



The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

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Daylight Meet in Tehachapi February 24th

by Doug Wagner

The next Daylight Division Quarterly meet will be held on Saturday, February 24th, in one of America's great rail fanning locations – Tehachapi.

To defer from the norm of having someone host the meet at a member's home, this meet will be held at a more public location – Kelcy's Restaurant, located right across the street from the Union Pacific mainline. The meet will begin in the banquet room of Kelcy's with a breakfast meet-and-greet at 9:00 AM. The breakfast is a buy-your-own and you may order from Kelcy's menu. Immediately following the breakfast meet-and-greet, there will be voting on all the contest entrees. Don't forget to bring along those models—either trains or structures—and photos. I am going to attempt to get the PCR's computer projectors so that I can show some DVD movies of the Tehachapi Loop area prototype action—unless, of course, I can ring in someone to give a clinic that they have just been dying to give. So, if you have a clinic that you would be willing to share with the group—either modeling or prototype—please contact me.

Immediately following the contest voting and videos, we will have the quarterly Daylight Division's business meeting. The most important item of new business will be the counting of ballots for the election of Daylight officers. The ballot is included in this issue of *The*

Observation, so please mail it as soon as you receive it, or bring the ballot to the business meeting so that it can be counted.

Also, don't forget to bring items for the Daylight Division's world famous White Elephant Auction—anything railroad related that has been sitting around your house unused is a good candidate for the auction. And be sure to wrap those items in something like newspaper or plain brown wrapping paper, so folks don't know what they are bidding on.

Immediately following the auction we can visit the two train shops that are near Kelcy's. One, Trains, Etc., is right next-door. For those large train enthusiasts there is Gold Coast Station, right across the street. Next to Gold Coast Station is a Southern Pacific cupola caboose—so you can't miss it. Also, close by is a restored Southern Pacific number 23 plan depot that served Tehachapi in the "good old days."

After (what the owners of the shops hope for) spending your hard-earned cash at their shops, we have a tour lined up that I hope you will enjoy. John Bell of Tehachapi has a home that overlooks the "Cable Siding" on the mainline just west of Tehachapi. John has a 965-foot mainline G scale layout that is currently under construction that includes 6 tunnels and 8 bridges, along with canyons and mountains. John's layout is freelanced

and does have the mainline currently up and running. John's pride-and-joy is his Union Pacific Big Boy, which you will be able to view upon your visit – along with all his other locomotives – from Southern Pacific to Rio Grande, and everything in between. John retired and bought this property because he is a rail buff, and has made improvements to his property for just that – rail fanning! John has picnic tables and folding chairs for rail fans to enjoy the view from his location, so bring your cameras, relax, and enjoy the view while enjoying the coffee that John provides. John has graciously welcomed us to visit his home, so please be sure to thank John for allowing us to "invade" his house.

Another tour will be Richard Cantrell's HO narrow gauge layout that is based on the Denver and Rio Grande Western.

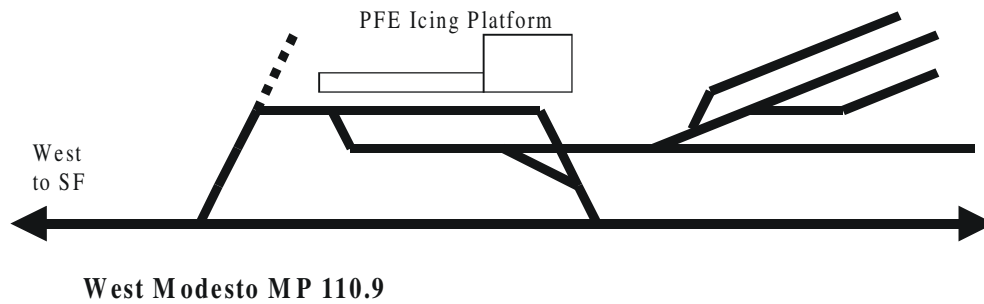
Since Union Pacific has clamped down on rail fanning on the Tehachapi Loop, I'm attempting to use my contact to allow us to view trains from the Loop Ranch. If this becomes possible, the owner will

(Continued on Page 3)

<i>Contents</i>	
<i>February Meet</i>	<i>1</i>
<i>Member Aid</i>	<i>2</i>
<i>Director's Report</i>	<i>3</i>
<i>Fall Meet Report</i>	<i>4</i>
<i>Minutes</i>	<i>5</i>
<i>Clerk/Paymaster Report</i>	<i>5</i>

The Answers are Out There

By Bob Pethoud, Member Aid



The illustration above shows a very small portion of the Southern Pacific valley line trackage through Modesto as it existed about fifty years ago. The track arrangement is preserved in Sanborn Insurance Company maps of that time period and includes a huge number of spurs, sidings, and runarounds. A complete HO scale model of the SP trackage through Modesto could fill one wall of an aircraft hangar. The dashed line on the drawing is a track that went to an interchange yard with the Tidewater Southern (WP), and the spurs at the right served the Grange Company's feed and seed warehouse.

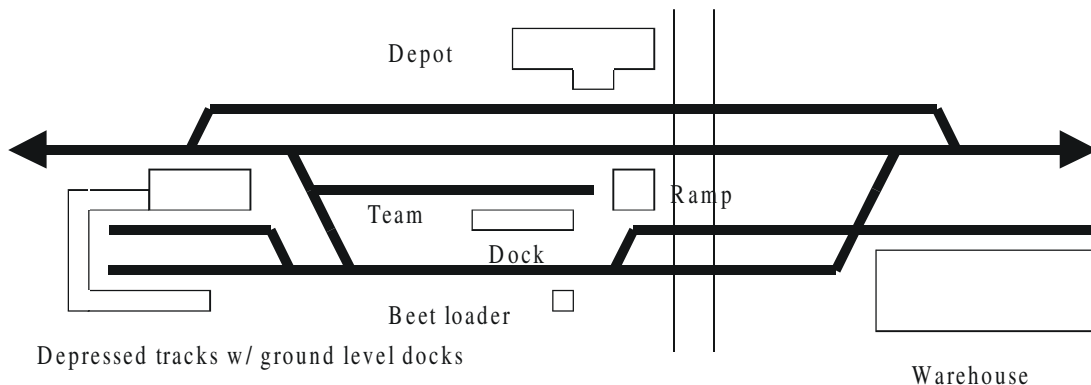
I like the interesting way the spur crosses the runaround track and it could be fun to build a model of this track work. In this installment of "The Answers Are Out There" I would like to suggest another technique—to add to selective compression and selective accretion previously considered—which you can use in track planning: eclectic accretion, otherwise known as kit bashing. To illustrate the technique we will combine elements from three different locales to make something new that contains just the best bits from all of them.

A few columns back we took a look at the SP tracks in Dos

Palos, which included a nice long spur that served as a team track with a loading dock beside it and an auto ramp at the end. Firebaugh, located at milepost 166.2 on SP's west side line, had three parallel spurs which were depressed a few feet below grade in order to serve ground level loading docks. A possible way to incorporate all three of these features into a small switching area on a home layout is shown below. The strange name of the place comes from mashing together the names of the three towns where the prototypes of the features originated: Dos Palos, Modesto, and Firebaugh.

Notice how we have also used selective compression in designing this plan, which would be right at home on a narrow shelf in HO scale and would capture the look and operation of any of the railroads in California's Central Valley. When you find some interesting features you like in several different locations, consider combining them into one yard in a manner similar to the way one bashes several kits together to get a structure better than any available off the shelf. Until next time, keep those comments and questions coming. Send them to me at pethoud@comcast.net.

Freelanced track plan incorporating favorite elements



Dos Modebaugh MP 314.16

Tehachapi Meet February 24th (Cont.)

have us sign a waiver exempting him of any liabilities, This waiver will be available at Kelcy's for you to sign. Only those people that have signed the waiver will be allowed onto the Loop Ranch.

If anyone knows of any layouts or other railroad related tours that we could visit, please contact Doug Wagner at either (661) 331-6695, or by email at

carldw@aol.com, and I'll add it to the schedule.

To get to Kelcy's Restaurant, you will be coming into Tehachapi on Highway 58. Take the Mill Street exit, which is Exit #149. Turn south onto North Mill Street and travel 3/10th of a mile, and right after crossing the railroad tracks, make a left-hand turn onto West

Tehachapi Blvd. Travel approximately 2/10th of a mile, and Kelcy's will be on your right, located at 110 West Tehachapi Blvd. You can either park in front on the street, or in the parking lot at the rear of the building.

Be sure to set aside Saturday, February 24th, for both model and prototype action in one of America's best train watching locations – Tehachapi. Hope to see you there!

Daylight Division Director's Report

Now that the planning and organizing for the annual model train show in Bakersfield is winding down, I have time to get this Director's Report typed up.

At the November Board of Director's meeting, in Santa Cruz (see all the neat places you get to visit as Director?), the board improved the wording of the policy on how the monies from the NMRA are doled out to the division. Is it enough? No, it is never enough to keep the divisions running without the monies taken in by meetings, auctions, dues, etc., etc. There were other business items that were discussed, but I won't bore you with redundancy in this article (I do that without being redundant!). I'll let you look at the November Board meeting minutes in the last issue of the Branchline, which is already in your hot little hands.

First off, I begin my final year as the Daylight Division Director. PCR bylaws forbid me from running for a third 2-year term (like I wanted to, anyway?). The bylaws state that a Director can only serve two elected terms, and since I have been elected twice, I cannot run again. This means that someone else will have to be the Daylight Director, starting at the first PCR Board of Director's meeting, in May of 2008. This will be appropriately held at the Sierra Memories Annual PCR Convention, in Fresno. So, beginning at the February 24th Daylight Meet in Tehachapi, I will give my little spiel about you folks needing to run for Daylight Director. I figure that eventually someone will get sick of my whining about it and run for the position, just to shut me up!

Since being Director for the last 3 years, I've been able to be involved in what I believe is the best operated region in the NMRA. But, of course, I would probably be accused of being biased! The PCR is standing on a good financial foundation—which is probably the exception, rather than the rule. How course, we can't always do what we'd like, but at least we are in the black.

Ok, for those out there that are asking, heh, if I decide to

run for this here Daylight Director's job, what's in it for me? Well, the pay is lousy—you work for free! The officers of the PCR are all volunteers. They do it for the love of the hobby—model railroading. Ok, second, you get to be involved in the policy and decision making that makes the Pacific Coast Region what it is today—the best region in the NMRA. It didn't get that way by accident. Members from the past laid down the foundation for what we enjoy today. And the members today must continue to keep that foundation strong for future members.

There are only two Board of Directors meetings per year to attend. The first meeting of the year is always at the PCR's annual convention, and the second meeting of the year—the mid-year Board of Director's meeting—is held sometime in November. That meeting's location is always at the following annual PCR convention's location. So, for the two-year term of being director, there are only four meetings to attend. So it will not take your way-of- life away from you.

So, in conclusion, we are starting to run out of “the other guy” who will run for the position. Those “other guy's” have already served in some sort of position at one time or another. Myself, I have held the Daylight Division's three elected positions since the mid 1990's—Chief Paymaster/Clerk, Superintendent and now, Director. I started out like all of you, going to my first meeting, not knowing what to expect. But, in attending the meetings, I got to meet and get to know some swell modelers along the way! The meetings are where we can get together with other modelers and see how the “other guy” does it, and exchange ideas. And besides, you get to see some really neat layouts that you normally wouldn't get a chance to visit. So, if I can do it, anyone can. So, don't be afraid to step up to the plate, and help make the PCR for future generations of modelers, what some “other guy” did for us way back when!

Respectfully Submitted: Doug Wagner

Daylight Fall Meet in Merced and Mariposa

Daylighters headed to the north end of the division for the Fall 2006 meet, starting in Merced at Charlie and Babette Pigott's home, and then heading for the hills to tour layouts in the Mariposa area.

Business was quickly dealt with at the Piggot's, and then we formed car pools and took off for Mariposa.

We stopped in Mariposa for no-host lunch at the Miner's Inn, which has an operating G-Scale Yosemite Valley RR "layout" around the dining room ceiling, complete with buildings and scenery. We were able to identify the Merced depot and the El Portal train shed, among others. After lunch we tried to organize ourselves to avoid overcrowding by all arriving at the same layout together, but that just didn't seem to happen. Oh, well, the more the merrier!

We visited Bob Jakl's fabulous O-scale kingdom, located in a generous building of its own, and found many O-scalers already there with operation in full swing. Bob's layout is fully scenicked

and functional, with lots of fine rolling stock.

We also hit Glenn Sutherland's HO-scale Sierra Railway, with its beautiful representation of the switchback over the Stanislaus River, a scene that is not to far from Mariposa. Glenn models the Sierra as it was in the mid 1920's, featuring several mini-scenes, including one with dogs barking at a rattlesnake. Scratch-built versions of many of the Sierra's structures are on this layout. In addition to seeing the layout, visitors got to inspect Glenn's work on a small addition to his house, a child's bedroom that is a complete caboose interior, including cupola.

One more stop brought us to a real special treat at Roy Price's. His HO layout features some 75 scratch-built structures, all set out like a western town. Roy uses photos and illustrations of buildings from catalogs as his only plans when he constructs a building. It was an amazing display of skill. Roy also scratch-built the G-scale structures we had admired at the Miner's Inn.



A Double Switchback takes the Sierra Railway across the Stanislaus River at Glenn Sutherland's



Daylight members enjoy getting together at Bob Jakl's O-Scale empire.



Daylight guests admire Roy Price's rolling stock and building exhibit.

Daylight Division Minutes: November 4, 2006

Superintendent's Report:

Pat Boyle stated "I now call the meeting to order at 10:03 am" after which he reported on the San Luis Obispo meeting and its success. Pat also reported on the need for volunteers. Then Pat turned the meeting over to Doug:

Director's Report:

Doug Wagner reported on the past Pacific Coast Region Directors's meeting and the continued need for three things: Membership, Recruitment and Retention. The Directors were told by those who attend the national meetings that the Long Range Plan has finally been implemented and appears to have been successful to date.

Within the Region, membership is standing still and aging. Doug and Ron Plies are working on the Membership Committee to change that.

Discussion followed that we as a Division need to continue to seek ways to cultivate active members including the Daylight Observation. Our division rests at 165 members since the combination of National with regional members.

Also discussed was the division's depth and breadth (overall geographic size) which encompasses Kern, San Luis Obispo, Santa Barbara, Kings, Tulare, Fresno, Mariposa, Merced and Madera Counties. Chuck Harmon added that we might consider simultaneous meets within the division and have a business meeting utilizing teleconferencing tools. Along with discussion on retention and recruitment an issue was brought up about us hosting a train show (maybe in November 2007?) in the Fresno area, not to compete with GATS or GEHAMS but in cooperation with other MRRs in the area. (any TTOSer's interested?).

Chief Clerk's Report:

The Chief Clerk reported that the story about the meet in San Luis was great and had no minutes from prior meet and so asked that the attending membership accept the report.

Attending this meet in Merced we counted 16 participants and collected \$2.00 each in donations from 13. Charlie and Babette contributed Donuts and Coffee in lieu of the requested \$2.00 each. There was no White Elephant auction and no Door Prize.

Paymaster's Report:

As of 07/31/06 the Division bank account statement showed no activity but a balance of \$1404.03. During the August meet the division cut checks for \$117.00 for the Daylight Observation and \$268.00 for Hilding and Mary Carole Larsen's wonderful tri-tip lunch which resulted in a balance of \$1029.03. Gross cash received as a result of a successful White Elephant auction and fees collected was \$548.00 deposited on August 28th, resulting in a balance of \$1577.03. Publisher of the Observation, Chuck Harmon submitted a bill for \$214.94 which was paid after a motion by Doug Wagner and seconded by Steve Biggs. We paid \$117.74 (authorized in August) and the above to Chuck to compensate the cost of publishing and mailing.

Old Business: Meet in May to be held in Filmore, details soon. Bruce Morden said to be working on finalizing train trip.

New Business: Tehachapi to host meet in February at Kelcy's restaurant, weekend to be the 3rd or 10th. Ballots need to be counted after February Observation is mailed out with the ballots, so the Nominating and Ballot Committee will assemble to do the task.

Motion to close the meeting was made by Doug, seconded by John Drazin, closed at 10:32 am PST by Pat after a unanimous voice vote.

Respectfully submitted by:
Brewster Bird
November 5, 2006

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Chuck Harmon 1644 E. Goshen Ave. Fresno, CA 93720 Phone (559) 299-4385 e-mail: harmonsta@aol.com	

SUPERINTENDENT

Pat Boyle
31349 Apache Road
Coarsegold, CA 93614
(559) 642-2954
e-mail: patnt@sti.net

CHIEF CLERK/PAYMASTER

Brewster Bird
1122 W. Princeton
Visalia, CA 93277
(559) 732-6096
e-mail: mec569@yahoo.com

MEMBER AID

Bob Pethoud
460 W. Vartikian
Fresno, CA 93704
(559) 438-7705
e-mail: pethoud@comcast.net

OBSERVATION EDITOR

Chuck Harmon
1644 E. Goshen
Fresno, CA 93720-2756
(559) 299-4385
e-mail: harmonsta@aol.com

MEMBERSHIP

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

INDUSTRY LIAISON

Vacant

DIRECTOR

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

CONTESTS

Bill Scott
341 Evergreen
Clovis, CA 93612
(559) 298-7715
e-mail: vallyflyer@aol.com

ACHIEVEMENT PROGRAM

Bill Scott
341 Evergreen
Clovis, CA 93612
(559) 298-7715
e-mail: vallyflyer@aol.com

CLINICS

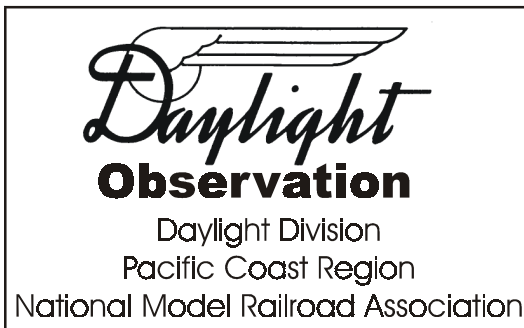
Doug Wagner
14008 Tierra Blanca Ave
Bakersfield, CA 93312
(661) 589-0391
e-mail: carldw@aol.com

PARLIAMENTARIAN

Brewster Bird
1122 W. Princeton
Visalia, CA 93277
(559) 732-6096
e-mail: mec569@aol.com

2008 PCR CONVENTION

John Houlihan
2682 W. Palo Alto
Fresno, CA 93711
(559) 435-0874
e-mail: rubyjohn@comcast.net



**Daylight Observation
1644 E. Goshen Ave.
Fresno, CA 93720-2756**

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