter, 2006

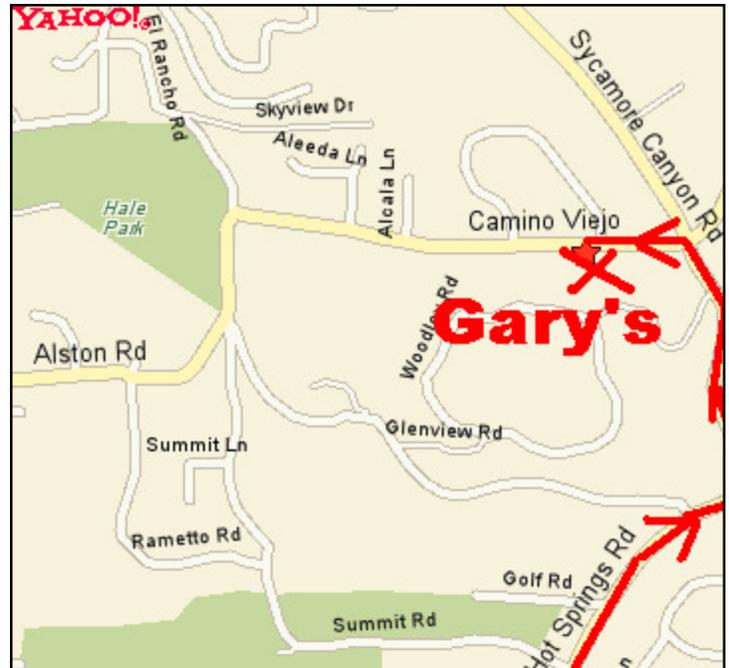
Daylighters Head to Santa Barbara for Spring 2006 Meet on May 20th

The meet will be held at Gary Siegel's layouts - both the HO L&N Eastern Kentucky Division and the G, as yet to be named, outdoor layout. The location is 1143 Camino Vieja.

The meet will start at 9:30 PM with registration, donuts, visiting, admiring models and photos - bring your entries. Clinics will start shortly after 10AM. We will have two or three clinics including a demonstration of the new Tsunami sound decoders, a demonstration of 3-D scale models for layout design and something on the building of the outdoor layout.

Lunch will be informal at the site followed by the business meeting and white elephant auction.

Layout tours will include Bill Everett's not-to-be-missed O scale trolley system, [Bills models are featured at the California State Railroad Museum, and the Orange Empire Museum.] John Ryan's under construction N-scale SP lay-



out, James Donlon's HO SP Coast layout [James will be giving the clinic on the 3-D scale models] and lastly Walter Naumann's N-scale Union Pacific & Whimsy with its mile long "S-curve" on Sherman Hill.

We will try to arrange for our usual good weather so that your visit will be enjoyable.



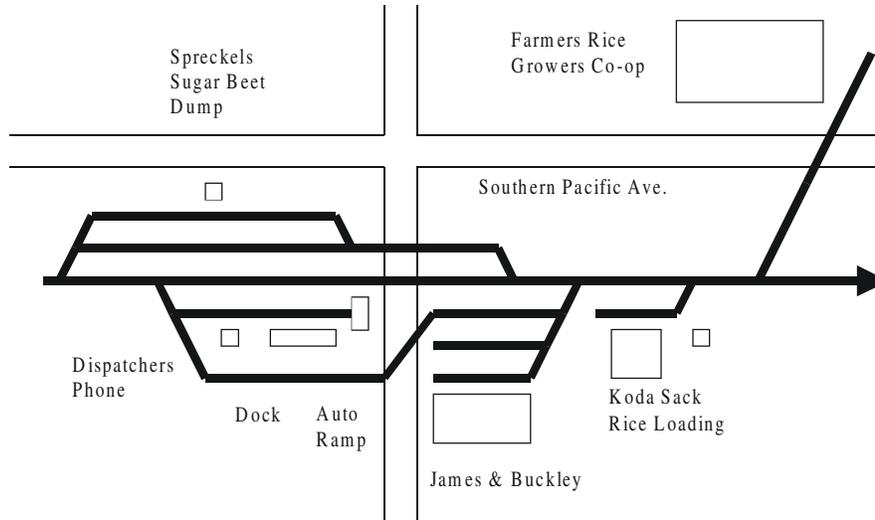
Photo at left shows Loeder Canyon on Gary Siegel's L&N layout.

<i>Contents</i>	
<i>May Meet</i>	<i>1</i>
<i>Map to Meet</i>	<i>1</i>
<i>Member Aid</i>	<i>2</i>
<i>Fresno Meet</i>	<i>3</i>
<i>Director's Report</i>	<i>5</i>
<i>Chief Clerk/Paymaster</i>	<i>6</i>

The Answers are Out There

By Bob Pethoud, Member Aid

Dos Palos MP 153.0



In the last column we looked at a model track plan which bore a resemblance to a few prototypes; this time we'll consider a prototype yard which has several implications for modeling. The illustration above shows the arrangement of tracks on Southern Pacific's west side line of the San Joaquin Division through Dos Palos (between Los Banos and Firebaugh) in the 1970s.

The yard is small enough that one could make a credible HO scale model of it on a narrow shelf maybe 8 to 12 feet long, but there are so many freight car spotting locations that the local freight would be here for hours making all the required pick ups and set outs. Note the nice mix of facing point and trailing point spurs, the double ended track for beet loading, and the S-curve on the house track. Be aware that the spurs are each long enough for several car spots. The siding (just above the main) is long enough for most meets and there is plenty of additional track to stow a non-clearing train (one that is too long for the siding).

This track arrangement is an example of what Tony Koester likes to call a Layout Design Element (LDE). An LDE is just a recognizable portion of a prototype railroad which features an industry, junction, yard, town, or other operational or visual point of interest. For more about LDEs, see *Model Railroad Planning* since 1995 or Tony Koester's latest book on the subject, *Realistic Model Railroad Building Blocks*, published by Kalmbach in 2005.

An LDE that inspires you can be made part of the track plan for your model railroad. In fact, a reasonable way to create a track plan is simply to string together a number of your favorite LDEs. Curve the main line to fit your available space, add a staging yard or two, and the plan is complete.

One major goal in designing a track plan is a model railroad that will be fun to operate. My view of model railroad operation is that it has three aspects or facets:

- § Way freight switching—making pick ups and set outs at industries
- § Yard switching—classification (organizing cars into different trains) and blocking (ordering the cars in a single train)
- § Road maneuvers—meets and passes of whole trains on the main line

A particular model railroad can emphasize any one, any two, or all three of these. My personal preference is to include all three, since they can all be enjoyable and the space required is not as much as many modelers believe. For example, a shelf layout of Dos Palos provides plenty of scope for way freight and yard switching just as it is shown. If you were to extend the main line several feet in both directions, you could put a small stub-ended yard at each end for staging. The resulting railroad would fit into a small bedroom and would permit all three types of operation.

Answers (Cont.)

With all of that in mind, here are my four suggested rules of thumb to promote interesting operation:

- a. Include as many spurs as you can. An examination of the trackage on any freight-hauling railroad will reveal an enormous number of spurs in any industrial area, so maximizing the number of spurs will increase the operational realism.
- b. Strive for variety in spur arrangements. This is not always like the real railroads, but it certainly makes for more enjoyable switching on the model.
- c. Include several sidings and adequate staging. Basically, this is to allow the proliferation of road maneuvers.
- d. Build in challenges. Don't make every switching as-

signment a head-scratching puzzle, but do plan for these if possible:

- ü Multiple spotting locations on each spur. This will sometimes make it necessary to pull out a car from behind another one which needs to stay in place.
- ü A single-track main line will make the meets and passes much more compelling.
- ü Sidings should be long enough to accommodate most trains, but occasional non-clearing trains add interest.

That's all for this time. Feel free to contact me with comments and questions at pethoud@comcast.net,

Daylighters Delighted at Fresno Meet

Daylight Division held its Winter meet in Fresno on February 25 at the home of Marlin Costello and his Goshen and Goosechase Railroad. Some 50 members and guests enjoyed a day of clinics, visiting and operations, followed by an evening of layout tours.

The do's and don'ts of video taping a layout were pointed out by Carter Braxton in his clinic. Carter brought his experience in video broadcast production and editing to the table with a review and critique of the Goshen and Goosechase video he and Marlin had recently put together. Those who saw this clinic had a chance to walk away with copies of the tape.

John Houlihan moved the clinic goers to the patio for a little messier presentation on casting plaster tunnel portholes. He cast a sample and put it in the sun to set, while he showed the crowd how to remove a dried casting from the forms. John showed us how to make a form of styrene on a wood base, including such details concrete form lines and a date engraved at the apex of the portal arch.

Ben McDonald came prepared for his clinic on ballasting track with roadbed and ties glued to a piece of plywood, ready for ballast. He talked about the various grades of ballast and demonstrated a technique for applying ballast to various trackage types. Ben showed us the secrets of selecting a spray bottle with the proper characteristics for wetting down ballast and scenery.

New Superintendent Pat Boyle led a brisk business meeting. Following the meeting, former Superintendent Bob Randall conducted a spirited white elephant auction.

The afternoon was filled with a variety of finger food provided by Marlin and Patricia Costello, and lots of operation on the Goshen and Goosechase. (For a detailed description of this layout see the last issue of the Daylight Observation. Suffice it to say, this layout is large enough to provide operational and rail-fanning opportunities for everybody at a meet.)

The evening was open house time at layouts in the area, including John Houlihan's O-Scale layout, Chuck Harmon's HO San Joaquin Central, and Ed Matheny's 19 by 60 HO empire in Tulare.

Congratulations to Marlin Costello, Master Model Rairoader No. 368

According to the NMRA Achievement Program report for February 2006, Marlin Costello received his Certificate of Achievement for Master Builder, Motive Power, qualifying him for his MMR. Next time you see Marlin, be sure to congratulate him on his achievement.



Marlin's Achievement Certificates are displayed above the dispatcher's center at the G&GRR

HAVE YOU REGISTERED YOUR PIKE?

by Gerry Leone, MMR

The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at <http://www.nmra.org/pikereg>.



National Model Railroad Association

Membership Application

Pacific Coast Region / Daylight Division

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: _____ NMRA # (if a renewal): _____

I want to become a member of or renew my membership in the National Model Railroad Association. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to "NMRA". I understand that membership in the NMRA includes my affiliation with a Region and Division based on my address above. I also understand that I must subscribe to the National and Regional publications in order to receive them.

Regular Member w/National Subscription and Region Subscription	\$ 51.00
Regular Member w/Region Subscription Only	\$ 39.00
Family Member (must have Regular Member as sponsor) – Provide Name:	\$ 9.00
Student Member (under age 18 or under 23 w/valid student ID Card)	\$ 24.00
Sustaining (clubs, businesses, associations, etc.) includes National Subscription and Region Subscription	\$ 84.00
RailPass Trial Membership (6 months w/ National Subscription and Region Subscription – new members only)	\$ 12.95
	Total

Send all membership applications to: NMRA, 4121 Cromwell Rd, Chattanooga, TN 37421

Director Rants and Raves

By Doug Wagner

Daylight Division Director

By the time you read this, the Pacific Coast Region's annual convention, in Sacramento, will be history. I will give you a full report at the May 20th Daylight Meeting, in Santa Barbara. And if I have a choice of being in Bakersfield, or Santa Barbara, on May 20th, why that's a no-brainer! Santa Barbara on any day! Who wants to put up with the San Joaquin Valley heat, in May, when you can enjoy the cool climate of Santa Barbara?

In case some of you haven't noticed, Pat Boyle, of Coarsegold, is now our new Superintendent. He has one year remaining on the Superintendent's and hopefully someone will step forward to have his or her name put in nomination for the 2-year term of Superintendent! I'll take it for granted that some of you do enjoy attending the Daylight Meets, and will hopefully think about being Superintendent of the Daylight Division. It's not a hard position—especially with the capable people that are there to support and help the Superintendent! Being a volunteer organization, we will not always have the luxury of having the “Other Guy” do it—as the “Other Guy” has probably already served on a position of an officer in the Daylight Division. I guess I have the philosophy of in a volunteer organization; you have to put into that organization what you get out of it! Okay, off my soap box now!

Maybe it's just me (probably is!!!), but since we have incorporated the one-membership structure in the NMRA, it seems that the attendance at the Daylight Meets has increased! So, there is some good news to report! And it was evident at the February 25th meeting, in Fresno, hosted by Marlin Costello. As usual, the Boys from Bakersfield did not get to visit all the layouts on tour, as there was just too many of them to visit and make it home by a reasonable hour. But, that's a good complaint when you have too many layouts to visit and not enough time to visit them all! Oh, well, maybe at the next Daylight Meet in Fresno, we'll get to visit the layouts we didn't get a chance to view.

And speaking of Daylight Meets, the next 2 will be held on the beautiful Central California Coast, so that you San Joaquin Valley dwellers can escape the heat of the summer. It's May 1st, and the temperature in Bakersfield is already into the 90's! The next meet will be on May 20th, in Santa Barbara, at Gary Siegel's home, where his famous Louisville and Nashville HO scale layout resides! If you've never seen this layout, please consider the trip to Santa Barbara just to see this great layout—I'll promise you won't be disappointed! The August meet will be held in San Luis Obispo, on August 26th. The San Luis Obispo gang always has a lot of layouts to visit and are heavily into a round-robin operations group, so here is your chance to get a taste of what it is like to operate like the real railroads do, but on a model railroad layout, instead! The November meet will be in the Merced area. Because of the winter Railfair, in Roseville, which is held every 2nd weekend of November, and Thanksgiving, which will be on the November 23-November 26 weekend, that kind of limits our Daylight meet, in November, to November 4th or November 21st. More information will be forthcoming around the month of July, so stay tuned to this station for more information.

On a final note, I want to thank everyone who has helped out in the Daylight Division—from performing in the capacity of an officer or hosting the quarterly meets! I know I rant a lot about participating in some form or other, but it seems like we always have someone there to do the job!

Until next time, may all your signals be green!

The Daylight Observation The Official Publication of the Daylight Division, PCR/NMRA

Volume 20, Issue 2 2nd Quarter, 2006

The Daylight Observation is published quarterly to inform members of division activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to all members of the Division and to officers and newsletter editors of other divisions in the PCR.

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NOTICE

The 2008 convention Committee has chosen the Fresno Ramada Inn as our convention site. The dates are April 30 - May 4, 2008.

Daylight Division Report for February Meet

February 25, 2006
1125 East Holland Avenue
Fresno, CA 93704

Business Meeting opened at 1256 hours with 13 members in attendance. Our new Superintendent ran the meeting with the timekeeping of a seasoned conductor. He reported on the past meet at Bakersfield, the upcoming meet/convention in Sacramento and opened discussion on the scheduling of future meets in the Daylight Division. We welcomed a new member who renewed for another year, George Pisching from Fresno, who attended his first Division meet at Marlin's house.

2006 Convention

The upcoming convention in Sacramento was discussed as it is being held the first weekend of May. Held 3-7 May at the Sacramento Double Tree Motel and Convention Center. Good practice for our hosting the 2008 Convention in Fresno.

2008 Convention

John Houlihan, Our Convention Chair for 2008 Fresno, discussed what and who are needed to assist.

We need the following positions filled:

- Welcoming/Host Committee Chair
- Company Store Chair
- Train Show Chair

We tentatively have the following positions filled

- Convention Chair (John Houlihan)
- Publicity Chair (Chuck Harmon)
- Paymaster/Treasurer (Doug Wagner)
- Contest Chair (Bill Scott)
- Clinic Chair (Brewster Bird)
- Non-Rail Chair (Sally Bird)

We need some assistant chairs to keep our work burdens low. Any volunteering for the Convention Committee earns Achievement points. If I missed anyone as Chair, please correct me at the next meet.

Santa Barbara is the next scheduled meet for the Daylight Division with the date set as May 20, again to be hosted by Gary Siegel and the Santa Barbara Operators of the Eastern Kentucky Division of the Louisville and Nashville RR. Possible side excursion to Filmore still being discussed as of press time.

Director's Report:

Doug Wagner reported that all was well with the Division and the Region. At the most recent Director's meeting it was discussed that more volunteers are needed. It was also brought to the table that the new 'subscription' and dues structure appears to be working. Our active membership has already shown an increase in attendance at meets. Also reported is that as of the date of the meeting the dues are holding up and the costs have not become insurmountable. The PCR still has plenty of reserve. The Annual Meeting of the PCR will be held at Sacramento, Sunday May 7, 2006.

Chief Clerk and Paymaster's report

Prior minutes were posted with Chuck and the Observation too late for publication. I am including in this report the following financial statement as Chief Clerk/Paymaster:

Financial statement
Current as of
February 25, 2006

Cash-on-hand:		\$107.50
Balance in checking as of August 19, 2005:		1201.25
Additions: (aug 2006)		364.00
Expenses: check #1016		(6.50)
Check #1017		(190.00)
Balance: (08/31/2006) (in checking, does not include cash on hand)		1368.75
November meet:		
Beginning balance:		1368.75
Expenses: check #1018		(180.10)
# 1019		(15.96)
#1020		(79.51)
gross receipts	:	212.00
balance in checking: (as of November 30, 2005)		1305.18

Submitted:
Brewster Bird
25 February 2006

We had many folks show up for the meet, held at Marlin Costello's House. The Fresno Operators group around ten in number attended and ran Marlin's layout, about five from the Visalia Electric Railroad Historical Society appeared, and fifteen to twenty Daylight Division members including one of our newest members, George Pinschle, who renewed his membership this month.

The business meeting held during the day's events featured reports from Doug Wagner, Chuck Harmon, Bob Pethoud and Bill Scott. The only contest entries were from the Bakersfield group, Doug Wagner displayed a N scale station and parking lot, Bob Randall displayed shots of steam going through Bakersfield and competed against Danny Seames and Doug Wagner for best photo. The Far Away award goes to our intrepid Tehachapi members and our Division Superintendant from the Sonora area.



Ben McDonald demonstrates proper technique of "wetting" ballest before gluing.

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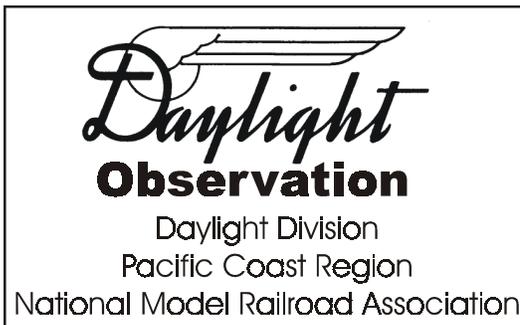
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