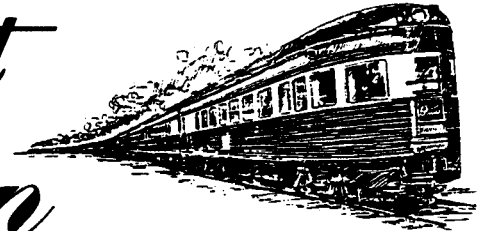


The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 16; Issue 1

1st Quarter, 2002

Daylight Division's First Meet Of 2002 To Be Held In Tehachapi February 16th

The first meeting of the year takes place in one of America's greatest Rail Fanning areas—Tehachapi!

The meet will begin with the meeting at 10:00 AM at Kelcy's Restaurant, located at 110 West Tehachapi Boulevard. The meeting room at Kelcy's is offered free of charge for us to hold our meeting there, but they do expect us to at least by some coffee and maybe some breakfast. They also make a "killer" Coconut Cream pie! The meeting room has a lot of old pictures—many of them of railroading of bygone days around Tehachapi. Plan on getting there earlier than the 10:00 AM start for some great breakfast items.

At 10:00 AM, we'll hold a short meeting and please bring any contest items for judging—whether it be photos or favorite models. And don't forget to bring items for the White Elephant Auction.

At the close of the meeting, we will then auto convoy to the two layouts on tour. One of the layouts will be presented by Bob and Laura Coles. This N scale layout was originally professionally built by an outfit in L.A. and then the owners moved up here to Tehachapi. The layout didn't fit into their new house and they put it up for sale. Through some bartering and back door negotiations Laura and Bob ended up with it. Members of the Tehachapi Loop Railroad Club helped move this giant layout into a 17' X 19' bedroom where it almost fills the room. Then Bob and his N scale cronies just about completely redid all the scenery while leaving the basic track plan untouched. This really is a nice layout.

The other display is presented by Rich Cantrell, and depicts the Cumbres and Toltec. The scale is HO_{n3}. I've never seen the real Cumbres and Toltec but I'm told by people who have that Rich's layout is

almost an exact duplicate.

After the layout tours, members can then visit the two train shops in town. The first one is located right next door to Kelcy's. Trains, Etc., mostly has larger scale trains, but they do carry HO scale and some great railroad memorabilia such as audio and visual tapes, books, mugs, etc., etc. Owners Sheryl Bovi and Doug Pickard will be more than happy for you to stop by and visit.

The other train shop is located inside a barber shop! That's right, I said barber shop! Owner Klaus Schade can cut your hair then sale you some trains! The Train Room is located in the area next to the barber shop area and he and his wife have some neat stuff that you can look at and purchase.

To get to Kelcy's Restaurant, coming into Tehachapi from either direction on Highway 58, you'll take the Mill Street off-ramp. The Mill Street off-ramp is approximately 39 miles east of Bakersfield and 21½ miles west of Mojave. At the stop sign at the end of the off-ramp, if you are coming from Bakersfield direction, make a right hand turn onto North Mill Street. If you are coming from the direction of Mojave, you'll make a left hand turn onto North Mill Street. Approximately ¼ mile down the road, make a left hand turn onto West "H" St. Then travel a little less than .10 mile and make a right hand turn onto Green Street. After crossing over the Union Pacific tracks, at the four-way stop, make a right hand turn onto Tehachapi Blvd. And Kelcy's Restaurant will be on your left. If you can't find parking out front on the street, there is more parking in the rear of Kelcy's (see map on page 3). If you need more information, please contact Doug Wagner at (661) 589-0391 or email at carldw@aol.com. D

Chucky's Trivia

By Chuck Paul, San Luis Obispo Model Railroad Club

1. Bird Gang: a) section gang, b) maint-of-way gang, c) get off quickly, as in an emergency, d) loco maint crew assigned to cleaning off the bird droppings, or e) both a & b.
2. Blazer: a) hot journal w/packing on fire, b) conductor's jacket, c) fast train exceeding speed limits, or d) tool used when re-fitting steam-era driver-tires.
3. Boney: a) empty flatcar with upright stakes still attached, b) rear brakeman, c) poor quality fuel oil, or d) inferior grade of coal.
4. Consist: a) gross tons, b) manifest of empty cars, c) manifest of loads on cars, d) both b & c, or e) all the above.
5. Cripple: a) disabled hobo who can't work to pay his way, b) a hobo who is forced to work for his fare, c) disabled loco, d) defective railcar, or e) both c & d.
6. Flag: a) AKA or alias used by boomer railroad men, b) protection of a train under rule 99, c) nickname of the rear brakeman when protecting a train under rule 99, d) device held by the brakemen while protecting a train under rule 99, or e) all of these.
7. Go-to-hell-Signal: a) yard switchman's hand signal to engineer after pulling pin, b) any sign made w/violent motion by hand, flag, or lantern, c) hand signal by hobos after being thrown off a train, or d) none of these (I made it up).
8. Hay burner: a) wood-burning steam loco, b) cattle being hauled, c) dirty old hand lantern, or d) cow on the track.
9. Home Guard: a) an employee who stays in one location (as opposed to a boomer), b) yard cops, c) roundhouse dog, or d) station master.
10. Hot Shot: a) train hauling livestock, b) gun-totin' railroad dick, c) young hobo with a reputation of never getting caught. . . Yet, or d) a figment of Chucky's imagination.

Answers On Page 4

An Amtrak Adventure

By Paul Deis, San Luis Obispo Model Railroad Club

Well we made it to New Jersey, Unfortunately not with out some unexpected adventures. For the most part the trip across the country has been a fun and relaxing experience. Here is how things went.

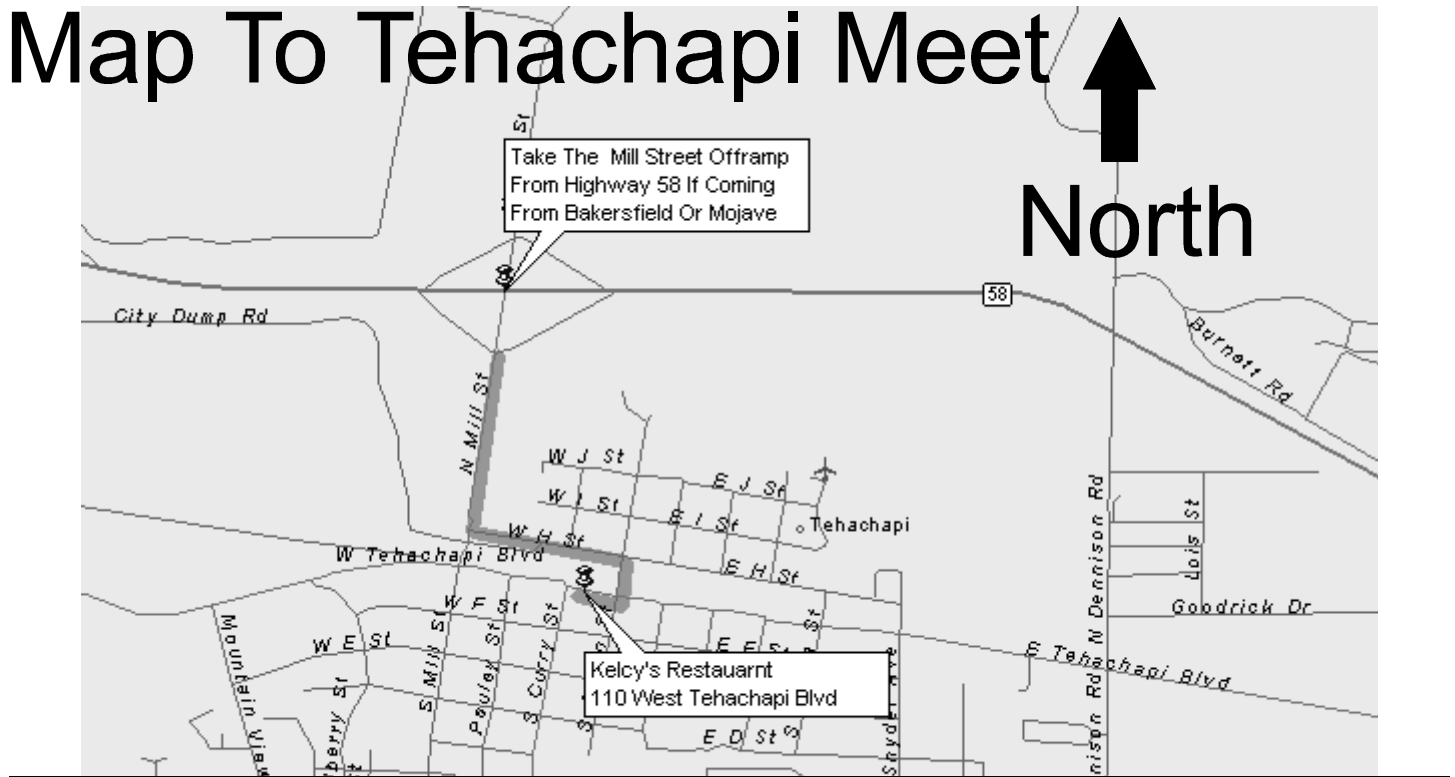
Amtrak Coast Starlight, San Luis Obispo to Portland????

We departed SLO on time, dropped our belongings in our stateroom and rushed up to the Pacific Parlor Car to enjoy the view over Cuesta Grade. The View was excellent and the service was wonderful. Shortly after departure we were treated to a wine tasting featuring the Coast Starlight's own label wine along with cheese and crackers. While I enjoyed the company and the view Anna went exploring on the train. Anna returned a little disappointed. The Kids car was left in LA with a plumbing problem. They tried to keep the kids entertained by showing kids movies on the lower level of the Parlor Car. Dinner that night was enjoyable with excellent food, Service and company. I spent the evening enjoying the company in the Parlor Car and played who wants to be a Millionaire until we reached Oakland. I then went to bed hoping to wake up early enough to see some of the scenery around Dunsmuir, which we should pass around sunup.

I awoke in the morning to see a beautiful view of the area south of Dunsmuir. I thought this is great I must have woke up with the first rays of sunshine. I shortly figured out that we were actually 2 hours behind schedule. I figured O-well they will make up the time. I went to the lower level to take a shower. That is a bit of an adventure in its self as the shower is only a little bigger then I. Just after I soaped up I heard a panicked announcement for the conductor to report to another one of the cars on the lower level. Shortly after that announcement was repeated several times a request for any Doctors on Nurses on board to report to the nearest crewmember. I quickly finished rinsing off and went to help. I found a crewmember in the car where the emergency was and He informed me that they had 6 nurses and paramedics already with the patient. An elderly man was found dead in the shower and they were doing CPR while the train continued onto a grade crossing in Dunsmuir. We were met in Dunsmuir by the Fire Dept. and had to wait a while for the Ambulance. After the coroner completed his investigation we were back on

(Amtrak Adventure—continued on page 3)

Map To Tehachapi Meet



(Amtrak Adventure—continued from page 2)

our way. Now 3 1/2 hours behind schedule. A short while later I overheard the two crew members discussing where they would be taking passengers who had to meet the Empire Builder off the train to bus them as we were not going to make the connection at Portland.

A little later we were told that we would be taken off the train at Klamath Falls and Bussed 7 hours to Pasco Washington, We were put on an old charter bus and headed north. The Air Conditioning didn't work in the rear of the bus where we were sitting. We had sandwiches, soda and chips for lunch and stopped at a truck stop for dinner. Not exactly what we paid for. We arrived in Pasco with an hour to spare and waited for the Empire Builder to Arrive.

Amtrak Empire Builder, Pasco to Chicago

Things started to look a little better as we started through to awesome scenery of Northern Washington and off to the mountains leading to Glacier National Park. I have traveled a lot in my life but this is some of the most beautiful scenery I have ever seen. While the Empire Builder's equipment is a little older and worn the Starlight's, view made up for it. It was a wonderful 3 days and two nights across to Chicago. Yes Terry I have pictures for the newsletter.

Amtrak Lake Shore Limited, Chicago to New York City

I don't know if it made the papers back in California but we had an accident leaving Chicago. We had just moved from the station out to the yard so a switch en-

gine could tack on the mail cars to the rear of the train. Anna was sitting on a seat in our compartment and I was standing and talking to the woman in the compartment across from us and the gentleman who was in the hallway. Suddenly there was a loud crash and we were thrown toward the front of the train. I caught myself by grabbing something. Anna was thrown forward in her seat and injured her neck. The lady next door was standing in her doorway and the sliding compartment

door slammed into her chest. Some of the ceiling panels fell down, alarms started ringing, Children in the car with us were screaming. I check on Anna first and got her seated with a pillow to support her head and to stop her from moving it. The woman next door was on the floor having a difficult time breathing. We got her into her seat and she started breathing better. It looks like she had the wind knocked out of her. I stayed with Anna and the woman next door. Eventually our attendant got to our compartment. He was helping to comfort the injured elsewhere in the car. Eventually we were pushed back to the station where the Chicago Fire Department met us. By the time they got to us Anna was feeling a lot better and I decided to keep her on the train and continue to New York. In all 14 passengers and Crew were transported to the Hospital and most were admitted. We left Chicago three hours late and had an OK trip to New York 5 crewmembers were taken off the train due to injuries and were not re-

(Amtrak Adventure—continued on page 4)

(Amtrak Adventure—continued from page 3)

placed. Some of the cars didn't have attendants, The dinner worked short handed and the sleeper that was to be broken off for Albany was damaged, it didn't have a PA system, reading lights or a working shower. It attendant was one of the ones injured. Other passengers would take drinks and snacks back to that car. The employees didn't bother to take care of the other car. We finally arrived in New York the next day 4 1/2 hours late. It will be interesting to see how much this one costs Amtrak.

Well we are now at my sister's house in New Jersey, My back hurts but Anna's neck feels better. We visited where I grew up yesterday and today we are going site seeing in New York D

Coming Down The Line



May

1 to 5—Redding, Pacific Coast Region Annual Convention, .

25 & 26—Santa Barbara, Daylight Division Meet. Contact Tom Turner (805) 968-2783 for further information.

June

8—Fresno, Toy Train Meet, Fresno Fairgrounds, Industrial Education Building, 1121 South Chance Ave. 10AM-4:00PM. For info call Fred (559) 764-2313 or Tony (559) 584-7664.

August

Date To Be Announced—Fresno or Merced, Daylight Division Meet.

October

5 & 6—San Luis Obispo San Luis Obispo Model Railroad Club's annual train show, San Luis Obispo Veteran's Hall. More information to follow.

November

November 16—San Luis Obispo, Daylight Division Meet.

If your organization would like to have any event published in the *Observation*, please contact Doug Wagner at (661) 589-0391, or by email at carldw@aol.com.

Merced Daylight Division Meeting Minutes, November 17, 2001

- ✓ Meeting called to order by Chief Clerk and Paymaster, Doug Wagner at 10:30 AM
 - ✓ 15 members in attendance
- ✓ M/S/C to accept the minutes of the Fresno Daylight Division Meet Minutes as published
- ✓ Bill Submitted
 - ✓ By Doug Wagner : \$130.68 for publishing and mailing the *Observation* newsletter
 - ✓ M/S/C to pay the bill
- ✓ Announcements:
 - ✓ Cajon Division meet the weekend of November 24
 - ✓ Golden Empire Model Railroad Club's Train Show on January 19 & 20, 2002
 - ✓ The Daylight Division has a web site. Its address is www.trainweb.org/daylight
 - ✓ The Daylight Division is also at Yahoogroups for posting emails so that members can keep up with the latest information. Also, the *Observation* newsletter is posted to the Yahoogroups.com site. The address is www.groups.yahoo.com/daylight
- ✓ Committee Reports
 - ✓ Financial (8/1101 to 11/16/01)
 - ✓ Start Balance (Checking & Cash) \$1,105.37
 - ✓ Income 180.72
 - ✓ Expenses 119.71
 - ✓ Ending Balance \$1,166.38
 - ✓ Favorite Photo
 - ✓ Michael Mosher
 - ✓ Favorite Model
 - ✓ Michael Mosher
- ✓ No Old Business
- ✓ No New Business
- ✓ M/S/C to adjourn meeting
 - ✓ Meeting adjourned at 11:02 AM

Respectfully Submitted,
Doug Wagner, Chief Clerk/Paymaster
Daylight Division D

Answers to Chucky's Trivia Quiz

1=c, 2=a, 3=d, 4=e, 5=e, 6=e, 7=b, 8=c, 9=a, 10=a

You Might Be A U.P. Train Dispatcher If

- ... The most common phrase used on your shift is "What is your Hours of Service ?"
- ... Your idea of a good day is that just half of your trains hogged
- ... You intentionally hog trains on the main line
- ... You consider sidings to be passing tracks (The hogged train is on the main line)
- ... A "hot" train is also known as a "local"
- ... You schedule manifest trains ahead of "Z" trains
- ... Horsepower per ton doesn't mean spit
- ... The tone button and phone ring constantly and you just don't care
- ... You qualified on a Lionel train set
- ... You really did order the ride
- ... You hog "hog-relief" crews
- ... Your real ambition is to be a Yardmaster
- ... You consider Omaha to be Paradise
- ... At the cafe you make the waiter repeat your order, followed by your initials
- ... You have DIGICON on your PC at home
- ... You think your territory is flat due to the straight lines on your screen
- ... Your answering machine sounds a beep and then places the caller on hold
- ... Your favorite quote is "I am the dispatcher, do as you are told"
- ... You think the Corridor Manager has "The Right Stuff"
- ... You can even screw up directional traffic
- ... Your favorite song is "I Did It My Way"
- ... You think "Less is More" in regards to communication with the crews.

DISCLAIMER: This article is intended for humorous purposes only. Not to be taken seriously. It's only a joke. This article in no way implies that Union Pacific REALLY operates in this manner! Although, you might get an argument on that! ONLY KIDDING! If there are any U.P. fans out there, I apologize! ☹

Top Ten Reasons Rail Fanning Is Better Than Deer Hunting

10. Train lovers don't get mad at you for shooting "Thomas the Tank Engine".
9. You can't use a scanner to tell when deer are getting close.
8. No arguments when two people shoot the same train at the same time.
7. No boring Deer Hunting stories.
6. Nobody cares if you use a railroad crossing sign to "sight in" your camera.
5. Three words: "Hunting License Fee".
4. SD75's, don't need to be field dressed.
3. Working models of deer? Yeah, right.
2. There's no limit on how many trains you're allowed to shoot.
1. Unless they're really dumb, your buddies won't mistaken you for the Southwest Chief.

DISCLAIMER: Again, this is only a joke! This article is not intended to offend any deer hunters out there! ☹

Please advise us if you change address, Please mail the form below to:

Bob Ferguson
530 Fig Tree Lane
Martinez, Calif. 94553

Change Of Address

Name _____

New Address _____

City _____

State _____ Zip Code _____

PCR Member # _____

Daylight Division Staff

SUPERINTENDENT

Bob Randall
4408 Parkwood Ct #B
Bakersfield, CA 93309
(661) 836-8050
e-mail: DaylightBR2@cs.com

CHIEF CLERK/PAYMASTER

Doug Wagner
14008 Tierra Blanca Ave.
Bakersfield, CA 93312
(661) 589-0391
E-mail: carldw@aol.com

MEMBER AID

Bob Pethoud
460 Varitikan
Fresno, CA 93704
(209) 438-7705

OBSERVATION EDITOR

Doug Wagner
14008 Tierra Blanca Ave.
Bakersfield, CA 93312
(661) 589-0391
E-mail: carldw@aol.com

MEMBERSHIP

Vacant

INDUSTRY LIAISON

Vacant

DIRECTOR

Brewster Bird
1122 West Princeton
Visalia, CA 93277
(559) 732-6096
E-mail: wbirdmec@aol.com

CONTESTS

Bill Scott
341 Evergreen
Clovis, CA 93612
(209) 298-7715
E-mail: vallyflyer@aol.com

ACHIEVEMENT PROGRAM

Vacant

CLINICS

Paul G. Deis
1958 Los Osos Valley Road
Los Osos, CA 93402-3408
E-mail: curlyp@best1.net

PARLIAMENTARIAN

Brewster Bird
1122 West Princeton
Visalia, CA 93277
(559) 732-6096
E-mail: wbirdmec@aol.com



Daylight Observation
14008 Tierra Blanca Ave.
Bakersfield, Calif. 93312