



The Daylight Observation

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November is National Model Railroad Month.

This is the beginning of a 4x6 foot HO scale display layout of a rock quarry that George Pisching is building for November.



Next Daylight Meet

Meet At Exeter Boy Scout Shack

By Brewster Bird

The November Daylight Division meet will be in the Scout Shack in Exeter, CA (east of Visalia). Come 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 obligatory quarterly Daylight Division business meeting.



The meet starts at 9:00 AM with registration, refreshments, contest entries, Meet 'n' Greets. The program begins at 10:00 AM. Registration is \$4.00 for NMRA members, \$5.00 for non-members.

Schedule

8:30 am - Railroad Breakfast

9:00 am – Registration, Contest Entries, Meet 'n' Greets

10:00 am – Clinics

12:00 pm – Daylight Business Meeting, Door Prizes and our World Famous White Elephant Auction

1:00 pm – Lunch (will be available)

Clinics: To be determined

Contests: We will have judged model contests. The photography contest will continue to be a popular voted contest.

Contest Categories: Models: Passenger Car, and Photos: Model Color

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.

For more on Daylight Division contests, see the "[Contests](#)" webpage.

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!"

Lunch: TBD

Layout Tours / Operating Session: TBD

Continued on Next Page

Daylight Call Board

Superintendent

Neil Fernbaugh • marmot47@sbcglobal.net

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Dave Grenier • grenida@pacbell.net

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Member Aid

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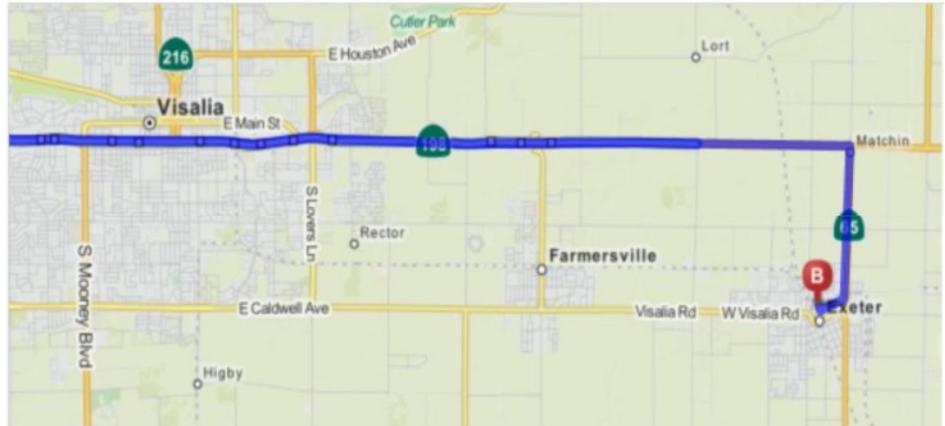


Exeter Daylight Meet

Driving Directions to Meet

From the North or South take CA-99 to Visalia

- From CA-99 merge onto CA-198 E via Exit 97 toward Sequoia Park/Visalia (15.8 Mi)

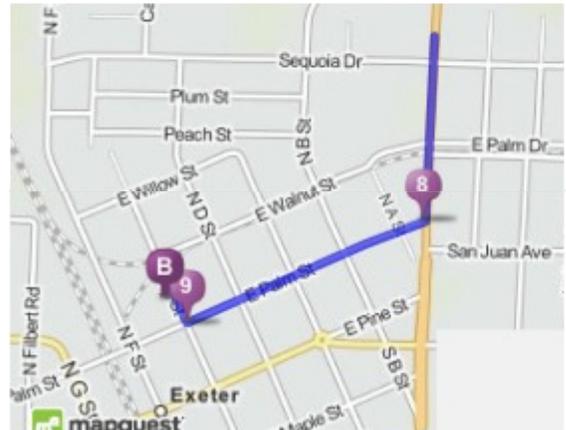


- Turn right onto N Kaweah Ave / CA-65 (1.8 Mi)

- Turn right onto E. Palm St. (0.3 Mi)

- Turn right onto N. E St. (0.07 Mi)

- 264 N. E St. is on the right.



November is National Model Railroad Month

National Model Railroad Month offers us the perfect chance to show off our handiwork and at the same time introduce others to the hobby that gives us so much pleasure.

Do it as an individual. Take a few hours, a day, or a whole weekend and invite your friends, (all of them, not just your model railroading friends) neighbors or the whole community to visit your layout. You will be surprised at how many of your co-workers and neighbors down the street are anxious to see what you have been working on so hard. Your layout has given you a great deal of pleasure. This is a great opportunity to share that pleasure with others. You will get additional pleasure from all the “ohhhs” and “ahhhhs” of your visitors.

But why stop there? Why not get your whole Division involved? There is much more you can do as a group.

Coming Attractions

November 1 & 2, 2014 -

Fall Model Train Show and Open House, [South Bay Historical Railroad Society](#). Saturday: 10:00 to 5:00; Sunday: 10:00 to 4:00, Santa Clara [Caltrain](#) Station, Santa Clara, CA. (408) 243-3969. Admission: \$5 for adults 18+.

November 1 & 2, 2014 -

Train Show and Attic Sale, [Black Diamond Lines Model Railroad Club](#). 10:00 to 5:00, 425 Fulton Shipyard Rd, Antioch, CA. Adults: \$3.00, Children (6-12) & Seniors (60+): \$2.00

November 1 & 2, 2014 -

Northern Nevada Model Railroad Tour, presented by [PCR Sierra Division](#). Twenty-one layouts.

November 8, 2014 -

Open House [Silicon Valley Lines](#), Noon to 5:00, 148 E. Virginia St, San Jose, CA. No entry fee.

November 8 & 9, 2014 -

[37th Annual International Railfair](#) Model Railroad Show. Saturday 10:00 to 5:00, Sunday 10:00 to 4:00, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Co-sponsored by [PCR Sierra Division](#).

November 15, 2014 -

[Daylight Division Fall Meet.](#)

Saturday 9:00 to 5:00, Scout Shack, 264 North "E" Street, Exeter, CA. See page 1 this issue. Members: \$4; Non-members: \$5.

Continued on Next Page

Daylight Director's Report **Report from the PCR**

By Dave Grenier, Director, PCR Daylight Division

First off, let me say "Congratulations!" and "Thanks!" to **Neil Fernbaugh** of Visalia. At the Santa Barbara meet in August, he volunteered to take over from me as Daylight Superintendent to serve out the remainder of my term. Of course, I promptly appointed him Superintendent! I hope we will all support Neil in his new position.



The next Daylight Division meet will be November 15th at the Scout Shack, 264 North "E" Street, Exeter, CA (east of Visalia and south of Highway 198). See the Daylight [website](#) for up-to-date information on the meet. I hope you can make it. I'm looking forward to sitting with you instead of in front of you!

There has been no further discussion on the joint PCR/PSR convention in the Bakersfield area sometime during the 2016-2017 timeframe. We will be discussing this further at the upcoming PCR Board of Directors meeting on October 25, 2014. Unfortunately, by the time you read this, the meeting will be history. You can read the highlights and minutes of the meeting on the PCR website's "[Board Meetings](#)" page when they become available a few weeks afterward.

The next BOD meeting will be May 13, 2015, at the DoubleTree by Hilton Hotel, 39900 Balentine Drive, Newark, CA, during the Club Car 2015 PCR Convention. If you have something you would like to have presented to the Board, please let me know and I will present it at the meeting. You are also welcome to attend the meeting and present it yourself. Let me know a month ahead of time so I can get it on the agenda.

That's all I have for this time. If you want to contact me, either e-mail me at grenida@pacbell.net or call me at (559) 297-1345.

Respectfully submitted,

Dave Grenier, PCR Daylight Director

Irish Tracklayer
O Gauge Track Products



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Coming Attractions

November 15, 2014 -

Redwood Empire Division Fall Meet. 11:00 to 5:00, Monroe Hall, 1400 West College Ave, Santa Rosa, CA

November 21 - 23, 2014 - and

November 28 - 30, 2014 -

Holiday Train Show, Walnut Creek Model Railroad Society Friday 8:00 to 10:00pm, Saturday & Sunday 11:00 to 6:00, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 22 & 23, 2014 -

The Great Train Expo 10:00 to 4:00, Alameda County Fairgrounds, Pleasanton, CA. Adults: \$7.00 **Good for both days!** Kids under 12: Free!

December 6 - 7, 2014 -

Model Railroad Open House, Carquinez Model Railroad Society. 10:00 to 4:00, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

December 7, 2014 -

Coast Division Meet 9:00 am to 5:00 pm, 1001 Davis Street, San Leandro, CA. (at SF Bay Area Council Office of Boy Scouts of America).

December 25, 2014 -



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Daylight Superintendent's Office **Dark Territory** By Neil Fernbaugh



In railroad parlance “Dark Territory” is an area uncontrolled by block signals. As your new Superintendent, I’m definitely running “dark,” but I have a great team behind me, and I know if there’s a problem, I’ll see a few flares before any disasters loom.

I have some pretty ambitious goals for our division, but they will only become reality if they are your goals as members as well. I want to hear from anyone in the division who has ideas or concerns, and my email is at the end of this piece, so write me, and I hope you’ll be the squeaky wheel that needs the grease. Give me some ideas.

I don’t believe in “top-down” organizations, so if we are really going to serve our membership, tell us what needs to be done? We are only as good as you want us to be, so that means we need to hear from you. We have incredibly talented members, a great website, and an on-line newsletter. You pay your dues for a reason. Tell us what you like!

Come to meetings, and if you can’t, email us. I joined the NMRA and our division when I returned to the hobby after years of work. My Grandson was delighted to see my old collection from the 60s, and since I was close to retirement, visions of new railroads started dancing in my head. I love the ideas, camaraderie and support I have gotten since I rejoined the NMRA in recent years and I think that you will too.

When I dug into the old trunks full of those old Hobbytown diesels that would have hauled a lot of weight up the loop, I realized they were noisy as hell. Suddenly I learned that we had a whole new hobby with DCC, sound, multi-level layouts, laser cut models of some of my favorite depots. Now there was sound and there was control. All this was new to me with my old vision of a dog-bone track plan in an 0-27 gauge layout. Suddenly there were opportunities to go far beyond what I had imagined as a kid.

That’s why I am here.

I will probably never be a Master Model Railroader. Once one of the judges gets out his optivisor I’m dead meat. Allen McClelland’s idea of “good enough” is as far as I’ll get. But all the meets I’ve gone to have made me a better modeler. Please come to some meetings. Contribute to our newsletter, or open your house to a layout tour. Every time I see or hear of what my fellow modelers have done, I learn something.

Bring something to show. I don’t care if it’s not one of the categories that are being judged for Master Model Railroader status. I want to see a kit I’ve never seen before, a unique tool, a collector’s Lionel item from the 50’s, or a layout design plan that you hope to construct next year. If we are going to be a successful organization that serves its members, we need you to challenge all of us to contribute.

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Coming Attractions

December 26, 2014 -

Model Train Show, [Walnut Creek Model Railroad Society](#) 8:00 to 10:00, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

January 23 to 25, 2015 -

[Bay Area Layout Design & Operations Weekend](#), Sponsored by [Pacific Coast Region-NMRA](#), [Layout Design](#) and [Operations](#) Special Interest Groups. Friday Kick-off dinner. Saturday 8:30am to 10:00pm. Sunday Operations Sessions.



George,

Thank you for your outstanding volunteer efforts at the 2014 NMRA Convention last month in Cleveland. The hours you gave were most appreciated, and the feedback we've received tells us that those in attendance had a great time. What you all did was part of their enjoyment of the event. Thanks so much.

Patty Kaplan
2014 NMRA Convention
Volunteer Coordinator

Dark Territory

I know that we only meet every three or four months, and that some of the old timers ignore newcomers because they haven't seen each other for a year or so. But, 'what the heck.' Come visit. We need new members more than we need our old time connections. We'll try to welcome you and enjoy your contributions. What I've learned over the last couple of years as a new member, is that most NMRA, PCR, and Daylight members are more than willing to help. Don't be afraid to join in, ask questions, or contribute. If we are to be a vibrant, useful, and positive organization we need you.

"Come on in! Meet with us, email us, challenge us with questions. We want to help, and we want to learn from those of you who see or know things that we haven't thought about."

Neil Fernbaugh, Superintendent



Neil Fernbaugh, Our new Superintendent said, "My latest project. Perhaps appropriate to my new job as superintendent."

Neil Enjoys the 1:1 Scale Trains

The San Luis Obispo Railroad Museum hosted a fundraiser aboard the Overland Trail, giving guests a ride along the scenic coastline between San Luis Obispo and Santa Barbara. The museum hopes to work with Bill Hetrick, our host and owner, to sponsor future trips along the same route. (for more details, the Overland Trail has its own website)



"Neil and owner Bill Hetrick at the bar of the former UP lounge car, *The Overland Trail*."

Photo of me on the Overland Trail

Contest Corner

Contest Policies

By Chuck Harmon,
MMR



There will be favorite (voted) and judged model contests, beginning with the August 2014 meet. The Photo Contest will continue as a favorite (voted) contest.

Everyone who enters a contest will receive a voucher for one raffle ticket. (One per person, regardless of how many entries you have.)

First place winners will receive a plaque and a ribbon. Ribbons will be awarded to second and third place winners.

A different category will be chosen for each meet's favorite model and favorite photo contests and published in *The Daylight Observation* newsletter and on this [website](#).

If you bring a model or photo to a meet that does not fall into the category for that meet, it will be for display only (no prize or raffle ticket) or the judged model contest.

The judged model contest will be conducted according to the [PCR Contest Directory](#), as published on the PCR website's "[Contest Information](#)" page.

If you enter a model for judging, fill out a [Model Contest Entry Form](#).

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Achievement Program

Master Builder - Prototype Models

By Dave Grenier



In this installment, we will review the requirements for the Master Builder – Prototype Models certificate, the third and final category in the “Railroad Setting” area. This category is the newest in the Achievement Program, being added in 1987. It is also the category that many consider to be the most challenging. It goes beyond the Master Builder – Scenery reviewed in the previous article.

The full requirements for this category are available on the NMRA website at www.nmra.org/prototype-models. You can also get a copy of the requirements by contacting me, either by phone, e-mail, or letter.

To qualify for this certificate, you must construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures. Unlike the Master Builder – Scenery category, there is no minimum size requirement for your prototype scene. It only has to be big enough to adequately display the required models and give the overall effect of the intended scene.

At least four different types of models must be represented in the six models, including: 1) rolling stock; 2) railroad structure; 3) caboose or passenger car; and 4) motive power. Any two of the six models must be scratch built, with the remainder being super detailed. (Refer to the NMRA website for definitions) Plans or photographs must be provided to verify the final prototypical appearance of each model and of the total scene.

The prototype scene, with the six models in it, must earn a Merit Award with a minimum score of 87½ points. This does not mean the individual models must win a Merit Award individually. It means that the scene as a whole, with the models in place, is judged using the following Prototype Models criteria:

Terrain (35 points)	Structures (35 points)
Background (15 points)	Lighting (15 points)
Realism/Conformity (35 points)	

If you wish, either before or after their inclusion in a Prototype Model scene, you may also use the models as some of your qualifying models for other AP categories, such as Motive Power, Cars, Structures, and Scenery. None of this will affect, or be affected by, their use in a Prototype Models scene. Think of this as a “two-fer” and a very nice return on your modeling time investment.

Note that in this category, simply having the scene receive 87½ points in an NMRA-sponsored contest in the “Modules” or “Displays” class will not qualify it for the Prototype Models category.

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Contest Policies

Blank forms will be available at the meets, but it is much easier to leisurely prepare the form at home.

Judged models attaining a point score of at least 87.5 points entitles the entrant to a Merit Award which counts towards Master Builder Awards in the [NMRA Achievement Program](#).

Model contest judges earn 1 Time Unit towards their [AP Association Volunteer](#) certificate.

KEEP TRACK OF YOUR SERVICE AS YOU DO IT.

Your contacts for instruction are:

[Chuck Harmon](#), MMR, Contests Chair

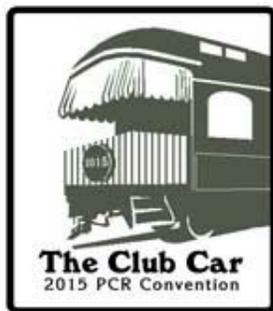
[Dave Grenier](#), Achievement Program Chair

Winter Meet Contest:

February 2015

Models: Freight Car

Photos: General Rail Subjects



Newark, California

May 13-17, 2015

www.pcrnmra.org/conv2015

Master Builder - Prototype Models

It must be judged according to the above criteria. However, if there is time, you may ask the contest coordinator or AP Manager to have the module judged according to the Prototype Models standards. It is suggested that you do this beforehand.

In addition to the models, you will need the usual paperwork describing what you did. Prepare a written description, along with 2 sets of photographs (or a video tape presentation), documented evidence and/or maps, which will verify the actual prototype scene used as the basis for the modeled scene. You need to describe, using photos and text, how your model scene has duplicated the prototype scene. Include a description of the intended setting of the model scene, including the scenic details and any towns or cities used to achieve the desired effect.

If possible, take photos of your model from the same angle as the photos you have of the prototype. This way you can have side-by-side photos showing how faithfully your model recreates the prototype. If you have created your own plans, which you most likely will have to do, also include them along with a description of how you developed them. This is one category in which you cannot have too much documentation!

Once you have satisfied all of the requirements, submit a completed Statement of Qualifications (SOQ) form, which includes the required supporting descriptions and photos, the signed Achievement Program Master Builder Prototype Models Judging form (available on the NMRA website) and a photocopy of your NMRA membership card to the Daylight Division AP Chairman, and you are on your way towards another AP certificate!

For more insight and photos of what is involved in earning this certificate, look at the Scale Rails, June 2008 issue, starting on page 10. There you will find an article describing the personal experiences of Peter Magoun, MMR #396, when he earned his Master Builder – Prototype Model certificate.

If you are interested in learning more about the Achievement Program or Golden Spike Award, contact me for more details. My phone number and e-mail address are listed on the last page of the Daylight Observation and on the Daylight Division website at:

<http://www.pcrnmra.org/daylight/callboard.htm>

There were no Achievement Program certificates awarded in the Daylight Division since Andrew Merriam and Chuck Harmon received their Master Model Railroader awards earlier this year. I know there are several of you currently working on various certificates. If you're stuck, give me a call or send me an e-mail. I'd be happy to help you however I can.

Next installment: Model Railroad Engineer – Civil



Letters to the Editor

PCR-NMRA Facebook Page?

Hello All: I read Ed Merrin's article in the new Branch Line, and its references to younger member outreach, with interest. It appears that to date, no one has created a Facebook page for the Pacific Coast Region, and this may interest many younger members and help increase outreach.

To demonstrate what might be possible for this channel, I have created a Facebook page for PCR at this address:

<https://www.facebook.com/pcrnra>

If you like this, I'd be happy to administer it on an ongoing basis, and to observe appropriate controls on content as you wish. At this stage, I am notifying only you on the PCR Board and don't plan to make any wider announcement (for example in the Yahoo! group) until you have a chance to weigh in on whether you like this.

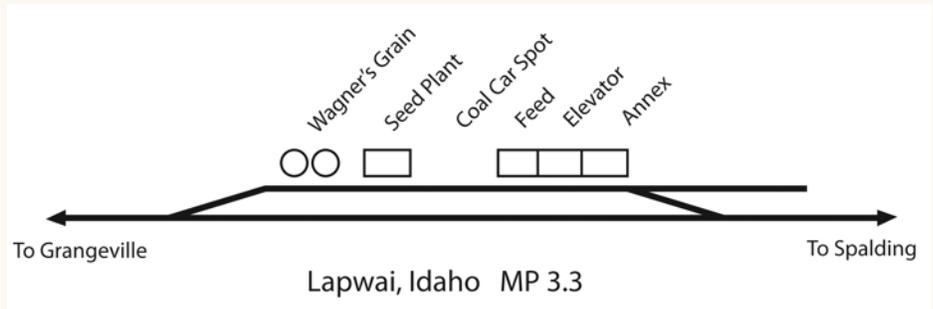
However, since it's a public page, members who are on Facebook and happen to perform searches may find the page within the next few weeks or months.

I am age 49 and model Southern Pacific in the San Joaquin Valley circa 1956.

Best regards, Christopher J. Palermo, Mountain View, CA

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The Answers Are Out There: **Less Can Be More** By Robert Pethoud, Members Aid



When someone says, "Less is more," I think to myself, no, less is not more, and black is not white, and slow is not fast. And yet the parable of the tortoise and hare demonstrates that, while slow is not literally fast, slow and steady can indeed outpace fast and careless. Similarly, while less is not literally more, careful planning can allow us to do more with a small amount of model railroad than is often thoughtlessly done with much more.

For me, operation is the payoff of the hobby of model railroading, and switching is the heart of operation. Whether it be setting out and picking up freight cars from industry spots, classifying and blocking cars in a yard, or trains meeting and passing one another on the main line, all this operation requires switches and, all things being equal, more switches can equal more operation. Of course, all things are almost never equal, and careful planning can result in much operation with a small number of switches or turnouts.



All this came to mind the other day when my latest issue of The Mainstreeter, the quarterly publication of the Northern Pacific Railway Historical Association, arrived in the mail. The centerfold contained a system-wide track map of the Camas Prairie Railroad, the photogenic Idaho short line jointly owned by the Northern Pacific and Union Pacific from 1909 to 1971. The map was created by Dave Clemens from drawings of the track arrangements of every important locale on the CSP made by Jim Morefield. Many of the towns along the line are begging to be modeled, and any one of them would combine with the conifer-sprinkled, grass covered rolling hills and tall wooden trestles to create a memorable model railroad in any modeler's garage or spare bedroom.

The track arrangement which leapt out at me for its simplicity is the one for Lapwai, shown at the top of this column. It looks to be a simple passing siding with a single spur branching off of it. Employee timetable number 88 from 1946 tells us that the capacity of this siding is 25 cars, which is more than many of the other sidings on the Second Subdivision.

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Letters to the Editor

Re: Facebook Page

I hope the Daylight Division can support this, and I would like to see if the Daylight Division has any interest in it's own Facebook page?

George, in SLO

Reply: The Daylight Division already has a Facebook page at

<https://www.facebook.com/DDIL2014>

Every page of the Daylight website has a link to it.

Mike O'Brien set it up and has been maintaining it since 2012.

Dave Grenier, Daylight Director

Laugh in the Daylight



When meetings go well there is often "Clinic Overflow.!"

Less Can Be More

But look at all of the industries which demand freight cars on a regular basis. With at least six car spots, this one siding would require a lot of planning to complete the necessary pickups and set outs. Because there is a turnout at each end, the peddler freight could treat the track as a trailing point spur regardless of the train's direction. Thus Lapwai's simple track layout provides lots of way freight switching opportunities.

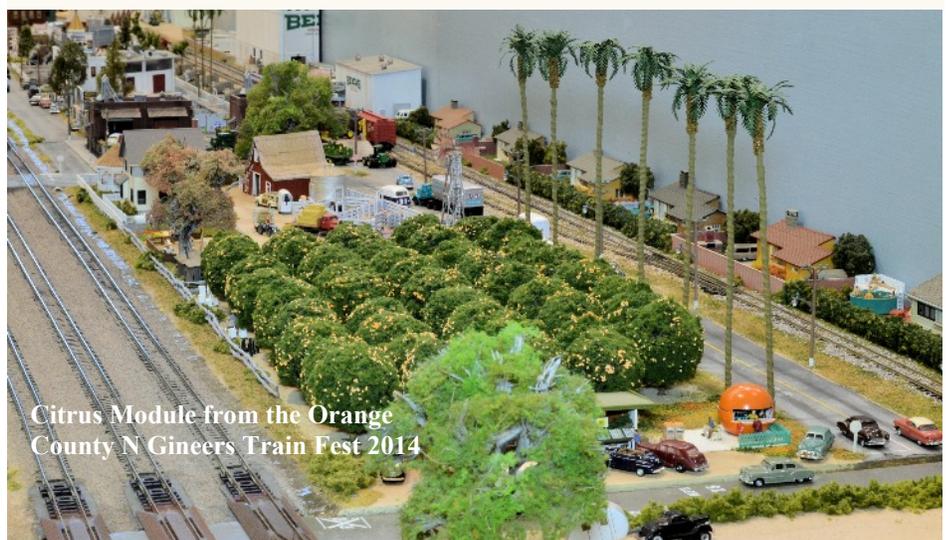
Now imagine that the dispatcher decrees that two trains meet at Lapwai siding. If you were aboard the inferior train, which needs to take the siding, you might discover three or four freight cars already occupying the same length of track where your train must stand to meet the other, superior train. What to do?

You could couple your train to each one of these cars in turn, have the brakeman release the car's handbrake, and shove it ahead to the next car. You may need to use the spur at the west end of the siding in order to get your train and these freight cars all into the clear for the meet. Of course, after the meet you will need to re-spot each of these cars before you leave Lapwai.

One more wrinkle: if you check out the satellite view of Lapwai, Idaho on Google maps, you will see that there is a road which crosses the tracks in the middle of the area labeled coal car spot. What this means is that if your train must wait a bit for the train you're meeting, you will need to break your train in two in order to keep this crossing clear. Who would have predicted so much operating potential from three ordinary turnouts?

I begin to repent of the many bowl-of-spaghetti layouts I have designed over the years. I think it's time for minimalism in track planning. Less track means less initial cost, less maintenance, opportunity for more scenery, and, thus, better appearance. If we can use less track and still preserve engrossing and occasionally challenging operation, I count that as a win-win. It's like having your cake and eating it too.

Until next time you can reach me with comments and questions at pethoud@comcast.net.



Citrus Module from the Orange County N Gineers Train Fest 2014



Built in the Daylight

Dougie's Layout Odyssey, Part IV

By Doug Wagner, Bakersfield, California

Hope everyone had a great summer—I know I did! Besides, getting to operate on Gary Siegel's G scale outdoor layout, at the August 16th Daylight Division meet, in Santa Barbara. That's the first time I've ACTUALLY done operations on an outdoor G scale layout, was a real treat. Thanks again, Gary, for allowing us to invade your house!

Besides getting to do some outdoor operations, I actually did a smaller version operations session on my N scale Santa Fe Porterville-Orosi Branch Line layout. If you can remember from the last article, I had given myself a goal to work during the summer on my layout, right after the conclusion of the San Luis Obispo PCR Convention, which ended on May 4th. The goal date I had given myself to have some sort of operations was Tuesday, September 2nd. Why Tuesday September 2nd, you might ask? Well, I wanted to attend the Pacific Southwest Region's annual convention, in San Diego, Wednesday, September 3rd to Sunday, September 7th. I hadn't been to San Diego in 26 years, and had never seen any of the home layouts. Nothing like visiting home layouts to get yourself motivated on your own home layout. You guys we never see at the Daylight meets, you may want to attend one to visit the home layouts, so you can see for yourself!

Anyhoo, don't let me lead you into believing I am now able to have a full-blown 3-hour operations session on my Porterville-Orosi layout. So far, I can take a train out of the Bakersfield Yard, out to the first town of Porterville, as that is as far I have all the track down and turnouts functioning. I'm still laying track into the next town, which is Lindsay—the olive capital of the world. Lindsay is my next goal—hopefully by Christmas. So, for my first “kinda- sorta” operations, I made up a train to take rolling stock out to the industries, in Porterville. These industries are the following: *Porterville Scrappers*, a scrap yard; *Porterville Cattle Association*, a stock yard on a small scale; *National Orange Company*, an actual packing house, in Riverside, California; *Frances Packing House*—another southern California packing house that was located in Irvine; *Red River Valley Farmers Coop Grain Elevator*; and finally, the team track, where anything can be delivered in a small town.

I started the operations session by taking cars out of my storage boxes and just haphazardly put them in the classification yard. Then I got my new Bachmann Santa Fe zebra-striped S-4 switcher and starting cutting cars out of the yard, and making up the train on the departure track, in the order that I thought might be the easiest to drop the cars off, in Porterville. Remember, I was using this as a learning experience!

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Gathered in the Daylight *The Daylight* *Ramblers*

By Brewster Bird

Our first meeting of the Daylight Ramblers!



Here is Steve(on the left) and Bo(on the right) measuring aisle clearances for Bo's Sn3 Sumpter Valley.



Three of the four Ramblers.



Stay in touch with your hobby and Daylight Division. Go to www.pcrnmra.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.

Dougie's Layout Odyssey, Part IV

After I assembled the train, the switcher went back to the engine facilities track, and the old venerable Santa Fe 2-8-0 steam locomotive was called on to take the train out. And that's how I killed 2-hours on a Saturday night!

I hope to have photos for the February issue, of the *Observation*, showing the operations in Lindsay—but I now have the March, 2015, Bakersfield Model Train Show to work on, also.

Now, go get started on your layout!

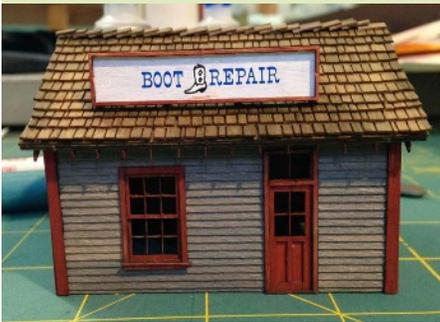
And That's All He Wrote, Folks!



Also in the Daylight **Need Boots?**

By Paul Deis

My latest project on the model railroad workbench. It still needs glass in the windows and some weathering. This was the styrene scratchbuild class subject from "Modeling With The Masters" at the 2014 PCR convention.



Built in the Daylight **On the SP 'Coast Line' in 1949**

By Paul Deis

What is on your workbench?

I am working on Branch Line Trains' "Nickle's Milling and Feed" in HO Scale. This will go in the town of Paso Robles on my home layout that is depicting the SP Coast Line Route from Grover City to San Miguel in 1949.

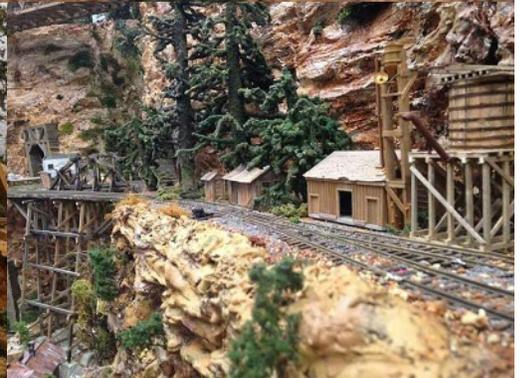
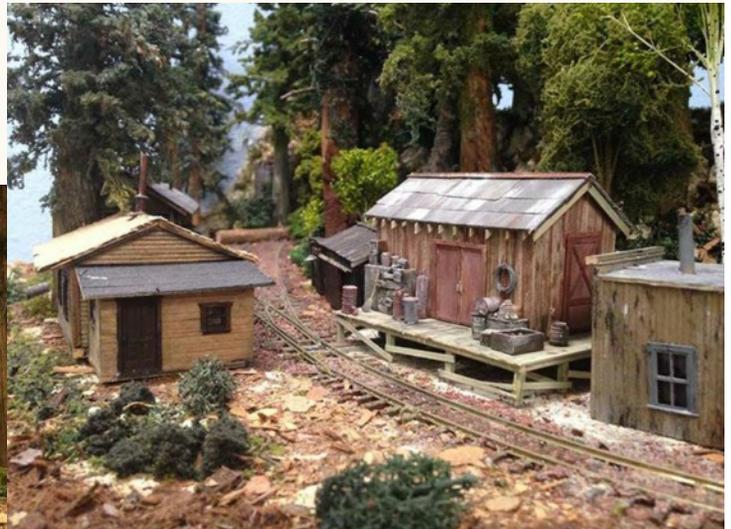


These are some of the photos of my construction steps. From basic building structure glue up through sub-roof attachment. Windows and roof shingling are yet to do.



Paul Deis posted in Modeler's Guild

One of our Thursday Night Boomers members showed off a new scene on his HO HOn3 layout last night. Glenn Geissinger does some really nice work.





Working in the Daylight **Observations from a Crew Van**

By Michael Mornard

So, I just spent most of the summer working as a driver for a company that subcontracts crew vans to railroads. A few things I've noticed:

1) If you drive a crew van, the hours are horrible but at least the pay is crappy, as in "work part time at Kmart" crappy.

2) This stuff takes TIME. Local industrial switching takes more time than you'd think, with knocking off hand brakes, setting hand brakes, throwing switches, locking and unlocking switches and derails, walking the train to check set and release. If you want your trains to take more time out on the road, do some of that stuff.

3) Trains are big, 85 to 100 cars big. If the train has to be cut into three to be yarded and there is no access, your conductor does a HELL of a lot of walking.

4) By the way, walking takes time.

5) Access roads. There are access roads all over the place, yards, industries, etc. Even sidings out in the country will have a dirt track so a vehicle can get to the siding switch. Has this always been true, or is it driven by crew size reduction?

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An Observation in the Daylight **I Am the NMRA!** By Brewster Bird

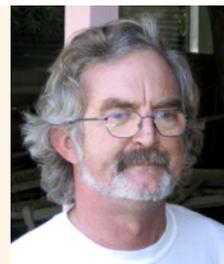
Dateline-Mussel Slough, California

I am the NMRA. Why? For the following reasons and excuses:

- * Focuses some of my Hobby dollars for the Greater Good.
- * Family-friendly. Some clubs have old grumps, the NMRA encourages youth involvement.
- * Cheaper than a now-standard price of an HO or N-scale Loco. (\$45.00-110.00) per year.
- * Nerd-friendly. Where else can a bunch of know-it-all-rivet-counters get along?
- * To misquote ZZ Top; the NMRA is "Big, Bad, and Nationwide."
- * We help support brick-and-mortar hobby stores.
- * If one works for major corporations your tax-deductible gift can be matched by the corporation.
- * If one is concerned about volunteering for the necessary work of the NMRA, the very fact of it being "National" gives one credence in asking for time off to assist in the NMRA's necessary business. Even at the Divisional level. Your employer will look us up and find us. If one belongs to "Joe's Roundhouse Ramblers" a local club, even though 501c(3), your boss might be a bit perturbed when you take every third Tuesday off for their business, whereas the NMRA might only need you on a quarterly basis.
- * The NMRA is not anonymous.
- * The NMRA welcomes 'Lone Wolves' and 'Hoboes.'
- * I would not have had the excuse to mix with W. Allen McClelland, Jim Kelly, Tony Koester, Bill Schaumberg,, Richard Hendrickson, Tony Thompson, to name a few, if I had not joined the NMRA.
- * My model railroad would still be in a notebook.
- * The NMRA encourages goal-setting.
- * I would not have become a Model Railroad Merit Badge Counselor for the Boy Scouts of America.
- * I might not have become involved with Operation Lifesaver as a presenter.
- * I have wanted to give back to our society as a whole, and this is one way I can do it.

I need to remind the reader that these points of thought are mine only. You may have others, be more pointed in any criticism, have more detail, or be more enlightened. These are just a few observations.

Cheers to all, W. Brewster Bird



Observations from a Crew Van

6) Trains are big and walking takes time. Some people (Linda and Dave Sand among others) have issued figures to represent the ground crew. I now think this is a great idea, and should be universal. Switching an industry becomes a very different proposition from the point of view of "Just who is going to throw that switch, pull that pin, or release that handbrake, anyway?"

Michael "Walking takes time and trains are big" Mornard

Rules for Meeting Opposing Trains

by Andy Sperandeo, Contributing Editor, Model Railroader Magazine // Published: July 25, 2011

Photographer J. Parker Lamb was aboard Central of Georgia southbound time freight No. 34 when it met No. 29 at Smith's, Ala., in March 1955. The automatic block signal provided safety but didn't convey authority for train movements.

(Standard Code of Rules, Block Signal Rules and Interlocking Rules of the Association of

Continued on Next Page

Designing in the Daylight

What Is the Maximum Grade My Train Can Climb?

By Ryan Kunkle

Question: What Is the Maximum Grade My Train Can Climb?

Model trains don't have to stay on level ground. Adding a grade or changing elevations can add a lot of interest to any layout. How steep is too steep?

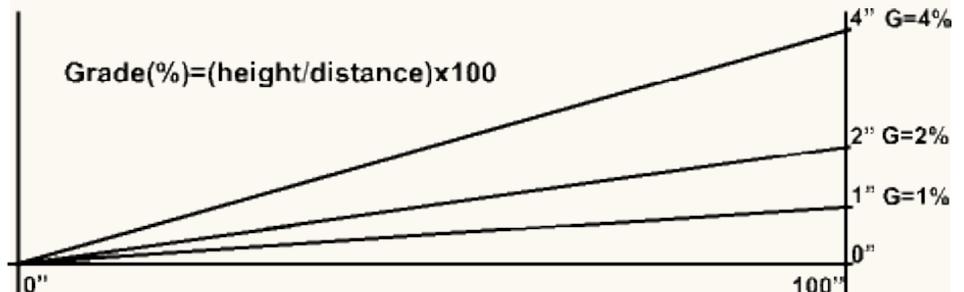
Plan your grades to make the most out of the track and not overtax your locomotives. Calculating grades is easier than you think.

Answer:

Model or prototype, the severity of a grade has a major impact on the operations of the railroad. Grades determine the length and weight of trains, the number and type of locomotives assigned and the speed limit. Railroad engineers strive to keep grades to a minimum, but they are an unavoidable part of life in most places in the world.

Calculating the Grade

Grades are written as a percent, with the amount of vertical rise divided by the length of horizontal run. In the real world, these numbers can be quite large. On a model railroad, we can think in terms of inches and feet. A 2 percent grade for example would climb 2 inches in every 100 inches (or 1 inch every 4 feet, 2 inches).



Maximum Grade

So just what is the steepest grade a train can climb? As usual, there is no one right answer to this simple question. It all depends on the prototype. A mountain logging railroad for example might have grades of 5 or 6 percent or more. Geared locomotives, short trains and slow speeds can easily conquer that challenge.

For a heavy mainline, a 1.5 to 2 percent grade would be considered steep and may even require helper locomotives. Mainline grades in excess of 2 percent are generally considered quite severe. The length of the grade also has a lot to do with things. A 1.5 percent grade that extends for 60 miles will have more impact on the railroad's operations than a 2.2 percent

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Rules for Trains

American Railroads, adopted March 1949, with revisions through October 1, 1953, as quoted in *Rights of Trains* by Peter Josserand, Simmons-Boardman 1957)



S-87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time prescribed by rule must be protected as prescribed by Rule 99. [Note 1]

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains. [Note 2]

S-88. At meeting points between extra trains, the extra in the inferior time-table direction must take the siding unless otherwise provided.

Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

S-89. At meeting points the inferior train must take the siding and clear the time of the superior train not less than five minutes, except a schedule meeting points between trains of the same class,

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Maximum Grade to Climb?

grade that is only 1/2 mile long. A train has a lot of momentum - enough that it can help power a train up a short grade without great difficulty.

Because the method of calculating a grade is the same for both model and prototype, the same standards generally apply. Since most model trains are short by prototype standards, a 4 percent grade, or even slightly greater, is still quite steep but manageable for most layouts.

Grades of around 2 percent are much more realistic and manageable but will still impact train speeds and engine capacity. Grades of 1 percent or less can be handled without any concern.

Curves and Grades

In addition to the length and percent of a grade, curvature within a grade also has an impact on operations. Curves increase the friction between wheels and rails, consequently it will be both harder to pull a train up a curving grade and easier to bring it down.

Adding curves to a grade on a model railroad can help provide a longer run in a smaller footprint and therefore actually reduce the percent of grade. Too many curves, excessively sharp curves, or frequent reverse ("S") curves can create problems. The combination of sharp curves and steep climbs can prove too much. Try to achieve a happy balance between the two. Unlike grades, minimum curve radius varies between scales.

Posted by: "[pete callamaras](#)" [fantummrc1](#)

Look this over and see if and how it applies to your situation. I kept my HO grade at 1% and did not have any problems. In your case with only a loco and a few cars, you could probably go to 3-4%.

Do what I did - get a long piece (6 ft), or as long as your max run, of 1X3, put down some track and start raising it to see what happens with your space limitations. Good luck!

Will Merrell wrote:

<snip> ...as someone suggested, you can achieve the look of being in the hills by varying your scenery. The train doesn't care what scenery it runs through, it just wants the track to be as flat as you can make it.

The train table can be low in the front with level track achieving cuts and tunnels in the rear, and trestles and bridges up front.

Max on Cape Cod



Rules for Trains

where the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting points with trains of the same class unless switch is properly lined and track clear. The inferior train must pull into the siding when practicable. If necessary to back in, unless otherwise provided it must be protected as prescribed by Rule 99.

S-90. The engineman of each train will give signal 14(n) at least one mile before reaching a meeting or waiting point. [Note 3]

S-92. A train must not leave a station in advance of its schedule leaving time.

Notes: (1) See "Superiority of trains," The Operators in the June 2011 *Model Railroader*, page 90; and "Flag protection," The Operators in the September 2008 MR, page 106.

(2) See "Running extra trains," The Operators in the November 2009 MR, page 110.

(3) See "Locomotive sounds add fun and realism," by Andy Sperandio, December 2010 MR, page 46; and "Whistle (and horn) signals," The Operators in the June 2007 MR, page 120

All Aboard: A Celebration of Walt's Trains is produced by The Walt Disney Family Museum.

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Walt Disney Family Museum Newsletter



You are invited

All Aboard:

A Celebration of Walt's Trains

The Walt Disney Family Museum

104 Montgomery Street, The Presidio
San Francisco, CA 94129



About the exhibition

On view from November 13, 2014 through February 9, 2015, this comprehensive exhibition explores the influence that railroading had on Walt Disney's life and work. It also tells the story of how his railroading legacy lives on to this day in Disney films and theme parks around the world. Including more than 200 artifacts, firsthand accounts, archival videos, images of Walt and his trains, and actual model trains running throughout the show, *All Aboard* highlights how Walt's passion for trains developed long before manifesting itself in Disney short cartoons, feature films, and in Walt's personal life at home.

Guest curator Michael Campbell, president of the Carolwood Pacific Historical Society, constructed the exhibition to reflect Walt's railroad journey as told through multiple chapters: Lighting the Fire, Building Steam, Gaining Speed, Full Throttle, Switching Tracks, Branching Out, A Grand Circle Tour Around The World, and Coming Full Circle. The exhibition's conclusion reminds us that, even over a century later, Walt's railroading influence remains a vibrant and relevant force.

Image: Walt Disney, 1951; Collection of *LOOK* Magazine, photo by Earl Theisen; Courtesy of the Library of Congress; © Disney