



# The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

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## Winter Meet Slated for Fresno February 26th

Once again Daylight Division will gather at Marlin Costello's for our winter meet. Those who attended last year's Fresno meet will recall Marlin's large "Goshen and Goosechase" railroad. Well, lots has been happening at Marlin's since then and you won't want to miss it. Besides, everybody gets a chance to operate (see Marlin's update in the box.)

Meet events will get started at 9 AM. Doug Wagner will present a clinic on using 3rd PlanIt software to design a layout. A second clinic is being sought, to be announced at the meet.

The normal business meeting will be followed by a white elephant auction - be sure to bring your white elephants!

Layout tours will then be featured, including Mel Norwood's "Grand Canyon Railroad," and a few newer layouts in the construction stages. (This will be a chance to preview some of the layouts that will be operating for the 2008 convention.)

Afterwards we'll return to Marlin's for operation on the Goshen and Goosechase.

### Progress on the Goshen and Goosechase

Since last year the Goshen & Goosechase has added some mountain scenery utilizing the Bragodon method of rock casting. This has been combined with plaster, wire cage, wood, and Styrofoam forms.

Operations of long trains are now computer enhanced with switch lists rather than car cards. I think it is easier for a guest, unfamiliar with the layout, to follow a printed sheet of instructions then to juggle 20 car cards along with the other equipment he is handed. One uses a headset, radio controller, clipboard, route card and pencil.

All arrivals will be recruited to run a train and do some switching. No shirkers. It's a layout, made for friends, and the more people operate the more fun we'll have. Please accept a controller and a coach to help you through. If you have a DigiTrax controller, bring it. The layout will accommodate both radio and plug-in controllers.

Let's see if we can overload the computer. We had over 20 trains running last time. Let's go for a record. The place was designed for 50.

### Directions to Marlin Costello's 1125 E. Holland Ave, Fresno

From the South:

- Travel North on 99 to Freeway 41
- Take 41 North to Shaw
- Go West on Shaw to Blackstone
- Turn left at Blackstone and go south to Holland
- Turn right at Holland and go to Marlin's

From the North:

- Travel South on 99 to Shaw Ave.
- Go East on Shaw to Blackstone (about 4 miles)
- Turn right at Blackstone and go south to Holland
- Turn right at Holland and go to Marlin's

(See map on page 3)

### 2008 Convention Report

The year 2008 is an important year for the Daylight Division. We will be hosting the PCR convention. It takes the efforts of many people to present a great time for all participants. I am looking for volunteers for the positions of vice-chair and facilities coordinator, web master, layout tours and non-rail activities. There are several other positions that will need to be filled by next year. If you are interested, contact me at [rubyjohn@comcast.net](mailto:rubyjohn@comcast.net). Include your address and I will send you a description of the position.

John Houlihan, Chairman, Sierra Memories 2008

# Wagner Rants and Raves

By Doug Wagner, Division Superintendent / Director

As I'm writing this, I am definitely multi-tasking! This weekend (January 15 & 16), I'm finalizing all the details for the Golden Empire Historical and Modeling Society's annual model train show and swap meet, getting GEHAM's monthly newsletter put together, and having to get the Daylight's Report to *The Branchline*! And people want to know why I drink so much! Too much administration time equals not enough time for modeling! Anyway, me blabbering about not enough time to model is not what you're here for! I'm sure I'm not the only one with that problem! What happened to all the leisure time we were promised to have 40 years ago?

Attending the mid-year Board of Director's meeting in Concord—this time as the Daylight's Director—and where this year's annual PCR convention will take place—a budget was submitted and approved for the Region. The Region is still financially sound! I will not bore you with the details, as I will be repeating what you'll see in the next issue of *The Branchline*. We're still not sure how the one membership will actually affect the Region, but one thing we know for sure—we will definitely be gaining new members, as all those NMRA members that did not belong to the Region, are now PCR members! The hope is that the vote for one membership passed by the NMRA members will go into full affect by September of this year. Anyway, look for more detailed information about that in the next issue of *The Branchline*.

Now, on to Daylight Division stuff. We had a great time in the "Gold Country" around Mariposa, at the November meet. Charlie and Babette

Pigott sure know how to put on a meet! We got to see 2 building size O scale layouts! Notice I said building and not room size, because these layouts took up the whole buildings! I guess size does matter!

The next meeting will be in Fresno, on Saturday, February 26<sup>th</sup>, hosted by Marlin Costello and Mel Norwood. Yours truly—me—will be giving a clinic on the basics of using 3<sup>rd</sup> PlanIt computer software to plan model railroad layouts. It looks like Marlin will have a good slate of layout visitation and we'll finish the meet that afternoon and evening by having an operations session on Marlin's HO layout. Marlin will have more information about the meet in this issue of *The Observation*.

As far as meetings for this year, besides the February 26<sup>th</sup> Fresno meet, the August meet will be in San Luis Obispo. No firm locations at this time for the May or November meets. Last year, we were thinking about getting a combined Daylight/Los Angeles Division's meet in the city of Fillmore. This is a neat town where the Fillmore and Western Railroad is located. Don't know if we'll have any luck, but stay tuned. If anyone out there reading this wouldn't mind hosting a meet for May or November, please give me a call at (661) 589-0391, or by email at carldw@aol.com.

Finally, in this issue of *The Observation* is your official Daylight Division ballot for election of Daylight officers for the next 2 years. As you can see, we DO have folks that are running for the two offices! I want to thank those folks who have decided to run for the offices of Superintendent and Chief Clerk/Paymaster! Please mark your ballot and affix a stamp to it as

soon as you receive it, as they will be counted at the February 26<sup>th</sup> business meeting in Fresno.

I also want to thank all those members who have gone through all the hard work of hosting a Daylight Meet in 2004. I only hope we have just the same amount of commitment in 2005. Remember, don't be afraid to attend our meets! We do have fun at them and you get to see some really neat layouts—and great places to visit like Santa Barbara, the Gold Country, Fresno, Ridgecrest, Tehachapi, Visalia, Bakersfield etc., etc.

Well, that's all I have for this issue of the *Observation*. Hopefully, we'll have a meet location nailed down by May. And I hope everyone received that special railroad item they wanted for Christmas. See you in Fresno!

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## Minutes of the Daylight Division Fall Meet,

November 20, 2004, Mariposa, CA

*Editor's note: In the absence of Chief Clerk/ Paymaster Terry Taylor, Brewster Bird took the minutes.*

November Daylight Division meet meeting minutes:  
Meeting Started at 10:00 AM.

Attendance: Charlie and Babette Pigott, Doug Wagner, Frank, Jim, Kurt, and Danny, Dave Viale, John Houlihan and Bill Scott, Bob Jackal, James and Brewster Bird.

Clubs represented: GEHAMS, former San Joaquin Valley Model Railroaders members, O Scale operators of Mariposa, Former Fresno O Scalers and Fresno Model Railroaders.

Minutes approved as appeared in Observation.

Treasurer's Report read and accepted.

Chairperson's report: Doug read old business and discussed great success of San Luis Obispo meet. Also concerns and plans for voting on change in by-laws.

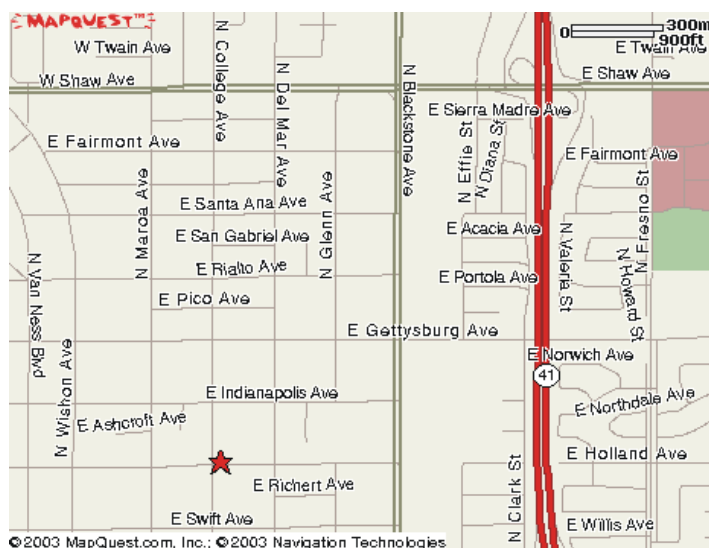
Old Business: Continued discussion on meets upcoming (see prior notes in past Observation ) Mini-convention in Visalia mentioned.

New Business: Mailing of New Observation will include change of by-laws request.

Meeting Adjourned with motion by Danny Seames and second by Charlie Pigott at 10:30 am November 20, 2004.

Respectfully submitted: Brewster Bird

## Getting to Marlin's 1125 E. Holland in Fresno



## The Answers Are Out There

by Robert Pethoud, Member Aid Chairman

What looks better than a tall timber trestle across a valley or a long steel deck truss spanning a rocky gorge? Bridges of many types are focal points on most model railroads, immediately drawing the eye of any visitor. A well-modeled and appropriate bridge goes a long way toward establishing the realism of the whole scene; but a bridge that looks wrong can just as readily spoil an otherwise believable picture. We have all seen bridge models that didn't quite work—maybe the truss members were too heavy or too spindly or misplaced or perhaps it was just the wrong type of bridge for the particular location. Sometimes it's hard to put your finger on what's wrong; it just doesn't look right.

Short of going back to school to get a degree in civil engineering, what can one do to model bridges convincingly? Specific prototype bridges are often featured in the model press, but what if you don't want that particular bridge? And what about basic information on what type of bridge—deck girder, through girder, deck truss, through truss, and so on—is appropriate for a given spot on the railroad?

Paul Mallery's *Bridge and Trestle Handbook for Model Railroaders* fills the bill nicely. It has been around at least since 1958, when it was published by Simmons-Boardman. A revised third edition, with some new drawings but fewer photos, was published by Boynton and Associates in 1976. The book is still in print, now being published by Carstens.

Strengths of the book include many line drawings illustrating nomenclature and modeling techniques, tables of dimensions for various spans and loads, and a clear exposition of the basic principles of bridge design. Even if you use only kits or built-up bridges, you will need the chapters on abutments, piers, and pedestals; bridge floors; selection of bridge type; and bridge miscellany (third edition and later), which has valuable information on refuges, telltales, signs, catenary, using mirrors on models, and a comedy of glaring errors to avoid.

Paul Mallery's *Bridge & Trestle Handbook* has become a classic model railroad reference book. Consider adding it to your personal library.

As always, send your comments and/or questions to your member aid chairman at [pethoud@comcast.net](mailto:pethoud@comcast.net).

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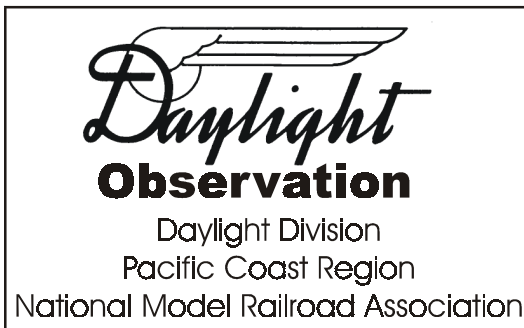
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