

# Daylight Observation



Dear Daylighters,

Welcome to the Observation. Your Editor watched his best friend fail from the cancer she was suffering from, but she suggested we make the January meet in Kingsburg anyway. We did, and it was the last time we fellowshipped with the Division members as a whole physical family. It is tough to write this without her gentle cajoling and assistance. She wanted me to carry on in the hobby so here I am.

IF I CAN DO IT, SO CAN YOU!.

Even Doug Wagner our illustrious all around bottle washer and cook, in spite of his vision issues helped with this issue of the Observation!.

Help is needed in the following areas:

- \*artwork
- \*tech articles
- \*Achievement Program guidelines
- \*Railroad stories.

Sally late  
Spring 2017



Sally Bird was a Non-Rail Chair for the 2008 Fresno PCR Convention. She laid out a shop-hop for the Non-Rails, and helped in the Non-Rail Room with Mary Moore-Campagna

April-June 2018

The meet this month will be in Bakersfield!

Saturday, May 19, 9:30 AM - 1:20 PM

Where:

Greenacres Community Center,  
2014 Calloway Drive, Bakersfield, CA  
93312

## Meet Schedule:

Registration, Meet and Greet, coffee and snacks

1. Contests, displays, first white elephant raffle
2. Quick business meet (announcements, requests for volunteers)
3. 10:00 clinics
4. Layout tours. (1:30 ish)

\$4.00 Members \$5.00 guests

## Daylight Division Membership Gauge

January 31, 2017—114  
February 28, 2017—115  
March 31, 2017—115  
April 30, 2017—116  
May 31, 2017—116  
June 30, 2017—115  
July 31, 2017—116

# Daylight Observation

- August 31, 2017—117
- September 30, 2017—119
- October 31, 2017—119
- November 30, 2017—119
- December 31, 2017—117
- January 31, 2018----118
- February 28, 2018--116
- March 31, 2018----114
- April 30, 2018----112

We, the officers of the Daylight Division's welcome you to our "Daylight Observation" a quarterly written description of activities within and nearby the geographic limits of our Division. Our Illustrious Director, Neil Fernbaugh ( now member of the year!), is scoping out possibilities for future events. Checking calendars with the PCR Calendar is probably best all-around way to find out the details of events we might miss. We cover the area from Ridgecrest and Kern County to Santa Barbara and San Luis Counties, north to Madera, Merced and Mariposa Counties, with Tulare and Fresno Counties.

### -In Memoriam-

Daylight Division Members We Lost in 2018		
Member	City/State	Joined
Sally N. Bird	Visalia, CA	8/19/1997

Clinics:  
 Several Clinics will be featured this month:  
**Bob Chaparro:**  
**Tuning Up Your Freight Cars For Better Running,**  
**Steve Lowe :**

**Installing Super Elevated Curves On Your Layout,**  
**Randy Brown:**  
**Building Resin Structures.**  
 Thank You in advance, all clinicians!

Welcome Aboard !  
 Daylight Division's Newest Members

Member	City/Sate	Date
Joined		

Membership Thermometer:  
 Daylight Membership by County

County	# Members
Kern	33
San Luis Obispo	25
Fresno	23
Santa Barbara	16
Tulare	12
Merced	3
Madera	3
Mariposa	2
Total Members	117

Daylight Officers:

Superintendent	Neil Fernbaugh
	(559) 805-4520
Chief Clerk / Paymaster :	Bob Sexton
	(559) 325-7528
Director :	Neil Fernbaugh
	(559) 805-4520
Observation Editor:	Brewster Bird
	(559) 967-6773
Clinics Chair :	Doug Wagner
	(661) 589-0391
Contests Chair:	Chuck Harmon, MMR
	(559) 299-4385
A.P. Manager:	Dave Grenier
	(408)431-8989

# Daylight Observation

Parliamentarian : Brewster Bird  
(559) 967-6773

Industry Liaison : Mike O'Brien  
(661) 654-0748

Member Aid Chair : Bob Pethoud  
(559) 438-7705

Membership Chair : Doug Wagner  
(661) 589-0391

Webmaster: Dave Grenier  
(408)431-8989

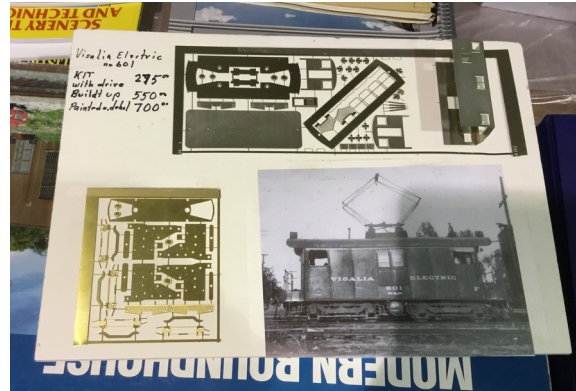
From Doug our Membership Liason:

I would like to thank Don Smith, Neil Fernbaugh and Brewster Bird, who organized the January 20 Daylight Division meet, at the restored Kingsburg Depot, in Kingsburg. We had 3 great clinics that can help all of you with your model railroading. Not only was it an excellent venue for hosting the Daylight Division meet, but Union Pacific was gracious enough to serenade us with 3 freights to rumble by while we were there---complete with a front row seat, with the patio decking right outside along the mainline! And for an encore, the UP track maintenance gang kept us occupied with the ballast spreader machine. After the meet, we got to visit 3 gorgeous layouts. It concluded with a great prime rib dinner at Cool Hand Luke's, in Tulare, before headin' off for the trip home, to Bakersfield.

Attn: Modelers and prototypists:



Bo Hammarling is seeking modelers who would appreciate the challenge of building a photo etched model of the Visalia Electric's A-1. He has been inspired by the book "The Visalia Electric" by J Phillips Kauke. Bo's email is as follows:  
[bohammarling@hotmail.com](mailto:bohammarling@hotmail.com) .



Daylight Calendar:

Please see:

[www.pcrnmra.org](http://www.pcrnmra.org)

for further details...

Addendum:

THE DAYLIGHT DIVISION NEEDS A CHIEF CLERK AND PAYMASTER. SEE FOLLOWING JOB DESCRIPTION ( as written by Neil Fernbaugh ):

Can you spare a couple of hours a month to help the our Division Leadership? Bob Sexton has served as our Chief Clerk and Paymaster for as long as I can remember.

He wants to retire. We are looking for someone willing to spend write a minimum number of checks from our account, insure that someone is responsible for collecting registration and fees at

# Daylight Observation

our meets, and filing a quarterly report of our finances. Bob, and the rest of us officers, would be happy to make sure that anyone who would like to take it on has any help or support they need.

( Editor's note ): Please volunteer for this. I have held this office before, and it is fun, challenging, and worth it. I always got back more than I put in. Getting to the meets is not a requirement. Delegating is. It does pay to get to as many meets as possible, though, as one gets to meet face-to-face with other modelers, handling petty cash, paperwork, crazy bankers. Community Service hours are about 1 hour a week. Also, if you are shooting for the NMRA Achievement Program the position qualifies after several years of service, for Association Volunteer. You can add this position to your resume too. Cash handling, report writing, computer skills and responsibility for a non-profit's checkbook are salable skills. -Brewster Bird

## Layout tours:

Bob Chaparro has helped with the layout tours for the Bakersfield area during our meet.

Model Railroads of Southern California's Layout Tour #55 is Saturday, May 19. This will be held in conjunction with the PCR/Daylight Division meet in Bakersfield:

The layouts are as follows:

We now have a lineup of seven railroads for the May 19 tour in Bakersfield. This tour is an additional activity for the Daylight Division meet that same day. The tour is free and self-guided.

April-June 2018

The specific schedule and location details will be posted in a few weeks and will be available at the Daylight Division meet, at the Greenacres Community Center location.

Here is the lineup:

### **Bakersfield:**

John Drazin (HO)

Golden Empire Historical & Modeling Society (HO & N)

Larry Saslaw (HO & G)

Doug Wagner (N)

### **Tehachapi:**

Wilson James (HO)

Layout descriptions are below.

**John Drazin** –The Oakcreek & Western is a fictional branch of the real CB&Q, which John remembers well from growing up in the Chicago area. This is a large two-level layout inside its own dedicated 28 foot x 72 foot building with a 16 foot x 14 foot Dispatcher's Office. The mainline alone is six scale miles long and there are over 1,000 cars on the layout.

John likes realistic track so he employs a three-step process to weather every tie. You can imagine with a twelve-mile long mainline, sidings, spurs and yard tracks there are a lot of ties to be weathered. The sections he has completed look really great. John also experimented with anchor bolt cement, using this to cast some bridges. The result is concrete bridges in true concrete color.

## Daylight Observation

The scenery reaches down to the floor in areas where it is completed. John is using very large Bragdon rock molds for this. These require a two-man team to position and hold the molds in place. John uses the NEC DDC system and Tortoise turnout motors. In addition to NCE throttles he is tweaking the system to use cell phones to operate the trains and turnouts.

John also has a nice collection of railroad signal and signs outside the layout room to add atmosphere to the surroundings.

### **Golden Empire Historical & Modeling Society**

– This club boasts two large layouts, one each in HO and N scale. The HO layout, located on the 3rd floor, is approximately 30 feet in width and 100 feet long. Two large yards are located at each end of the layout, with several industries located in between. The layout is currently a work-in-progress, but the club is able to operate on it.

Several scenery projects are currently in progress on the layout. Digitrax's Digital Command Control powers the layout, as on the N scale layout.

The N scale layout is 18 feet wide and 80 feet long, and includes a scaled-down version of the Tehachapi Loop. The club has extensive scenery work in progress. Anyone who models in N scale is welcome to bring their decoder-equipped locomotives and run them along the 15 scale miles of mainline from Bakersfield to Mojave.

Website: <http://www.gehams.org>

LEGO - GEHAMS club is affiliated with the Bakersfield LEGO people and their layout is on permanent display on the N scale level. The LEGO Club will display their 7-1/2 foot x 12-1/2 foot layout which depicts a city, complete with super heroes and custom-built LEGO brick trains.

Club photos:

<http://www.pcrnmra.org/daylight/newsletters/Q108.pdf>

Facebook Page:

<https://www.facebook.com/#!/GEHAMS?fref=ts>

**Wilson James** - This layout is housed in a dedicated 25 foot x 40 foot room. The layout fills about seventy-five percent of it. The remaining space is used for workshop/future dispatching room and crew lounge. The main line has 560 feet of trackage. There are two yards. The main yard, (Tim's Yard) has five tracks with 92 feet of storage and the secondary yard has four tracks and 48 feet of storage. There are three helixes. One helix is double track with five levels which takes trains from the main yard to the second level, which is 18 inches higher. The second helix has three levels, and the third helix eventually will lead to the lower level staging.

Rolling stock mainly represents the transition era. The control system is Digitrax, with JMRI used to operate turnouts, along with stationary decoders which can be controlled by throttles or by the main yard control panel. Scenery is a work in progress.

**Larry Saslaw** - This HO scale layout is based on Southern Pacific's Dunsmuir engine facilities and Shasta Division, circa 1954 (and last day of Southern Pacific operations on Sept 11, 1996).

Larry has used plans of the roundhouse, machine shops, mallet shed, sanding tower and station from MAINLINE MODELER articles of the early 1980s. The layout is built within the third stall of his garage and measures 12' x 21' feet.

There concept is based on a climbing out of the Sacramento River from lower Dunsmuir yard, through the engine facilities, up the canyon past Shasta Springs, across Hotlum (Dry Canyon) up to a second level to what could be the summit at

## Daylight Observation

Siskyou (Larry has used artistic license to switch lines) up to a helix and down, or reverse loops on top and bottom.

The layout climbs twice around the room, from the helix and Dunsmuir yard and shops located on the center peninsula, around the room twice, back onto the peninsula to the top of the helix. Larry's intent is to portray the scenery and feeling of railroading in the Shasta Route. He uses Digitrax Radio DCC and has a sample of SP steam, Diesels, Shasta Daylight, the Cascade and Klamath lumber trains of the 1954 era. He also can switch out the whole power and rolling stock to portray the last days of the SP with the Coast Starlight.

**Doug Wagner** – The N scale Porterville-Orosi District/ATSF Valley Division is a work in progress. It represents the East San Joaquin Valley area between Bakersfield and the Porterville, Lindsay and Exeter areas in the late 1940s to early 1950s.

At this time there is no scenery on the layout and much is to be completed. The layout eventually will have rolling hills for the citrus groves that were prevalent in the area's agriculture industry. The layout is 10 feet x 20 feet with 1.6 scale miles of an all branch line route. This route is operational as are the industrial sidings in Porterville. There is a middle peninsula that serves as a classification yard, which represents both Bakersfield and Fresno Yards. There is a separate staging yard which will represent off-line trains coming into the Bakersfield/Fresno. The benchwork is made from cantilevered shelving material with 3/4" plywood and 1/2" Builder's Board for the sub roadbed. The layout room has a duckunder at the door that is removable for any visitors that may have difficulty entering the room.

April-June 2018

Doug plans on using car cards for operations which will run point-to-point. The track plan also allows for continuous show running. The layout is controlled by Digitrax's DCS 100 command station system.

Bob Chaparro  
Moderator

Model Railroads of Southern California  
<https://groups.io/g/ModelRailroadsofSoCalif>

Thank you Bob for all you do for those Operators out there! (ed.)

Director Neil's Report:

On meets:

How about July 28<sup>th</sup> in Santa Barbara, and October 6<sup>th</sup> in SLO for the next two meets. I don't think it would be too much trouble to find a meeting space during the railfest, and I'm sure Bruce could come up with something in Goleta or SP for July. I'd sure like to get back on to a 4 meet schedule.

We're back to 2021 for a regional convention date. I think national is in Santa Clara that year so we might have something of a mini-convention, maybe only Thursday-Sat or shorter?

More thoughts:

I also think that it's about time that a PCR/PSR joint Convention is seriously planned.



# Daylight Observation

Bakersfield 2017 thoughts:

I don't know if everyone understands how big an anomaly the B'field Convention was, it was a great convention and everyone I talked to loved it. I don't know how many folks even know why it was over budget, (maybe I'm the only one who didn't know why, but let's just say that limiting the length of the convention should have nothing to do with that one unanticipated cost. No one's fault, and not something any of us should think

The only concern about cutting back the length of a convention has to do with the fact that convention attendance is down, And the thought that a lot of members (and I'm not sure how true this is) can't afford the cost of coming to a convention. Some leaders think that a day shorter might make it more affordable for our less well-off members.

With a future regional coming our way in 2021 we have plenty of time to brainstorm.

Operations Sessions:

Bob Pethoud's clinics at our PCR convention and at a couple of our divisional meets reflect a growing interest among model railroaders in participating on "ops sessions." On our own layouts it adds another dimension to our enjoyment of our scenery, structures, and rolling stock. When we operate, we are up close to our layout as we switch a particular industry or station. We look more closely at the markings and details of the rolling stock we couple and un-couple, and we tend to slow our trains down as they pass through our scenery.

Then there is the socializing we enjoy when we work with others on operations. It's a social hour with a purpose. While you wait for a different train to pass, or work with a yardmaster or dispatcher on how to best handle a problem, you have lots of

time to enjoy the company of other modelers, and it's not like having to sit through another meeting! Over the last few years I've had the privilege and pleasure of operating on a number of great layouts. I started out running a couple of through passenger trains and freights, and then moved on the switching locals and hostling engines at a few terminals. So far, I'm what they call, in railroad slang, a boomer: a railroad worker who moved from railroad to railroad instead of working to get seniority on one railroad. So I haven't got enough experience to take on the hardest jobs like yardmaster or dispatcher.

It is a real pleasure to actually run on other folk's railroads. Some railroads are bare of scenery, but provide a real challenge similar to what John Allen created in his switching puzzle. On other layouts you can be so distracted by the scenery, scratch built equipment, or just the camaraderie of fellow modelers.

If you haven't had the opportunity to try an operations session, I urge you to give it a try.

Many of our friends in the division are happy to host an occasional guest operator. Several even have room for a regular or two. You'll really enjoy it.

Neil Fernbaugh-Division Director

Ops session upcoming:

Crew Call for the next Op Session on the SP Santa Margarita Sub In Paso Robles, CA

Saturday May 26, 1-5 pm

We will be running TT&TO

Lets mark up and help get some freight delivered.

Paul Deis

SP Santa Margarita Sub  
[curlyp2@gmail.com](mailto:curlyp2@gmail.com)

# Daylight Observation

This issue of the Daylight Observation produced with a donation provided by Brewster's Brews, a coffee roasting enterprise. Roasted beans only, not ground. Roasted to order. Contact: Brewster Bird at 559-967-6773 or [roastcoffeemicro@gmail.com](mailto:roastcoffeemicro@gmail.com)