



The Daylight Observation

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Next Daylight Meet

Winter Meet in Fresno

By Doug Wagner



The next Daylight Division meet will be **Saturday, February 21st**, in Fresno, at Hobby Town USA, 102 E. Barstow Ave. The meet starts at 9:00 AM with room set-up (please arrive early and help!), registration, refreshments, contest entries, and Meet'n'Greets. Registration is \$4.00 for NMRA members, \$5.00 for non-members.

The clinics will begin at 10:00 AM. We have two clinics with a slant towards operating on layouts. The first clinic will be Chuck Harmon, who will be presenting a clinic on introducing and operations on his home the layout, The San Joaquin Central, which is a HO scale layout that is based on the Southern Pacific's route over Donner Pass. This clinic will be especially beneficial for those that would like to participate in the operating session, immediately following the conclusion of the meet. Chuck will explain the car-forwarding car card system that he has developed for his layout.

So that Chuck can get an idea of how many will be operating on the layout, a sign-up sheet will be available. For those that would just like to visit the layout, please be aware that there is limited aisle space. For those that have never operated, don't worry. Chuck will have on hand some of his "regular" operators, and you will be paired up with one of them. If you have never operated on a model railroad layout before, please take advantage of this opportunity to enjoy what model railroading is all about—FUN!

The second clinic, "Fall Creek Branch: Building and Operating a Portable Switching Layout" is being presented by Robert Pethoud. Robert has constructed this HO layout so as to be able to demonstrate the many different aspects of model railroading—from layout design to operations. The layout is 12-feet long but only 15" wide. Robert wanted to demonstrate what you can accomplish by thinking outside the box as far as the "normal" 4' x 8' layout that most beginners construct. Using only 15 square feet – as compared to the 32 square feet of most 4' x 8' layouts – Robert was able to depict a town at the end of a branch line, complete with 9 industries. Robert will begin the clinic with "designing a layout with the space you have," through scenery, painting and weathering track, turnout control and all the way up to backdrops.

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Support our State Parks ...



Daylight Call Board

Superintendent

Neil Fernbaugh • marmot47@sbcglobal.net

Director

Dave Grenier • grenida@pacbell.net

Chief Clerk / Paymaster

Bob Sexton • rdsexton57@gmail.com

Membership

Doug Wagner • carldw@aol.com

Member Aid

Bob Pethoud • pethoud@comcast.com

Industry Liaison

Mike OBrien • obsmobile@msn.com

Contests

Chuck Harmon • harmonsta@att.com

Achievement Program

Dave Grenier • grenida@pacbell.net

Layout Tours Coordinator

Gary Saxton • gbs46@sbcglobal.com

Clinics Coordinator

Doug Wagner • carldw@aol.com

Parliamentarian

Brewster Bird • mec569@aol.com

Observation Editor

George Pisching • gmpisching@netzero.com

Support our State Parks ...



Winter Meet in Fresno

Robert will finish up the clinic with demonstrating operations on the Fall Creek Branch, using switch lists.

Don't forget to bring a model and/or photo for contest or display.

The February Meet's contest categories are freight cars, for the models and general rail subjects, for the photos. So please, bring your favorite freight cars and your favorite photos, so that those attending can vote on their favorite entries—the more the merrier! Everyone who enters a freight car, for the model category or a photo of general rail subjects, for the photo contest, will receive a voucher of one drawing ticket, which will be a drawing for a \$25.00 Hobby Town Gift Certificate. 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—our version of show-and-tell.

We will be having a short quarterly business meeting, with contest results and at the conclusion of the meet, there will be the drawing for a \$25.00 gift certificate from Hobby Town. So, if you are the lucky winner of the gift certificate you can use it after the meet! After the raffle drawing, we will be having our Famous White Elephant Auction, so remember to bring plain-wrapped railroad-related items for the auction. The more the merrier! Think of it as "re-gifting!"

After the business meeting, we have 3 layouts on tour. 1 here at the meet and 2 in the local Fresno area.

The first layout, if you just want to hang around and operate a local on the Fall Creek Branch you are welcome to do so. Robert Pethoud will hand you a switch list to move cars on the layout. This way, you receive training on operating a model railroad layout.

Then you can visit Chuck Harmon's layout the San Joaquin Central. He will have an operations session. Chuck is modeling the Southern Pacific's Sacramento Division from Roseville to Truckee (Donner Pass) in the spring of 1949, plus a fictional branch line located on the west slope of the Sierra Nevada. The HO mainline is 200' long, with another 100' on the branch line. Most of the trackage is hand laid on milled pine roadbed. Especially nice is gauntlet trackage across Long Ravine Trestle. Control is by a Lenz DCC system. If you'd like to participate in the session, please be sure to sign-up. If you would rather just visit and observe, you are welcome to do so, but please be aware that aisle space is limited.

The third layout to tour away from the meet is John Houlihan's O-scale layout. John models the ATSF yards in Fresno at Tulare and Q Streets. The 36' x 48' O-scale layout has detection, signaling and transponding provided by "Train Controller" software from Railroad & Company. The era modeled is 1947 to 1957 on a hot August afternoon. Control is by a Digitrax DCC system.

Maps to these layouts will be made available at the conclusion of the meet.

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Coming Attractions

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 Session.

O SCALE WEST / S WEST

February 5 – 7, 2015,

Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA.

February 21, 2015 - 9:00 am to 5:00 pm, Daylight Division Winter Meet, HobbyTown USA, 102 E. Barstow Ave, Fresno, CA.

February 21, 2015 - 11:00 am to 5:00 pm, Redwood Empire Division Winter Meet, Creekside Village Clubhouse, off Arnold Ave (CA-116), Sonoma, CA

February 27, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

February 28 & March 1, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

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Winter Meet in Fresno

Hobby Town is located at 102 E. Barstow Ave. (between Blackstone Ave and Highway 41), Fresno 93710. If you are driving from the north of Fresno:

Take Hwy 99 south.

Take Exit 143 toward Herndon Ave. Continue for ½ mile.

Stay straight onto N Golden State Blvd. Continue for .4 mile.

Turn left onto W Herndon Ave (at Taco Bell). Continue for 7.0 miles.

Turn right onto N Blackstone Ave (just past Maroa Ave). Continue for 1½ mi.

Turn left onto E Barstow Ave (at Chevron). Continue for 1/10 mi

HobbyTown USA will be on the left

If you are driving from the south of Fresno:

Take Hwy 99 north.

Take Exit 131 and merge onto CA-41 N toward Airport/Yosemite. Continue for 6.6 miles.

Take Exit 132/Shaw Ave toward Clovis. Continue for .3 mile.

Turn left onto E Shaw Ave. Continue for .4 mile.

Turn right onto N Blackstone Ave (at 1st major intersection). Continue for .5 mile.

Turn right onto E Barstow Ave (at Chevron). Continue for 1/10 mi

HobbyTown USA will be on the left.

For a map and the latest information concerning the Daylight Meet, please be sure to visit the Daylight Division's web site at:

<http://pcrnmra.org/daylight/index.html>, and click on Next Daylight Meet, located to the left of your screen.

So, be sure to mark Saturday, February 21st open on your calendars and be sure to bring along a plain paper wrapped item for the White Elephant Auction and be prepared to have some fun!



Coming Attractions

March 1, 2015 - 9:00 am to 5:00 pm, [Coast Division](#) Meet, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501

March 14, 2015 - 9:00 am to 10:00 pm,

[Winterail 2015 Railroadiana Show and Sale](#),

Scottish Rite Masonic Center, 33 W. Alpine Avenue, Stockton

March 14, 2015 - 10:00 am to 3:00 pm,

[Sacramento Valley Garden Railway Society's](#) Spring Clinic,

Hagen Community Center, 2197 Chase Drive, Rancho Cordova, CA.

March 14 & 15, 2015 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm,

[Golden Empire Historical & Modeling Society's](#) Annual Model Train Show, Horace Massey Building, [Kern County Fairgrounds](#), 1142 South P Street, Bakersfield, CA.

March 14 & 15, 2015 - 11:00 am to 6:00 pm,

Weekend Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

March 19 - 21, 2015,

[BayRails VI, DoubleTree Hilton Hotel Newark-Fremont](#), 39900 Balentine Drive, Newark, CA.

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Director's Report **From Dave's Direction**

By Dave Grenier
Director, PCR Daylight Division



Considering when this will be published (I'm writing this Jan 2), this may be late, but I want to wish all Daylight members "Happy New Year" and best wishes for a great year filled with model railroading and good health. Let's face it; we need the latter to fully enjoy the former.

I hope you were able to enjoy the 6th Annual Open House Layout Tour in the Fresno/Clovis area on December 6, featuring 10 layouts, ranging from Z to O scale. Both Daylight members and non-members in the area graciously opened their homes and clubs for the public to attend and enjoy the magic of model railroading. Thanks to Gary Saxton for hosting and coordinating this annual event. Sadly, this was probably his last year to do so, as he's planning to leave the area early next year. If you're interested in volunteering to coordinate this annual event, contact Neil Fernbaugh, Daylight Division Superintendent, and let him know.

If you're planning to attend 2015 PCR Convention in Newark, May 13-17, register by January 25, to beat the registration price increase. You can register online and use PayPal at the convention website:

www.pcrnmra.org/conv2015/registration.html.

Also coming up soon is the Bakersfield Model Train Show at the Kern County Fairgrounds, Bakersfield, March 14 & 15, 2015. Our own Doug Wagner is the coordinator for this annual event. For a list of vendors, see the GEHAMS website: gehams.org/show-vendors/

The following weekend, March 19-21, is BayRails VI, three days of operations on more than 20 well-known layouts in the San Francisco Bay Area. If you enjoy operations, take advantage of this "op-until-you-drop" event. It's educational and a lot of fun. The last time I did it, I had to stop in Los Banos for a nap on the way home! For more information and to sign up, visit their website: bayrails.com/

For even more events, check the PCR website calendar:

www.pcrnmra.org/pcr/calendar/calendar.shtml

There has been no further discussion on the joint PCR/PSR convention in the Bakersfield area during the 2016-2017 timeframe. We will be discussing this further at the next BOD meeting, 1:00 PM, May 13, 2015, during the Club Car 2015 PCR Convention. If you have any comments or concerns on this, you can either attend in person or send them to me in an e-mail.

If you want to contact me, either e-mail me at grenida@pacbell.net or call me at (559) 297-1345.

Until next time, may all your balls be high.
Dave Grenier, PCR Daylight Director

Coming Attractions

March 21 & 22, 2015 - 10:00 am to 5:00 pm, Spring Train Show, [Black Diamond Lines Model Railroad Club](#), 425 Fulton Shipyard Rd, Antioch, CA.

March 27, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

March 28, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA.

March 28 & 29, 2015 - 10:00 am to 5:00 pm, Spring Train Show, [Black Diamond Lines Model Railroad Club](#), 425 Fulton Shipyard Rd, Antioch, CA.

West Side Reunion

April 18, 2015 - 9:00 am,

West Side Reunion presents the 28th Annual Logging & Mining Modeler's Convention at the Sonora Elks Lodge, CA.

See the PCR Events List on their web site: www.pcrnmra.org for more detailed information.



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



I'm still operating in "dark territory" without signals, but at least the light at the end of the tunnel isn't a 2-8-8-4 coming at me. We have a great crew working on the division "tracks" and I'm glad to be on board.

Special thanks to our Dining Car Chef, Brewster Bird, for our railroad breakfast that kicked off our last meet at the Boy Scout Shack in Exeter. Those who fought their way through the fog enjoyed a ballasting workshop led by Brewster, with almost everyone else sharing their ideas, insights and techniques as well. Several of us brought models for show and tell even though no models were brought for judging. Bo Hammerling, who is one of our newer members, brought his module depicting narrow gauge Swedish railroading. With our focus on US railroads it was great to see the kinds of structures and rolling stock that is available in Europe. For most of us, our awareness of European prototypes is limited to the sort of models Marklin and LGB produce. Bo's detail work was great, right down to a snow sled leaning on the side of one of his buildings.

We are rewriting our bylaws to streamline our operations and meetings. It is our intention to limit business sessions to one time per year, and to align our meets to hands-on activities, clinics, operations and layout tours. We are going to need all the support and help we can get from all of you to make this happen, but if our members are going to drive, sometimes for several hours, to come to our meets, we want them to enjoy the camaraderie and leave with renewed enthusiasm, new ideas and valuable information about our hobby.

I want to extend special thanks to Doug Wagner for spearheading our effort to have all of our meets scheduled and planned out for the entire year, and thanks to everyone who worked with him on clinics and operations in every corner of our division. Keep an eye on our website for more details about upcoming meets.

Most importantly, your participation is wanted. Bring models, projects, layout plans and questions to whichever meets you can attend. Share what you are doing. If you have ideas for changes in our operations please email or call us. We are always looking for new clinics and layouts to visit. Don't be shy! It's often a work in progress that is most interesting. Completed showcase layouts are great, but most of our layouts are works in progress, not completed master pieces.

Our next meet will be on Saturday, February 21st at the Fresno Hobby Town USA meeting room, with clinics by Bob Pethoud and Chuck Harmon, followed in the afternoon by an operating session at Chuck's San Joaquin Central. The contest categories for this meet are Freight Cars, and General Rail Subject Photos. Please bring other models and even half finished projects to share, and don't forget the "white elephant" raffle.

Thanks, Neil

The PCR is on Facebook ...

Happy New Year. As some of you know, the PCR recently expanded its reach into social media, establishing a Facebook page at Pacific Coast Region of the NMRA. View it at:

(<https://www.facebook.com/pcrnmra>) And a Twitter account at: @pcrnmra

If you are on Facebook, consider heading over to the page and "Liking it. By adding your "Like," you'll receive updates in your Facebook News Feed as events are announced or occur.

If you're not on Facebook, consider setting up an account on the Web or using the Facebook app on your smart phone or tablet. The app, in particular, makes it far easier to circulate pictures of your layout, modeling projects, prototype photos or modeling challenges to other PCR members. With the Facebook app you can take a picture with your smart phone or tablet camera and immediately upload and comment on your picture. And your post then appears in the Facebook news feed of other members right away. Easy!

If you're a Twitter user, consider following @pcrnmra to receive news items, comments and alerts during meets, conventions and other events, and other short updates. Also to increase the distribution of your comments.

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Go to the Division Web Site at:
www.pcrnmra.org/daylight

Division Clerk's Report Meeting Minutes

By Robert D. Sexton



Daylight Division PCR/NMRA

Business Meeting November 15, 2014

Meeting called to order at 10:47 AM by Superintendent Neil Fernbaugh, with the Pledge of Allegiance. There were 10 members present.

Minutes were approved as published on a motion by Brewster Bird.

Paymaster's Report was approved as published on a motion by Mike O'Brien.

Bills presented were approved for payment on a motion by Dave Grenier.

Mike O'Brien raffle prizes	\$25.00
Brewster Bird breakfast supplies	<u>\$46.06</u>
Total	\$71.06

Superintendent's Report: Supr. Fernbaugh appealed for support and advance planning for meets.

Director's Report: (see report on page 4) Dir. Grenier also discussed potential layout tours and conventions.

AP Chairman's Report: Dave Grenier stated only that members must be ready for any AP inspection requested when they say they are ready.

Contest Report: no contest held.

Old Business: No official business was considered but a lengthy discussion on the problems of membership ensued; led by Doug Wagner.

New Business: none submitted.

Good of the Division: Further discussion ensued regarding the general state of the division. A plan to change the bylaws was discussed at length. Members present were reminded of the annual layout tour December 6.

Door prize was won by Brewster Bird.

Meeting adjourned at 11:54 AM.

Respectfully submitted,
Robert D. Sexton, Division Clerk



The PCR is on Facebook ...

Finally, if you handle publicity or communications for your club or rail-related organization and have been sending items to Chuck (for Branch Line) or Dave (for the website), please add me to your list -- news, announcements, images or other updates will be greatly appreciated.

Your contributions to Facebook or Twitter content, and any comments on how PCR can improve its use of these tools, are welcome. And best wishes for productive modeling and good health in 2015.

Christopher J. Palermo,
Mountain View, CA

Division Meets for 2015

We have the locations for all the meets, in 2015, set, and here they are:

February 21 -- Fresno at
Hobby Town

April 25 -- Bakersfield at
Golden Corral

August 1 -- Oceano at
Oceano Depot

November 7 -- Santa Barbara at
Gary Siegel's
Southern Pacific
Santa Cruz
Division Garden
Railroad

Posted by: Doug Wagner

Director's Report

Minutes from PCR BOD

By Dave Grenier

Director, Daylight Division



Highlights from the PCR Mid-Year Board of Directors Meeting held in Newark, CA, October 25, 2014:

1. President Pat LaTorres thanked the 2014 Coast Rails convention committee.
2. President Pat LaTorres asked whether Coast Division should continue to host the PCR conventions every other year; and perhaps it could be every third year. He wants comments and suggestions sent to him. **Input from Daylight members?**
3. PCR logo redesign in progress by committee of Dave Croshere, Ray deBlieck, and Carol Alexander. Three designs are to be submitted at the May 13, 2015 Spring BOD meeting, and then presented to the membership at the Business Meeting on May 17, 2015.
4. Ray deBlieck will explore having a joint convention with the PSR in the Bakersfield area in late 2016 or 2017. PSR proposed this at the April 30, 2014 BOD Meeting in SLO. No decisions yet.
5. PCR is looking for a new Treasurer to replace Larry Altbaum, who would like to retire.

Respectfully submitted,

David Grenier, Director, Daylight Division

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Noted in the Daylight

Clinics for the Division

Posted by: "Brewster Bird"



Greetings from Mussel Slough,

Throughout the Daylight year I will host small group get togethers to discuss and display the following:

In the Visalia Area: Car Card operations, JMRI and the small computer/DCC operations (different hand-helds and their functions, systems, techniques for integration), Hands-on kit bashing techniques (common plastic kit transformations), Open loads, Different scales on the same layout/diorama, BSA Railroading Merit Badge, National Train Day Modeling from Paper.

Some of these may be combined.

For May; I would like to present a clinic on false front models for the layout using paper models. (Make and Take) (\$5.00 cost for materials, \$ 1.00 each to the Division)

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Clinics for the Division

For August; Outhouses (as a Make and Take any scale) (\$5.00 for materials, \$1.00 each for the Division),

For November; Rocks and why they matter (a little geology lesson) also an alternate clinic: Square-Foot modeling is, of course, depending on my availability and God Willing!

So, Other members can:

- 1) Please plan around these,
- 2) Consider doing something similar in your area.

Remember –Together Everyone Achieves More (T.E.A.M.)

Brewster" -30-".

Seen in the Daylight Train Wrecks: Experiments To Derail Trains- World War Two Archive

Exactly what does it take to derail a train?

Watch this video to find out:

<https://www.youtube.com/watch?v=D-8gV4DJZUw#t=347>

(Copy the entire two lines of address)

For me, all it takes is for some visitors to be watching my train!

Doug Wagner,

Director's Report

PCR Financial Statement Net Worth – As of 12/31/2014

Account	Balance
Assets	
Cash and Bank Accounts	
Checking	3992.73
Cash Account	<u>1.83</u>
Total Cash and Bank Accounts	3994.56
Total Assets	3994.56
Liabilities	0.00
Overall Total	3994.56

Cash Flow – Last Year

1/1/2014 through 12/31/2014

Category	2014
Inflows	
Auction	113.25
Donations	25.58
Other Inc	138.00
Raffle	138.00
Rebates	123.00
Registration	<u>256.00</u>
Total Inflows	793.83
Outflows	
Food & Dining Groceries	237.55
Total Food & Dining	237.55
Misc.	57.89
Not Sure	1.00
Postage	73.20
Prizes	180.00
Publications	43.50
Supplies	<u>123.59</u>
Total Outflows	<u>716.73</u>
Overall Total	+77.10

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Letters to the Editor

Hey George,

I just wanted to let you know how much I appreciate you sending me this link for each issue.

Good newsletter this month.

Carol Alexander,
Redwood Div.

One heck of a nice newsletter. You should feel good.

Bill Kaufman,
Coast Div.

Hi George,

Excellent issue. I really enjoyed reading it. Would it be O.K. to copy the info on the Walt Disney Family Museum?

Thanks,

Gary Ray, Editor, Short Line,
Sierra Div./PCR/NMRA



Newark, California
May 13-17, 2015

www.pcrnmra.org/conv2015

Director's Report PCR Financial Statement


Cash Flow – Last Quarter

10/1/2014 through 12/31/2014

Category		Qtr 4
Inflows	Auction	17.25
	Donations	21.58
	Other Inc	33.00
	Raffle	35.00
	Rebates	60.50
	Registration	<u>40.00</u>
Total Inflows		207.33
Outflows	Food & Dining Groceries	<u>46.06</u>
	Total Food & Dining	46.06
	Misc.	57.89
	Not Sure	1.00
	Prizes	<u>70.00</u>
	Total Outflows	
Overall Total		+90.27

Irish Tracklayer

O Gauge Track Products



John Houlihan

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If you would like to advertise your shop, side business, or your layout, contact the [Editor](#) to place your business card size advertisement, announcement or layout. Business card ads are \$20 for the year. Layout pictures or announcements are free for one issue. Show off your layout.

Contest Schedule

Meet

Model

Photo

Spring (May 2015)

MOW

Working
on the Railroad

Summer (Aug 2015)

Structures

Model:
B&W

Fall (Oct 2015)

Displays

Model:
Color

Winter (Feb 2016)

Caboose

Track
& Structures



Display model railroad train completely made of chocolate! A tasty treat for the eyes and nose. Marvelous craftsmanship.

Contest Corner

Model and Photo Contest

By Chuck Harmon, MMR,
Division Contest Chairman



A lot of activity is planned for our Winter Meet in Fresno on February 21st, including our model and photo contests. Remember that these are contests in which every meet attendee gets a chance to cast a vote for their favorite model and favorite photo, so bring lots of entries. The categories are Freight Car models and General Rail Subject photos. In addition to having an opportunity to take home a ribbon or plaque, those entering the popular vote contest will be issued a raffle ticket for a chance to win a door prize (one ticket per person entering the contest, regardless of how many entries they have).

If you wish to have a model judged for points toward a certificate for Master Builder, Cars or Master Builder, Structures in the Achievement program, bring it along and we will assemble a judging team to evaluate your model. The model can be any category (Steam Locomotive, Diesel and other locomotives, Passenger Car, Freight Car, Caboose, Maintenance of Way, Structure, Display or Traction, and Self-Propelled cars). Your entry will receive a Merit Award if it scores at least 87-1/2 points. Merit awards help boost your chances of earning a certificate, although not all models must earn the Merit Award to count toward a certificate. Another benefit of entering the judged contest is that judges will critique your work and give you suggestions for improving your modeling skills.

Another activity in the contest corner is display only. You may wish to bring an in-process or finished model for everyone to see without entering any contest. Maybe you would like to show a partially-built kit in order encourage others to get to work on their own projects that have been sitting on the shelf, or perhaps you have an old model that may be of interest. (An old Suydam Meat Packing Plan that I have on my layout comes to mind). Sorry, no raffle ticket for display only.

The side-bar lists the popular vote contest categories for up-coming meets. Hope to see your entry at Fresno!



Heard in the Daylight

Accessing Model Railroading

By: Thomas Kincheloe

Hi guys, I'm just going to make a quick statement that may seem a bit off topic for most members but hope many of you will read this anyway.

Off topic? Not really.

Model railroading should be for EVERYONE - young or old, skilled or unskilled, new or experienced, able-bodied or physically challenged. It's a GREAT hobby and I'm thrilled to see a group like this one dedicated to helping new or even experienced modelers wanting to build their own "dream" layout.

As an Occupational Therapist, I've spent my career helping others adapt to physical and mental disabilities and get the most quality out of life despite their limitations. Leisure activities, such as hobbies, are no exception. I'm betting a blind child would be thrilled to death to let his fingertips rub over the top of a passing model train and I would hope to offer someone that opportunity someday!

Most of the model railroaders I've met in person were retired and some have age-related physical limitations that might be challenging for them when it comes to model railroading. I was born with multiple physical disabilities myself and I've already identified some areas of the hobby that are going to present unique challenges for me

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The Answers Are Out There: **Attitude Adjustment**

By Robert Pethoud, Members Aid

Last November I exhibited my Fall Creek Branch portable HO scale switching railroad at the International Railfair in Roseville. This was the 38th occurrence of the popular two-day event, which takes place at the Placer County Fairgrounds, and it was the third year in a row that I operated the layout there.

Roseville is about a 3 ½ hour drive from my home in Fresno and with track cleaning and rolling stock testing, packing up the layout, unloading and set up, tear down and repacking, and finally unpacking at home again, exhibiting at the show is more than a little work. Further, unlike members of the modular groups, who also display their handiwork, I can't set a train running around a continuous loop, nor can I hand off operation to other modelers in the group in order to take a break. I was on my feet operating the railroad for nearly all of the 15 hours that the train show was open to the public.

For these reasons, I had more or less decided that 2014 would be my last year to exhibit at Railfair for a while. But all that went out the window when the train show attendees began reacting to Fall Creek Branch. Over the two days about 2000 people came through the gates. Here is just a tiny sampling of their comments:

“Seeing Fall Creek last year inspired me to get off my duff and start building a layout”

“Now I understand why modelers build switching yards into their layouts”

“So this is where the fun is!”

“I never realized the complexity of switching cars—now I get the appeal”

“I could build something like this on one wall of my garage”

“Stunning! Beautiful display—thank you for bringing it”



The many gracious comments were very gratifying, but even more meaningful were the actions of some of the young people at the train show. The photo shows Zachary Steelman, one of several attendees who took me up on my invitation to take the throttle. He is seen intently making a set out at Fall Creek. This young man was at least as skillful as I at gentle coupling and at working efficiently through the requirements posed by the seriously complex switch list.

Continued on Next Page

Accessing Model Railroading

that most modelers don't have to worry about, at least not at this point in their lives. And I'm no spring chicken either and looking at retiring in another 4 years, and though I'm a therapist, I don't always have the answers especially to things like model railroading. I, too, turn to others for help.

When members jump in to offer ideas or suggestions to help a member who is having difficulties with certain aspects of the hobby (such as being able to read posts in the LDSIG group or manage electrical/mechanical devices), that to me shows the REAL spirit behind model railroading.

I'm even more proud to be a member of this group because the spirit shows itself in people like Ed, Clay, Seth, Dave and other members who jump in to help where they can. I've learned more from the LDSIG group in the short time I've been a member than any other single source. And it just does me good when I see others willing to jump in to help someone who is having difficulties accessing some aspect of the hobby. That's team spirit!!

Way to go, guys! It's an AWESOME group!

Now I can move on to more 'pertinent' topics.

Tom

"Unless God is my engineer, my trains go nowhere."

The Answer is Out There

He completed all the assigned work perfectly, including setting out two cars, picking up two others, and correctly placing an off spot car. Zachary demonstrated a focus and attention span far beyond what we usually expect from his generation. And he was not alone. Several youngsters took the throttle or threw the switches and all did a creditable job. I came away from the show physically exhausted but psychologically energized and now I can't wait for next year's show.

Letters and editorials in model railroad publications frequently and earnestly decry the aging of the model railroad community and the consequent decline of the hobby which it implies. I suggest that instead of wallowing in a woe-is-me attitude, we model railroaders should build modules, dioramas, or other displays and get out there, to train shows, conventions, malls, libraries, talent shows, craft exhibits, church and school carnivals, etc., etc. We need to show the public what gets us excited about our hobby. I suspect we'll be greeted by more enthusiasm and engagement than we have been led to expect, and it's certain that we'll engender more interest than if we merely wring our hands while wishing more young people would discover model railroading on their own. The flanged steel wheel rolling on the steel rail is the most energy-efficient way of transporting goods and people, now and for the foreseeable future. Trains will be around for a long time and there is no reason why scale models of them—which have an inherent appeal to human beings of all ages—should not also continue to thrive.

Until next time, you may reach me with comments or questions at pethoud@comcast.net

Announcing the **Bakersfield Train Show** **March 14-15**

The Golden Empire Historical and Modeling Society of Bakersfield will be hosting Central California's largest model train show, at the Kern County Fairgrounds, 1142 South 'P' Street, Bakersfield, March 14-15.

The train show will be open to the public on Saturday, March 14th, from 10:00 AM—5:00 PM, and on Sunday, March 15th, from 10:00 AM—4:00 PM. Admission is \$7.00 per person, with children ages 12 and below admitted free, when accompanied by a paying adult. The one-time admission charge is good for both days of the show. It is always a big hit in the valley. People drive in from as far as Nevada and Sacramento each year. This year there will be 45 dealers participating with 141 dealer tables at the show plus display layouts and more. There will be hourly door prizes and drawings for model train sets. Train rides, for the kids is \$2.00 extra.

For more information about the show go to the GEHAMS web site at <http://www.gehams.org/>

Welcome Aboard ! **Daylight's Newest Member**

Name Dorothy Deis
City Paso Robles
Date Joined 12/30/2014

Membership

Have you changed your address or other membership information?

Notify Headquarters!

e-mail: nmrahq@aol.com

Phone: 423-892-2846
(8am—4pm ET)

Mail: PO Box 1328
Soddy Daisy TN
37384-1328

Keeping Connected

NMRA

Web - <http://www.nmra.org/>

Facebook -

<https://www.facebook.com/groups/46322574676/>

PCR

Web - <http://www.pcrnmra.org/> and

Facebook -

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

Yahoo Groups -

<https://groups.yahoo.com/neo/group/s/PCR-nmra/info>

Daylight Division

Web -

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

Facebook -

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

Yahoo Groups -

<https://groups.yahoo.com/neo/group/s/daylightdivision/info>

Achievement Program

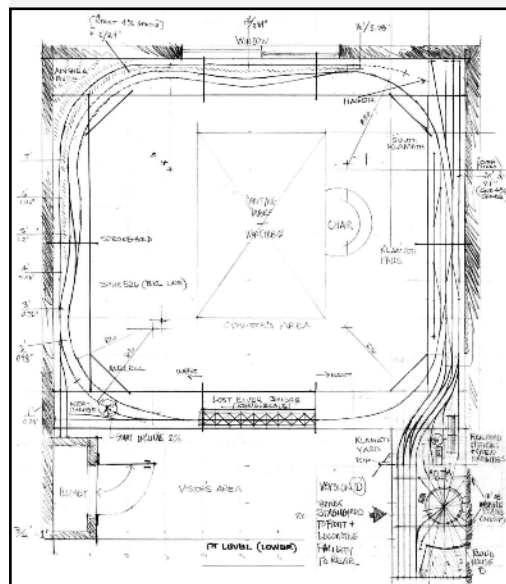
Model Railroad Engineer - Civil

By Dave Grenier

In this installment, we will review the requirements for the Model Railroad Engineer – Civil certificate, the first of three in the “Engineering and Operations” area. While the requirements for this certificate may seem long and daunting, they really aren’t. It just seems that way because there are so many options for you to choose from. There are only four basic requirements that need to be completed to qualify for this certificate.



The first requirement is to prepare an original scale drawing of a model railroad track plan, identifying overall size, scale, track elevations, curve radii, and turnout sizes. It does not have to be in ink or drawn with CAD software, although it must be neat and legible. Before drawing your track plan, check the requirements for Model Railroad Engineer – Electrical, and Chief Dispatcher when planning your layout to also include those requirements from the beginning. It’s much easier to do it now in the planning stage than to add them later during construction.



Your layout drawing **must** include the following features: 1) adequate terminal facilities for handling freight and/or passenger cars; 2) adequate terminal facilities for storage and service of motive power; 3) at least one mainline passing siding; 4) four switching locations (not counting yards, interchanges, wyes, and reversing loops); 5) provisions for turning motive power; 6) and provisions for simultaneous operation of at least two mainline trains in either direction.

Remember, you do not have to build all of these facilities, just show them on your plan to demonstrate that you understand what the design of these facilities would look like.

The second requirement is to construct and demonstrate the satisfactory operation of a completed section of the model railroad from your layout plan that consists of at least 25 linear feet of track in Z, N, or TT scale, or 50 linear feet in HO or S scale, or 75 linear feet in O scale, or 100 linear feet in G or #1 scale. The track must be complete with appropriate ballast, drainage facilities, and roadbed profile. All track counts toward the linear feet requirement, including spurs, yards, sidings, not just mainline track. Using commercial products, including flextrack and turnouts, is perfectly acceptable.

Continued on Next Page

**ACHIEVEMENT PROGRAM
MODEL RAILROAD ENGINEER CIVIL
RECORD AND VALIDATION FORM
May 2006**

PLEASE ATTACH THIS FORM TO A COMPLETED STATEMENT OF QUALIFICATIONS (SOQ) FORM.

Scraper's Name: _____ NMRRA #: _____

Date Submitted: _____ Region: _____

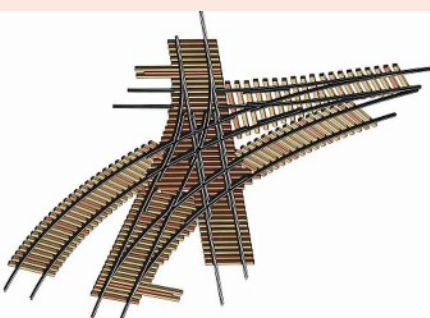
It is hereby certified that the Civil features described below, built by hand, cut wood or more ancient materials by the above named NMRRA member have been personally observed by him or some person appointed by the Region or Division. It is further certified that the above mentioned or specified items are a completed item which is finished, has been submitted for judgement by the appropriate NMRRA standards.

- One original scale drawing of a model railroad track plan identifying:
 - Signal Size
 - Switch
 - Crossings
 - Curve Radii
 - Trackline
 - Mainline Passing siding
 - Four Switches Back to Back
 - Tacking Schedules Power
 - One Minute Train Operation
- Contact and demonstrate the satisfactory operation of a completed section of a model railroad and trackwork described in question 1. The section must contain at least 100 square feet of track, 1/2" to 1" gauge, 1/16" to 1/8" S, 77 to 1/2" to 1" in G or 1/2" in G or 1/2" with appropriate flex, adequate facilities and installed profile and true continuous joints. The trackwork shall have at least 50% of the following features:
 - Switch with line
 - Spur
 - Crossing
 - Reverse Loop
 - Wye
 - Simple Ladder
 - Compound switch
 - Turntable
 - Transfer Table
 - Super Elevation
 - Simple Overhead Wire
 - Emergency Clearance Zone
 - Scale Track
 - Log Railway track
 - One Dump Track
 - Ash Pit
 - Six-axle Flat Truck
 - Grade Elevation
 - Dike
- Construct one More scratch built item scratch built model of any three of the following:
 - Turnout (point or stub)
 - Crossover
 - Double Crossover
 - Single Slip Switch
 - Crossing
 - Gauntlet Track
 - Gauntlet Turnout
 - Dual Gauge Turnout
 - Grade Separation Turnout
 - Gauge Separation Turnout
 - Gauge Turnout
 - Gauge Turnout
 - Gauge Turnout
 - Gauge Turnout

JUDGING NAME	SIGNATURE	DATE

REGIONAL AP CHAIR: _____ REGION: _____ DATE: _____

Click on form above to see the form at NMRA web site.



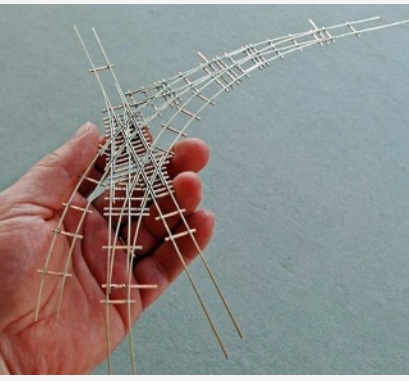
Stay in touch with your hobby and Daylight Division. Go to www.pcrnmra.org/daylight/

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.

Model Railroad Engineer - Civil

The completed track work must have examples of **six** of the following features: passing siding, spur, crossover, reversing loop, wye, simple ladder (minimum of 3 tracks), compound ladder, turntable, transfer table, superelevation, simple overhead wire, catenary, scale track, cog railway track, coal dump track, ash pit, service pit track, or a grade change.

The third requirement is to construct for Merit Judging, scratch built models of any **three** of the following, and demonstrate their satisfactory operation: turnout (point or stub), single or double crossover, single or double slip switch, crossing, gauntlet track, gauntlet turnout, dual gauge turnout, gauge separation turnout, double junction turnout, three-way turnout, spring switch, operating switch in overhead wire. These items may be built and demonstrated as part of your layout or on separate pieces



of wood. If they are built separately, include enough track to demonstrate their satisfactory operation. An engine must be able to run through all possible routes under its own power. Just pushing a car through by hand is not sufficient. You must build your own frogs, however you may use commercial rails, spikes, ties and Fast Tracks™ jigs. The jigs are considered “tools” and are permissible.

The fourth and final requirement is to win a Merit Award (at least 87.5 points) on the three scratchbuilt items in the third requirement. The track items in the second requirement don't have to be judged at all, except to demonstrate that they work. The judges for merit judging are appointed by the Regional AP Manager and must sign the Record and Validation form and the Judging form, available on the NMRA website. (See link below)

After completing the above four requirements, submit a completed Statement of Qualification, including copies of your track plan, Record and Validation form and Judging form, along with a copy of your NMRA membership card to the Daylight Division AP Chair, currently yours truly. I will then review it and forward it to the PCR AP Manager, Jack Burgess.

The full requirements for this category are available on the NMRA website at: www.nmra.org/civil . You can also get a copy of the requirements by contacting me, either by phone, e-mail, or letter. Do yourself a favor and read the two instructive articles on Civil from the NMRA website at www.nmra.org/masters-articles-updated-2009 BEFORE starting work on this category. You'll be glad you did. Actually, that is true for all the categories.

If you have any questions or want to learn more about the Achievement Program or Golden Spike Award, call me at (559) 297-1345 or e-mail me at grenida@pacbell.net. Next: Model Railroad Engineer – Electrical

By-Laws Proposals

This discussion article is provided so all the Division membership can read in on the actions at the quarterly meetings.

It will be up to all the membership to make further adjustments to finalize the revision of the Division By-Laws.

Please send your changes, selections, and comments concerning this subject to the [Superintendent](#) as soon as possible.

No response means you voted YES to the changes, whatever they may be.

Daylight Division

By-Law Changes Proposals Discussion

Compiled from the Daylight Yahoo Group by the Observation Editor.



From Doug Wagner;

Hopefully I sent these to those members who volunteered to serve on the committee for the proposed changes to the Daylight Division By-Laws that we have been kicking around for years,

Included here are 3 files. The one titled, [By-Laws Daylight Division](#), is the current By-Laws. The second attached file titled, [By-Laws Proposed Changes](#), is the changes that I thought needed changing. The third file is the one proposed by George Pisching in 2012. The changes that I am proposing are marked with an underline, with the hope that someone with a better knack of wording things, can improve on my English! Please feel free to make any changes to what I put down, as you will not hurt my feelings--if I had any!

Anyway, these are the ones I brainstormed on a Saturday night--well, actually real early Sunday morning! We've been discussing this for years, and as Dave said, at the last meeting, we better get them finalized before the NMRA's 501c(3) status is implemented, because after that, it will be TOO late!

Hopefully, this first whack at it will get the ball rolling. Now, I'm calling it a day--or morning!

Doug Wagner, Bakersfield, California

See: [By-Laws Daylight Division](#) and [By-Laws Proposed Changes](#) and [2012 Proposed Revision](#).

From Terry N. Taylor;

Hi Doug

Very nice job of presentation. A couple of minor points for you to consider.

In article 6 which is the main problem area that we have faced over the years in my opinion, the new proposal has a contradiction in my eyes. In 6c2 the proposal is to be submitted to a vote prior to the next meeting. In 6c3 the vote is to be held at a meeting.

Not just that but at any meeting. Unfortunately there is no provision for notification of the members of the location or time of that meeting before the vote so this meeting could be technically be done at any time to a limited audience outside of a scheduled meeting.

Continued on Next Page

A Survey of Regional Railroad Modelers

This is actually a serious question that I am using to shape a couple of things I am working on, but semi-frivolous answers are acceptable.

What kind of a modeler would you really want to be?
No restraints like money or time.

What parts of modeling would give you the most pleasure?

Don't leave anything out. Technical and mechanical are important but so are operations, clinics, social interactions of all sorts, rail-fanning, reading, writing, conventions, shows, anything.

Just put your feet up, lean back in your chair and fantasize,

"What kind of a modeler would I like to be?"

Shoot it to me, the Editor, at gmpisching@netzero.com

Bob Ferguson is heading a committee to study membership retention, so if anyone has any ideas, please shoot me an email so that I can send them to him.

Thank you.

Doug Wagner, PCR Membership
Department Manager

Bakersfield, California

By-Laws Proposals

I believe all meetings should be publicized in advance. How it is done should not be stated in the By-Laws as technology changes over time and the simpler the By-Laws are the better.

Do we want to state that all future ballots will be by mail or do we want to allow some voting at the meetings or even by other methods?

How about some provision for filling a position that becomes vacant (like when my wives health forced me to not be able to make all or even most of the annual meetings and I had to resign)

Just a very minor aside (and having served as an elected official under these By-Laws I believe I can make this statement - big smile here), I sort of like the comment being elected in 'off' years instead of 'odd' years but maybe that word also fits those of us who have served.

Thanks again for being the point man for getting this out

Terry N Taylor, terryntaylor@charter.net / 805-595-9535

From Doug Wagner;

Actually, Terry, Dave Grenier is the point man for this. He has discussed this for a few years ago when he was the Super. He mentioned at the last meet that we need to do something about the By-Laws before the 501c(3) kicks in.

I also think that some sort of membership notification and some way to maybe vote via mail should be an option on By-Law changes--maybe a few months--but definitely get rid of the 50% + 1 of the entire Daylight membership--just make it 50% + 1 of the total votes, to get changes, as we will NEVER get 50 + 1% of the entire Daylight membership to even vote!

Doug Wagner

From Robert D. Sexton;

A point to consider. Making By-Law changes difficult to accomplish is considered a good practice. Well constructed By-Laws, charters, constitutions, etc., should not require frequent changes. Furthermore, the 50%+1 formula is protection against frivolous or malicious changes. However, it might be useful to lean on the well established dictum that silence is assent. Voting changes by mail, with sufficient notice, would then consider any unreturned ballot as a vote in favor. So stating on the mailing, and by other means, ought to be enough notice for those who might oppose any proposed change. If we cannot do this, then it is useless to even talk about changes.

-RDS

Continued on Next Page

A Membership Survey for 2015

Do we hold meetings or events?

Please respond to [the Editor](#).

An opportunity to complete this survey will also be at our next meeting.

1. Do we hold meetings or events?
2. Should we change our approach to our meeting events?
3. What are the best ways to reach out to new people?
4. What events would attract our current members and also new people?

From the Regions and Divisions Yahoo Group

Posted by: Bill Kaufman.

It is nice to be recognized by Charlie Getz in his column in NMRA Magazine. And he is right that we need to change from meetings to events, but I do think it is more than just changing the name.

Every "EVENT" needs to have a reason (aka; a theme).

What doesn't fly is this – "This is the third Saturday of the second month so we are having our quarterly event."

One thing we can look at is the activity model presented by the combined LD/OPSIG meetings. They have people talking about operations or design until about 5:00 and then chances to visit and/or operate that night and the next day.

Continued on Next Page

By-Laws Proposals

Doug Wagner;

Point well taken, Bob. But I believe that By-Laws should be flexible, also. Saying we have to have a meeting in February, May, August and November, says we can't have a meet in April, so that we can schedule around the PCR convention, being held in May or NMRA convention, that is being held in August.

So, I guess the thing to do is to make sure we have it right this time ! LOL

Doug Wagner, Membership Department Manager, Pacific Coast Region, Bakersfield, California

From George Pisching;

I had submitted a proposal to update the By-Laws almost two years ago. I attach it here for your perusal since I have not been able to attend the meetings lately due to disability. I hereby add it to the discussion of the By-Laws adjustments. I admit that it is more extensive than what is being discussed here. [2012 Proposed Changes to By-Laws](#).

George.

From Chuck Harmon;

Doug,

Please run the numbers since you have the roster. How many actual votes is this? Could we manage to get those votes by going door-to-door in Fresno, SLO, Bakersfield and Santa Barbara? Maybe throw in Visalia, too.

Chuck

Bob has the problem in a nutshell....first and foremost is to figure out how to get the number of votes. We should discuss that before we talk about what the changes should be. This has been discussed for at least 20 years, but we have to get past the voting problem first.

Chuck Harmon

From Doug Wagner;

1. We have 132 Daylight Members
2. Are you actually meaning go to each member's house to get a vote--or are you meaning a mail ballot?
3. To what I understand, we can change the By-Laws right now before the NMRA implements the 501c(3) status

Doug Wagner, Golden Empire Historical & Modeling Society, Bakersfield, California

Continued on Next Page

Do we hold meetings or events?

If you wanted to do a one-day event, you could have a clinic or clinics in the morning and then an opportunity to do something in the afternoon, whether it is tours, operations, design, building, painting, rail fanning, or whatever.

There are all sorts of structures that this works for: RPM, Train Shows, Railfairs, Operations, weathering clinics, Layout Design Sessions, Historical Societies, Rail fan Slide shows, almost anything. The only central caveat is "no business meeting."

It is nice if you can set things up so there is one "event" per quarter on the third Saturday of the second month. But that is not the critical element. Put on something that your people and others who are not your people would want to come to. Then begin recruiting the people who attend who are not already "your people" to help put it on.

What do you think?



By-Laws Proposals

From Mike O'Brien;

MY 2¢ worth.

ARTICLE II – MEMBERSHIP

Current compliance with NMRA/PCR rules are a prerequisite for membership in the Daylight Division.

Each Member shall show their NMRA and PCR dues cards to the Chief Clerk at each meeting when they sign the Attendance Sheet.

I'm guessing this wordage is outdated thus we should update - apparently all cards have been merged into the NMRA card - thus the only card that is valid for NMRA identification is the NMRA membership card. I suggest to strike the wordage "and PCR dues cards" and change the words to current NMRA card.

Revised ARTICLE II – MEMBERSHIP

Current compliance with NMRA/PCR rules is prerequisite for membership in the Daylight Division.

Each Member shall show their current NMRA card to the Chief Clerk at each meeting when they sign the Attendance Sheet.

From Bob Sexton;

Actually, I agree completely. What should not be in By-Laws are too many details.

Terry's point about the contradiction is well taken, too. This needs to be fixed, and if mail vote is the specified method, why is it to be at any meeting? The most important thing to accomplish here is to ensure that sufficient notice is required before any vote is taken.

Bob

From Doug Wagner;

Ok, paying more to the By-Law Change voting, it already says the vote shall be by Ballot by Mail. So that part is already taken care of. I just flat-out missed that wording at the very beginning of article VI. That's what happens when you do this stuff at 2:00 AM. Bet no one else does that! (wink, wink--Dave ? LOL)

Anyway, I re-worded what I had put down as my thoughts, and now it looks like the only wording change in Article VI, concerning By-Law change voting, is to change part 3, of Article VI.

Continued on Next Page

Supporting Model Railroad Clubs

By Gary Robinson,
Editor, The Mail Hook

This question was presented in the Newsletter Editors Yahoo Group.

“How does your Division support your local Model Railroad Clubs?”

An answer follows.

Here in San Diego we do several things to support local clubs. These are some examples:

- We have meets and/or layout tours at their locations, or invite modular clubs to display at a non-aligned venue.
- We provide a link to the club web page (if they have one) in our quarterly Division publication.
- We list upcoming club activities in the Calendar of Events pages in The Mail Hook, with any applicable admission charges, hours, and contact information for readers to find out more about the event.
- We solicit input from clubs for the Club Car section of The Mail Hook, where clubs can talk about what they're doing.
- We occasionally re-publish articles from club newsletters, with credit, in The Mail Hook.

All these things increase a club's exposure, at no cost to them. In return, we get an occasional venue for meets, more participation by club members in Division activities, and sometimes new NMRA members from non-100% clubs.

By-Laws Proposals

Here is what Article VI states now:

ARTICLE VI - ELECTIONS AND VOTING

Ballot by Mail method shall be used for the election of the Superintendent, Chief Clerk/Paymaster, Division Director, and Alteration of these By-Laws as follows:

- a. The Superintendent and Chief Clerk/Paymaster shall be elected in off years and serve two years beginning at the following February Division meeting.
- b. The Director shall be elected in even years and serve two years beginning at the next annual PCR meeting.
- c. Alterations to these By-Laws may be made in the following manner:
 1. Any 5 members may propose a written alteration at any Daylight Division meet if it bears their signatures and is presented to the Superintendent at the Business Meeting.
 2. The proposal shall be submitted to a vote of the entire Regular Membership before the next meeting.
 3. A fifty percent, plus one vote, vote of the regular membership shall be required to adopt such proposal.

Here is my second --and I guarantee it won't be my last-- try at wording Article VI, correctly:

ARTICLE VI - ELECTIONS AND VOTING

Ballot by Mail method shall be used for the election of the Superintendent, Chief Clerk/Paymaster, Division Director, and Alteration of these By-Laws as follows:

- a. The Superintendent and Chief Clerk/Paymaster shall be elected in odd years and serve two years beginning at the following first quarter Division meeting.
- b. The Director shall be elected in even years and serve two years beginning at the next annual PCR meeting.
- c. Alterations to these By-Laws may be made in the following manner:
 1. Any 5 members may propose a written alteration at any Daylight Division meet if it bears their signatures and is presented to the Superintendent at the Business Meeting.
 2. The proposal shall be submitted to a vote of the entire Regular Membership before the next meeting.

Continued on Next Page

San Luis Obispo **Railroad Museum Receives \$30,000 Donation**

Posted by: thecitrusbelt

This very nice museum now has \$30,000 in new funds from the Phillips 66 Corporation to devote to exhibits. This was in response to the Museum's request for a grant. Here is a link to the news story:

<http://pasoroblesdailynews.com/slo-railroad-museum-receives-30000-donation/30267/>

Each fall the Museum has been an anchor point for the Central Coast Railroad Festival. Along with the exhibits the volunteers are building a 1,200 square foot HO scale layout which embodies the rail industry in San Luis Obispo as it looked in the early part of the Twentieth Century. Trains will wind their way through Central Coast towns with local landmarks and topography modeled in careful detail. Part of the grant will help fund this exhibit.

This model seeks to demonstrate the life and times when the railroads were directly involved in the economic vitality of local communities and provided the majority of transport for people and freight. It will depict portions of the Southern Pacific and the entire Pacific Coast Railway along the California Coast from Gaviota to Paso Robles.

I expect the Museum will be open next October as part of the Central Coast Railroad Festival & Model Railroads of Southern California layout tour.

Website: <http://slorm.com/>

Bob Chaparro, Moderator, MRSC

By-Laws Proposals

3. A fifty percent, plus one vote, vote of the total ballots received from the entire Regular Membership, shall be required to adopt such proposal.

From Doug Wagner

It all sounds good to me. The By-Laws were written up 31 years ago and have never been updated or changed since.

Doug Wagner, Golden Empire Historical & Modeling Society,
Bakersfield, California

December 12, 1983

BY-LAWS

PCR/NMRA DAYLIGHT DIVISION

ARTICLE I – TERRITORY

Territory of Daylight Division shall be restricted to areas in California assigned to its jurisdiction by the Pacific Coast Region, By-Laws.

ARTICLE II – MEMBERSHIP

Current compliance with NMRA/PCR rules are a prerequisite for membership in the Daylight Division. Each Member shall show their NMRA and PCR dues cards to the Chief Clerk at each meeting when they sign the Attendance Sheet.

ARTICLE III – MEETINGS

A meeting of the Daylight Division shall be four times each year, held in the months of February, May, August and November. Meetings shall be held on a Saturday or a Sunday between the hours of 10:00 a.m. and 4:00 p.m.

ARTICLE IV – PARTICIPATION

Non-Members shall be welcome at all meetings, but may not participate in Voting, Contests and other Special Activities for Members Only. All Members of PCR/NMRA are entitled to participate in any Daylight Division Event.

ARTICLE V – OFFICERS

Club Notice:

Lompoc Valley Model Railroad and Historical Society

Society Information

The Lompoc Valley Model Railroad and Historical Society was founded in 1971 and has existed with the support of members from the Vandenberg Operations and Air Force Base for many years, both military and civilians.

It is the home of the "Valley Coast Lines," a fictitious railroad that connects with all major railroads of the United States.

We are looking for those that might be interested in joining the Society. The Society is located at 428 North I Street in Lompoc, California.

We meet on Tuesdays and Fridays and sometimes Saturdays of every week. We also hold at least two Open Houses per year.

If you or a friend would be interested in finding out more about our Society, contact us at P.O. Box 898, Lompoc, CA 93438

or drop by our building at 428 North I Street in Lompoc,
or call 805-291-9928.

Our new website (under construction) is:

www.lompocvalleymodelrailroad.org

The Elected Officers of the Daylight Division shall be Superintendent, Chief Clerk/Paymaster and Daylight Division PCR Director.

a. The Superintendent shall be responsible for:

1. Conducting the Division Meetings.
2. Enforcement of NMRA, PCR and Division By-Laws.
3. Appointing Chairmen for Membership, Contest, Member Aid, Achievement, Publication Editor, Clinics, Nominating and Host Committee Chairman.

b. The Chief Clerk/Paymaster shall be responsible for:

1. Recording the business proceedings at Division Meetings.
2. Register all Members and Visitors.
3. Receive, report and bank Division monies and pay proper bills of the Division. Maintain written records of all Division Business.

c. The PCR Director shall be responsible for:

1. Attending all PCR/BOD meetings.
2. Making PCR reports to the members on matters affecting the Division.
3. Conveying and presenting the wishes of the Division Members, at any meeting, to the PCR/BOD.
4. Assisting the Superintendent when requested to do so.

d. The Appointive Officers will be responsible for:

1. Maintenance of Communication contact with their counterparts in the PCR.
2. Conducting the Duties of their office to the benefit of members.
3. Reporting the progress of their activities to the Superintendent.

ARTICLE VI - ELECTIONS AND VOTING

Ballot by Mail method shall be used for the election of the Superintendent, Chief Clerk/Paymaster, Division Director, and Alteration of these By-Laws as follows:

a. The Superintendent and Chief Clerk/Paymaster shall be elected in off years and serve two years beginning at the following February Division meeting.

b. The Director shall be elected in even years and serve two years beginning at the next annual PCR meeting.

c. Alterations to these By-Laws may be made in the following manner:

1. Any 5 members may propose a written alteration at any Daylight Division meet if it bears their signatures and is presented to the Superintendent at the Business Meeting.
2. The proposal shall be submitted to a vote of the entire Regular Membership before the next meeting.

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Asked in the Daylight Operations Groups Info Survey.

Posted by: [Brewster
Bird](#)

Just thought we should look at this and see if we couldn't post something like this on the group page?

[<Ry-ops-industrialSIG@yahoogroups.com>](mailto:Ry-ops-industrialSIG@yahoogroups.com)

A forum for rail modelers to discuss railway operations as well as industries and their operations.

These questions were posed to the group from a discussion on how active are their layouts. The questions asked are: What Day? How Long? How Many Operate? and How Frequently? The answers received are below:

Jim Dalberg, Paoli, Pa

My railroad hosts a regular op session the first Monday of the month. They usually last about 3½ hours per session. In about an hour the first operators will start showing up for this month's session.

Generally from 13 to 17 operators show up. Many of these operators have been coming here anywhere from five to thirty five years.

I should say, for my two railroads – one from '79 to 2000, and the current one from '99 to the present – we have held 185 sessions, counting tonight.

We started this Monday Night group in 1979 and we currently have four railroads available to

Continued on Next Page

3. A fifty percent, plus one vote, vote of the regular membership shall be required to adopt such proposal.

– END –

PROPOSED CHANGES to the Daylight Division BY-LAWS:
Modified February 21, 2015 from December 12, 1983 edition.

BY-LAWS of the PCR/NMRA DAYLIGHT DIVISION

ARTICLE I – TERRITORY

The territory of Daylight Division shall assigned to areas within the jurisdiction of the Pacific Coast Region of the National Model Railroad Association (NMRA/PCR) in their By-Laws.

ARTICLE II – MEMBERSHIP

Current compliance with NMRA/PCR membership rules are a prerequisite for membership in the Daylight Division.

Each Member shall show their NMRA card to the Chief Clerk at each meeting when they sign the Attendance Sheet.

ARTICLE III – MEETINGS

A meeting of the Daylight Division shall be held at least twice a year and dates and time to be determined by the Superintendent or appointed officers

ARTICLE IV – PARTICIPATION

Non-Members shall be welcome at all meetings, but may not participate in Voting, Contests and other Special Activities for Members Only. All Members of PCR/NMRA are entitled to participate in any Daylight Division Event.

ARTICLE V – OFFICERS

The Elected Officers of the Daylight Division shall be Superintendent, Chief Clerk/Paymaster and Daylight Division PCR Director.

a. The Superintendent shall be responsible for:

1. Conducting the Division Meetings.
2. Enforcement of NMRA, PCR and Division By-Laws.

Continued on Next Page

Operations Survey

the group, and have for most of the years had four RR's. A couple have changed, as people moved away. In this area there are quite a few layouts with op sessions, mostly Friday nights, Saturdays and some Sundays. I go to as many of these as I can, plus as many of the weekend-type events as I can (afford to!). I have attended 145 to date.

Dave Cochrun; For the Castle Rock & Pacific:

- 1) Which day(s) of the week is the regular session held? First Saturday of the month
- 2) What are the typical session start, end times & session length? Operators welcome noon -530pm ops start at 1pm run 2 hrs, 30 min social/biological break, op another 2 hrs
- 3) What is the typical crew size? Min 12 max 17
- 4) How many sessions have been held so far in 2014? 8 this year. Missed one due to proximity to New Years and 2 others due to travel.

Ben Sevier, San Diego, CA

- 1) Used to be 4th Saturday mornings - have moved to 3rd Wednesday evenings - crew preference (weekends in San Diego tend to be busy for everyone)
- 2) Has become custom here to provide food (usually Pizza) before ops, so pizza at 6:30pm, then ops until 9:30PM or so
- 3) Crew size is 6 to 7

Continued on Next Page

3. Appointing Chairmen for Membership, Contest, Member Aid, Achievement, Publication Editor, Clinics, Nominating and Host Committee Chairman.

b. The Chief Clerk/Paymaster shall be responsible for:

1. Recording the business proceedings at Division Meetings.
2. Register all Members and Visitors.
3. Receive, report and bank Division monies and pay proper bills of the Division. Maintain written records of all Division Business.

c. The PCR Director shall be responsible for:

1. Attending all PCR/BOD meetings.
2. Making PCR reports to the members on matters affecting the Division.
3. Conveying and presenting the wishes of the Division Members, at any meeting, to the PCR/BOD.
4. Assisting the Superintendent when requested to do so.

d. The Appointive Officers will be responsible for:

1. Maintenance of Communication contact with their counterparts in the PCR.
2. Conducting the Duties of their office to the benefit of members.
3. Reporting the progress of their activities to the Superintendent.

ARTICLE VI - ELECTIONS AND VOTING

Ballot by Mail method shall be used for the election of the Superintendent, Chief Clerk/Paymaster, Division Director, and Alteration of these By-Laws as follows:

a. The Superintendent and Chief Clerk/Paymaster shall be elected in odd years and serve two years beginning at the following February Division meeting.

b. The Director shall be elected in even years and serve two years beginning at the next annual PCR meeting.

c. Alterations to these By-Laws may be made in the following manner:

1. Any 5 members may propose a written alteration at any Daylight Division meet if it bears their signatures and is presented to the Superintendent at the Business Meeting.

2. The proposal shall be submitted to a vote of the Regular Membership before the next meeting.

3. A fifty percent, plus one vote, vote of the regular membership, at any meeting, shall be required to adopt such proposal.

~END~

Continued on Next Page

Operations Survey

4) Have hosted 7 sessions this year to date. We will probably add a second Wednesday night session next year.

Douglas Harding,
www.iowacentralrr.org

When I was operating, the Iowa Central I had a slightly different criteria. I have always lived in rural areas, with no fellow operators "next door." Operators typically drove 50-200 miles to attend. And I have a work schedule that varies such that I could not consistently say the session would be a certain day each month.

Work made Sundays not possible as is true of most evenings. To allow for drive time, Saturday afternoons were selected. Meet for lunch at noon, Op 1-5pm. Allows time for long distance driving in the morning and evening.

My layout could handle up to 17 operators, but seldom did I see that many, more typically was 4-8. Again I don't live in area where operators are located. They all have to be imported.

I have certain Saturdays when I was not available, so in a good year we operated about 8 times. And there were a few times when a planned session got canceled due to changes in my work demands.

I have not hosted an Op Session in 5 years. A move caused the layout to be torn down, the current basement has reduced the layout

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By-Laws Proposals

2012 Proposal

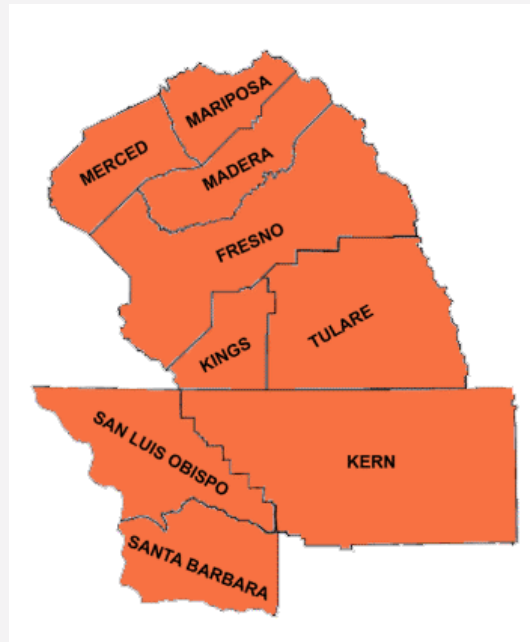
BY-LAWS of the DAYLIGHT DIVISION
of the Pacific Coast Region of the
National Model Railroad Association
Date Established: December 12, 1983
Date Revised Effective: X X, 201X

The Daylight Division is a designated division of the Pacific Coast Region of the National Model Railroad Association. The National Model Railroad Association (NMRA) is a federally chartered non-profit organization organized in 1937. The NMRA office is located in Chattanooga, Tennessee.

Article I – Service Area.

The Service Area of the Daylight Division (DD) is identified by the Pacific Coast Region (PCR) of the NMRA. The DD Service Area is designated by the NMRA as Zone 26.

The current DD Service Area as identified by the PCR is the State of California counties of Mariposa, Merced, Madera, Fresno, Kings, Tulare, San Luis Obispo, Kern and Santa Barbara.



Article II – Membership.

The NMRA membership rules and regulations prevail for membership in the DD, specifically; membership in the NMRA is requisite for membership in the PCR and DD.

Membership dues shall be paid to the NMRA. Recording an address in the DD Service Area automatically assigns an NMRA member to the DD.

Membership reports from NMRA shall constitute the source for the DD membership roster.

At each DD meeting, attendees will sign the attendance sheet and shall show their current NMRA card to the Chief Clerk. The Chief Clerk will verify current membership status.

Continued on Next Page

Operations Survey

size and the layout is still not functioning. One reason, the nearest Operators I know are 100 miles away, so no incentive.

Rick Watson, Modeling the Southern Pacific Los Angeles Division in Tempe, AZ

For my SP Exeter Branch:

1) Which day(s) of the week is the regular session held? 1st and 3rd Monday each month (some exceptions) plus guest sessions

2) What are the typical session start, end times & session length? 7:00pm-10:30pm with a 30 minute or so break mid-session

3) What is the typical crew size? 5 operators

4) How many sessions have been held so far in 2014? So far 22 sessions with another 3 scheduled for the remainder of the year.

I make my crew calls on a quarterly basis. There are 28 regular operators so everybody usually gets 1 session assignment per quarter including me.

Bill Deeter, Delmarva Model RR Club, Modeling the B&O Parkersburg Sub, (Parkersburg to Chillicothe), www.DelmarvaModelRailroadClub.org

1) Which day(s) of the week is the regular session held? 3rd Sunday although there is discussion to move it to Saturday for next year Several long distance travelers seem to prefer Saturday

2) What are the typical session start, end times & session length?

Continued on Next Page

See participating membership instructions pertaining in the meetings, quorums and voting sections.

Article III – Participation.

All members of the NMRA are entitled to participate in any DD Events or activities.

DD members shall be deemed as a participating member if they attend one DD meeting annually. DD members who have not attended a meeting in the last 12 months shall be non-participating members, but will receive all correspondence sent to members via delivery methods available.

Non-Members shall be welcome at all meetings, but may not participate in Voting, Contests, and other Activities designated for Members Only.

A non-member may attend a maximum of two meetings before he/she shall be required to join the NMRA to continue attending meetings.

Article IV – Meetings.

A meeting of the Daylight Division shall be conducted quarterly (four times each year). Quarters are designated as: Q1= January, February, March; Q2=April, May, June; Q3= July, August, September; and Q4= October, November, December.

One official meeting must be held during each quarter to be in compliance with these By-Laws.

Typically, a schedule of the month and day of the meetings for each quarter will be published by the Officers Board prior to the start of the new calendar year. Announcements of scheduled and changed meeting dates will be communicated to the DD membership in a timely manner. Revisions to the schedule may be made by a vote of members present at a prior meeting.

Meetings shall be held on a Saturday or Sunday between the hours of 9:00 a.m. and 4:00 p.m.

“Roberts Rules of Order” shall govern the conduct of the meetings.

An entry fee may be charged to help cover meeting expenses.

The Superintendent can call a meeting of the Officers and Board between membership meetings in order to conduct division business that does not require membership participation or vote.

Meeting Quorum:

Each official meeting shall require a quorum of members to conduct voting actions beyond accepting prior Chief Clerk and Paymaster reports and paying current bills.

A meeting quorum count shall be based on a roster of participating members from the current NMRA membership report and DD meeting attendance records.

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Operations Survey

Arrive noon or so, sessions start 1pm and go to 5pm

3) What is the typical crew size? 10 to 15 but could use 20 + have never maxed out

4) How many sessions have been held so far in 2014? 8 sessions No sessions for Nov., Dec., and Jan as we hold public open houses

Michael "No Operators in Huron, SD" Mornard, For Minneapolis/St. Paul, MN:

1) Dave Vos operates his Cumberland Northern EVERY Wednesday from 7:30-10:30, 5 to 8 operators. He averages about 45 op sessions a year. I was part of his crew for 10 years while I lived in the Cities. That's a LOT of operating.

2) There's another bunch of railroads that operate each Friday, from 8 to 15 operators. There are four regular railroads, plus some occasional operators who swap.

3) There's at least one Saturday operating group as well, much like the Friday group.

There is a lot of overlap in operators, it's just that there are also a lot of operating layouts. Like LaCrosse, WI, it must be something in the water.

Pat Hiatte, New Bloomfield, Mo. The Mexico (Missouri) Train works operates every Tuesday, except holiday periods, from 7 p.m. to 9 p.m. with a crew of four to six. Due to work nights and business meetings,

Continued on Next Page

Members shall be deemed as a participating member if they attend one meeting annually.

A meeting quorum shall be 20% of participating membership.

Article V – Officers.

The officers of the DD shall be elected by the membership of the DD.

The officer's positions are listed here: Director, Superintendent, Chief Clerk, and Paymaster.

The Chief Clerk and Paymaster positions may be combined at the discretion of the membership.

The immediate Past- Director and Past-Superintendent shall comprise a Board of Directors.

The general responsibilities of each officer position are as follows:

Director to PCR:

Attend all PCR/BOD meetings.

Make reports to the DD members on the PCR/BOD meetings on matters affecting the PCR and DD.

Convey and represent the wishes of the DD members, at any meeting, to the PCR/BOD.

Assist the Superintendent when requested to do so.

Superintendent:

Be the official representative of the DD to the public.

Conduct the DD quarterly meetings and call additional meetings with specific officers as necessary to conduct the business of the DD.

Enforce the NMRA, PCR and DD By-Laws.

Report to the membership of the discussions, decisions and actions of the officers at the quarterly meetings.

Require reports from the task chairmen at the quarterly meetings and as necessary in preparation of scheduled events and activities.

Lead in the discussion and planning of the events and activities of the DD. Recommend creation of task committees to the officers and for member approval.

Make the official appointments to those positions designated as task chairmen.

Chief Clerk:

Act as the official recorder of the DD and properly maintain the records files.

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Operations Survey

we've probably run about 30 Tuesday night sessions so far this year.

We host sessions for out-of-town guest operators every 2-3 months. Those are usually on a Saturday, although we've also had Sunday sessions. We typically start about 11 a.m. and run until 3 or 4 p.m., with lunch on the premises, to be taken at the operators' convenience. The optimal number of guest operators for those sessions is eight, although we've run with as few as six and as many as 12. We've had three of those sessions so far this year.

BOB H - Clarion, PA,
cmrproducts

1. We run every 2 weeks on Thursday evenings
2. We start at 6:00pm to 9:00pm (3 hrs)
3. Typical OPs Crew size is 20 average

Sessions are open to anyone and everyone that is interested in Operations or just want to come visit the layout just e-mail me!

We do try to also host an OPTUD (OP Till U Drop) 12 hours sessions once a year for those that can't make the Thursday night sessions. They are held on a Saturday and we start at 9:00am and run till 9:00pm. This lets those that live a distance away get a chance to really get some OPs Time in when making that LONG drive to run on the layout!

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By-Laws Proposals

Register all members and visitors at all official meetings.

Record the business proceedings of all DD official meetings. Keep such records on file according to NMRA and official records practices required of the U.S. government.

Receive and keep record of task chairmen reports with the business meeting records.

Receive, transmit and keep record of all official correspondence of the DD.

Paymaster:

Receive, report, and bank any and all DD monies received.

Pay proper bills of the DD as approved by members vote at the business meetings.

Maintain the written records of the financial transactions of the DD.

Provide the necessary records when called upon for an audit.

Board of Directors:

1. The immediate Past Director and Past Superintendent shall serve on the Board for two years upon completing their terms in office.
2. They will act as advisors offering their experiences and assisting the current Board of Officers.
3. They will have officer voting rights for one year upon joining the Board.

Additional Appointive Leader Positions:

1. The elected officers of the DD may create appropriate task leader positions as they deem necessary. These positions will be titled and designated for a specific length of time.
2. The Superintendent shall present the lead position and title to the members at the quarterly meeting for approval vote.
3. The lead position shall be designated as "task" chairman with the task so stated. (example: Layout Tours Chairman, or Contest Chairman.)
4. The elected officers will appoint members of the DD to these lead positions.
5. Those tasks identified as typical by the PCR are: Membership, Contest, Member Aid, Achievement, Publication Editor, Clinics, Industry Liaison, Nominating and Host Committee.

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Operations Survey

Steve Seidensticker

1) Which day(s) of the week is the regular session held? Fourth Saturday afternoon of the month. Gopher Canyon Line is outdoor #1 scale (1:32). No night ops.

2) What are the typical session start, end times & session length? 1-4 or 5. 3-4 hrs

3) What is the typical crew size? 6-8

4) How many sessions have been held so far in 2014? Nine

Bill Kirchmeyer, Chicago
Champaign & Southern,
Rockford, Illinois
<http://www.rockrail.org>

Hi, Here in Rockford Illinois, we have around 30 operating railroads. 22 of these are listed on our www.rockrail.org website. The others have chosen not to be listed.

You can find sessions every day of the week. My personal record is nine operating sessions in seven days! (I had de agony of de feet) There are even daytime sessions during the week as we have quite a few retired guys.

Sessions vary, but are in the 3 to 4 hour range. Crew size runs from a low of 3 to a high of 24 depending on who is running their railroad that day.

My CC&S runs on the third Sunday of each month (summer months not included) from 1pm until 5pm. Crew size will vary as I'm ok with 12 to 18 operators.

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By-Laws Proposals

The general responsibilities of an Appointed Chairman position are as follows:

Appointed Chairmen:

Maintain communications contact with their counterparts in the other PCR Divisions.

Conduct the duties of their designated office to the benefit of the members of the DD.

Report the progress of their activities regularly to the Superintendent and to the membership at the quarterly meetings.

Article VI – Elections and Voting.

A ballot by mail method shall be used for the election of officers and the alteration of these By-Laws.

The Superintendent, Chief Clerk and Paymaster shall be elected in the third quarter of even numbered years and serve a two year term beginning at the first quarter meeting the following year.

The Director shall be elected in the third quarter of odd numbered years and serve a two year term beginning at the first quarter of the following year.

Article VII – Alterations to the By-Laws.

1. Alterations to these By-Laws may be made in the following manner:

2. Any 5 members may propose a written alteration at any DD meeting if it bears their signatures and is presented to the Superintendent at the business meeting.

3. It shall be reviewed by the Board of Officers between meetings. The Chief Clerk shall compile any alterations and corrections suggested by the Board and send copies to the proposers for their approvals. The proposers shall then accept or reject the revised proposal.

3. When approved, the proposed alterations to the By-Laws shall be read aloud (sun-shined) at the next meeting and mailed to all members as soon as possible for their review.

4. The proposed alteration shall be submitted to a vote of the participating membership at the next meeting.

5. “A fifty percent plus one vote” vote of a membership quorum shall be required to adopt the proposed alteration to the By-Laws.

== END ==

Operations Survey

Al Daumann

sp-blackwidow@sbcglobal.net

Hi folks,

- 1) Which day(s) of the week is the regular session held? 'Fourth Thursday of the month'
- 2) What are the typical session start, end times & session length? 'Breakfast at a local cafe at 09:00 & Ops start around 1015-1030'
- 3) What is the typical crew size? 8-10
- 4) How many sessions have been held so far in 2014? '7 regular sessions & 2 extra for others.'

Garth Ponsonby, UK

Just to add a transatlantic one to the list. I am operating strictly according to British signaling practice.

- 1) Which day(s) of the week is the regular session held? Sunday afternoons, April to early November.
- 2) What are the typical session start, end times & session length? 2pm to about 5:15pm.
- 3) What is the typical crew size? Minimum 4, maximum about 9, plus the owner.
- 4) How many sessions have been held so far in 2014? About 20 starting in mid-April.

The railway is O scale, part garden, part inside, located near Glasgow, Scotland. We can't operate if it is actually wet - that is, steady rain, not unknown in this part of the world. Occasional showers we can cope with, but some of the rolling stock has to

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January/February 2015



Portland Daylight Express

Reminder, the Portland Daylight Express Convention will be August 23 - 29, 2015 and is the 80th NMRA National Convention.

Whither Portland? There was some confusion after our first *NMRA eBulletin* contribution as to which Portland is hosting this event. There are 16 Portlands in the United States (and one in Ontario, Canada), two of them the largest city in their state [Maine and Oregon], both with International Airports. The convention is being hosted, for the third time, at the 29th largest city in the United States, PORTLAND, OREGON!

Non-Rail & General Interest Tours

Let's start off the New Year with a quick listing of the many General Tours being planned. Each will be described in full in the next few months on the website. We'll let you know when tickets are available:

Bob's Red Mill Factory tour, store & lunch (self-pay) then a stop in Aurora at the Antique stores. Oregon Wine Tasting. Powell's Books. Distilleries Tour. Oregon Zoo for a train ride. The World Forestry Museum. Spirit Dinner Boat Cruise. Oregon Coast, including stops at Tillamook Cheese Factory, Garibaldi, Cannon Beach and Seaside. Fabric Depot & Pendleton's Shopping Excursion. Gorge Cruise on a Sternwheeler (includes continental breakfast and lunch). Pittock Mansion, Rose Test Garden & Japanese Garden. Art Museum, Courthouse Tour, Walking tour of downtown. McMinnville- Double trouble trip- Part of group will be left at the Evergreen Aviation Museum, other part will be left downtown McMinnville for shopping, wine tasting, Quilt shop. Walking tour of the Bridges of Portland. Last Thursday Street Fair (Galleries, shops open). Evening- Symphony in the park. Saturday Farmers Market & Swan Island Dahlia's Farm.

We hope that there are some tours that appeal to everyone. Our tour planners are working with a disabled member so that we can provide meaningful accessibility information about outside sites - layouts and industrial facilities.

Check our website <http://www.nmra2015portland.org/> for updates as they are confirmed. And remember, registrations are open!

SLC Convention is nailed down!

The Convention Department has now completed negotiations for Salt Lake City July 7, 2019 through July 14, 2019. The Convention will be at the Little America Hotel. 2019 will be the 150th anniversary of the driving of the Golden Spike at Promontory, Utah.

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Operations Survey

be excluded to avoid potential damage.

Mark Johnson, For the Edmonton Model Railroad Association:

I have two sets of answers.

A. Club sessions (visitors welcomed, but not solicited):

1) Which day(s) of the week is the regular session held? First and second Tuesdays of each month

2) What are the typical session start, end times & session length? 7PM, 3 hours

3) What is the typical crew size? 10-15

4) How many sessions have been held so far in 2014? 16

And

B. Quarterly Open Operating Sessions (OOps), visitors solicited:

1) Which day(s) of the week is the regular session held? Saturday, roughly every three months

2) What are the typical session start, end times & session length? 1PM-5PM, occasionally all-day

3) What is the typical crew size? 15-20

4) How many sessions have been held so far in 2014? 3

Randy Doman, LaCrosse RiverRail, LaCrosse, WI.

Hi All, In the LaCrosse area we have a very active group of around 40 members. In the group we have 9 active layouts of

Continued on Next Page

NMRA eBulletin

The Convention Department is seeking bids for 2020. Information required to submit a bid is available in the Executive Handbook or you may contact Robert Amsler at conv@nmra.org for further information.



From Standards and Conformance

New TN-12 Turnout Design submitted for consideration and action by NMRA BOD

This Technical Note, TN, has been posted for consideration and action at the next NMRA BOD meeting, February 2015.

This TN is a significant review of the current Recommended Practices, RPs, and forms the basis to make major changes to the RP-12.x series listing the dimensions of turnouts. Please submit your questions and suggestions to [Didrik Voss](mailto:Didrik.Voss@nmra.org), MMR, Manager, S&C Dept. before the BOD meeting. Your suggestions will be considered and may be adopted in future versions of the Rps.

Register for the new NMRA website

Ben Sevier, NMRA IT Manager

Have you registered on the new NMRA Web Site yet? The completely rewritten NMRA web site (www.nmra.org) has "members only" items that are only available if you have logged into the site with your new member account. While there is much to see on the site for non-members, NMRA members who are logged in have access to NMRA Data Sheets, past editions of the *NMRA eBulletin* and the *NMRA Bulletin*, the President's Car column and many other types of items that may be of interest to you. There is also a page that shows you information that is currently held in your NMRA Membership record, with a button to send an email to the staff with any corrections you wish to make. However, you cannot make any changes on the web site; the information is "view only."

If you have not yet registered for your NEW account, some things to keep in mind: 1) no other NMRA logins or passwords will work on the new site - meaning, your Company Store account information, the account you may have created several years ago on the old NMRA web site, or any other NMRA login you may have will not be recognized on the new site. You must create a new account. 2) In order to create your new account, the email address you wish to use for the account must match the one in your membership record in the NRMA database. If this is not so, please contact the NMRA office and update your email address. 3) The registration process will send an email to the address we have in your membership record that provides a one time login. You need to make sure that your email system does not send the password email to your junk folder or trash! Once you have logged into the site with your new

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Operations Survey

various sizes. Currently there are two under construction and three others in the planning and room prep stages.

1) Which day(s) of the week is the regular session held? As for what days and times we operate various with the owner's schedule. The layout owners post upcoming sessions via our web page www.riverrail.org <http://www.riverrail.org/> any of our members can sign up and once the board is full that's it. Some sessions are out as far as six months and are filled up in two days after being posted. If there is a cancellation the person who is canceling out will post something to the members and someone else can fill the slot. Saturdays are preferred but we've had some Friday and other's during the week. Some weekends we have double headers.

2) What are the typical session start, end times & session length? The start times vary as well. I've been to early bird sessions that started at 9am - 2pm with lunch in between. Normal afternoon sessions are about 3pm - 8pm. At all sessions we break for lunch or dinner. Some layouts will change crew jobs and others keep the same line up. Sessions run around 5 hours.

3) What is the typical crew size? On average crew sizes are 8-15 with one layout can handle 22.

4) How many sessions have been held so far in 2014? Sessions YTD are about 20-30 so far.

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NMRA eBulletin

account, please change your password to one you can remember - you can always change it later.

One other note: if your membership has expired (you just hadn't gotten around to renewing yet...), you will not be able to create your account. If this is the case, please renew your membership, give the system a couple of days to update the website, then create the account.

There are instructions on how to create your account in the Frequently Asked Questions page on the website. You can find it by going to the bottom of the page (blue area) to the far right, under "About." If you have problems or questions creating your account, please send an email to web@nmra.org and one of the web team will assist you.

We are looking for suggestions from members on services or information they would like to see available on the NMRA website, either public or "member's only". What would be interesting to you? What would make the web site more useful to you?

Editor: Gerry Leone, MMR, HLM, and Chuck Diljak



A few words from the President

Happy New Year

As we start this new year, my very best wishes to you all for a wonderful year filled with joy and wonder.

And one thing I wonder about is why the NMRA is considered by some non-members as an "HO organization." We are not, you know, although most of our members happen to model in that scale. But so does the hobby at large, which we reflect.

Let me use one scale as an example: N scale. Our lead Director on the Board, Jack Hamilton, is an avid and excellent N-scale modeler. Yours truly switched to N in 1967 at college to build a layout to fit under a dorm bed. I happily created the "Muy Poco lines" and enjoyed it until the narrow gauge bug bit in 1969. Had Tom Knapp been around, Nn3 might have been the answer. Now I model in HO_{N3} and dabble in On3.

The NMRA is scale-neutral. Most of our standards work for any scale and we have N-scale standards as we have specific standards for HO, S, TT, Z and O. Yes, we have Large Scale standards, too. Our conventions feature N on display, in contest entries, modular layouts and the NTS, home layouts on tour and in clinics. The same can be said to a degree about any scale.

Model Railroading is model railroading. There is no "right" scale or gauge. Frankly, I am most impressed by Z as it seems to capture and allow the wide open spaces associated with railroading. Who is not impressed by the heft and detail of O or the charm of G, especially in an appropriate outdoor setting? I could go on but the one constant is that we celebrate and support all scales.

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Operations Survey

Our group also travels or goes to other events. We recently had six at the Run Extra in St. Louis. Back home the rest had a session with a full house. Some of our layout owners will host special events like a Christmas Party session, New Years Day, an Anti-Turkey session and our Husband/Wife session during odd years.

- End -

In the Daylight NMRA

Subdivisions

Discussion Compiled
by the Editor from
Regions & Divisions
Yahoo Group

Posted by: "Bert Lattan"

From time-to-time there has been discussion about subdivisions. As I recall, they are used by some of the divisions in the western United States whose geographic areas are very large and whose memberships are in pockets throughout their territory. Until recently, the Midwest Region has not considered allowing its divisions to form subdivisions. However, we now have a situation where a small group of members (less than ten) would like to form a new division, but their number does not satisfy the Region's threshold for forming a new division (ten or more).

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So if you hear someone say we are an "HO organization," I think not!

Our BOD meets in late February and elections are also coming up. Please vote if you qualify to do so as we have some great candidates. It is your organization regardless of scale.

Happy New Year, Charlie

Notice of the BOD Winter Meeting, 2015

The Winter Board of Directors meeting will be held in Scottsdale, AZ, on February 20, 21, and 22 at the Chaparral Suites. The Budget and Operations meeting will begin at 2:00 PM on Friday, February 20, and the Board will be in caucus that evening. Both meetings are only open to invited guests. The regular, open session of the BOD meeting begins at 9:00 AM on Saturday, February 21. Because the agenda is not yet set, there is no way to tell if the meeting will continue on Sunday. All members are invited to attend the open sessions. Watch www.nmra.org for details.



Charlie Getz inducted into NG Hall of Fame

During the recent Narrow Gauge Convention held in Kansas City, our own President Charlie Getz was inducted into the Narrow Gauge Hall of Fame for his column in the Narrow Gauge and Shortline Gazette. Charlie's column is the longest running column in any U.S. model railroad magazine. Congratulations, Charlie. Well earned, and well deserved!

Wouldn't insurance for everyone be great?

Mike Brestel, *At-Large World-Wide Director and NMRA Insurance Coordinator*

Wouldn't it be great if the National NMRA would purchase a liability insurance policy to cover the meetings, conventions, and special events for every Region and Division in the U.S. and Canada? Wouldn't it be great if this insurance were available with a minimum of paperwork and red tape?

Wouldn't it be great if this insurance were also available, at bare-minimum cost, to all the 100% NMRA model railroad clubs in the U.S. and Canada? And to NMRA-affiliated SIGs such as the LDSIG and the OPSIG? And for events that NMRA Regions and Divisions co-sponsor in cooperation with non-NMRA groups such as the National Narrow Gauge Convention and the many RPM meets held across North America?

Well, this insurance IS available, for all the uses I've mentioned and more! Each year, the NMRA purchases a General Liability Insurance Policy that provides up to \$1 million per event in protection for all NMRA

NMRA

Subdivisions

I would appreciate some feedback on the following questions:

- How are subdivisions formed?
- Is there enabling language in region and division organizational documents? If so, is sample language available?
- Are there minimum requirements for forming a subdivision?
- Do subdivisions have officers? If so, how many?
- How do subdivisions operate?

Bert Lattan, Secretary, Midwest Region

Posted by: "Jack Hamilton"

Bert,

PNR 4D provides a good basis for the idea of Sub-Divisions or, as we call them, "Clinics" which serve local areas within the division.

First, the set the geographic stage, \$D encompasses an area from Olympia Washington to the Canadian border and from the Pacific Ocean to the crest of the Cascades mountains. 4D also includes all of Alaska. Within the Washington state portion of 4D are the major cities of Seattle, Everett, Olympia, Bellingham, Bellevue, Tacoma, Bremerton, and Olympia. Alaska has member concentrations in Anchorage and Fairbanks with some participation along the inside passage. In the Seattle metro area we are also blessed to be separated East-West by the Puget Sound (a 30 minute to 1 hour ferry ride each way.)

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business activities in the U.S. and Canada. All Region-, Division-, 100% NMRA Club- and NMRA SIG-sponsored events are covered up to the limit of liability provided for in the policy. Our provider this year, and for several years past, is the Peerless Insurance Company, a part of the Liberty Mutual Group. (Unfortunately we have not been able to arrange for similar insurance in other parts of the world, and dues for the Australasian and British Regions is lower in reflection of that fact.)

This policy is in place, first, to protect the National NMRA corporation, and also to protect the interests of Regions, Divisions, 100% Clubs, NMRA-related SIGs, and NMRA members where conventions, meetings, and special events warrant coverage. The special events can include meets that a Region or Division co-sponsors along with non-NMRA groups. The policy even provides protection in addition to their homeowner's liability policy for NMRA members who open their private home layouts for NMRA-sponsored tours and operating sessions. It does not replace or duplicate standard homeowner's insurance, rather it offers the NMRA, its officers, tour organizers, and members supplemental lawsuit protection in the event of an injury or accident.

"Hmm, I don't see the general public or non-members listed as among those who are protected," you say. "Does this mean we can't let the general public or non-members attend our shows and other events?" No, injuries to the general public and non-members ARE covered, so go ahead and invite the general public to attend, if it's that kind of event! If someone is injured at our event, member or not, and he or she turns to us for reimbursement, THAT's when we're protected. That's what the insurance is for.

"Okay," you say, "this IS great. But nothing's ever free, so where's the catch? Who's paying for this?"

Well, we all are. The National NMRA purchases this policy each year with funds that come from our general budget, which includes member dues, income from conventions and other activities, investments, and other income. Then each Region and Division has access to the benefits of the policy, usually without any additional expense to them.

As you can imagine, the insurance company reasonably wants to know just who and what they're covering. So they ask that each year, each Region and Division provide NMRA HQ with a list of their activities, including locations, for the year. If an event or location changes during the year, it's not a problem - each group is asked to provide the best and most complete information they have available.

The insurance company also very reasonably wants NMRA HQ to know who our members and all our officers are, and to be sure that we are not providing protection to groups or individuals who are not members (except for when we are co-sponsoring an event). We pass this information on to the insurance company as asked.

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NMRA

Subdivisions

Division membership runs between 450 and 500.

There are currently 13 "clinics" operating in the lower 48 part of the division. They are generally located so that members do not have to travel more than 30 miles to attend or participate. In general, attendance at each runs from between 45-50 at the larger groups and about 10 -15, in the smaller groups. Here are the basic of the setup.

1. Clinics are created in an area when sufficient number of members agree to establish and support the clinic by attendance and participation. There is no limit imposed by the division but logic does prevail on establishing clinics on top of each other.

2. Clinics operate independently but are subject to the general guidelines for operation established by the division. The guidelines concern general agenda for activities, open membership, fees and charges, and execution of NMRA programs.

3. The Division provides direct support in the way of rent grants for meeting locations (when appropriate), inclusion in the division video library, and inclusion in the division newsletter and web site.

4. Each clinic has a clinic leader who is an individual who volunteers to run the clinic. They are not elected but serve at their own pleasure and that of the attendees. The clinic leader has the opportunity to feed back to the

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Providing our coverage for co-sponsored events is a little more complicated. The insurance company, again very reasonably, wants to be sure that we're not handing out our coverage willy-nilly, so they require that certain conditions be met in order to call an event co-sponsored. These conditions are not at all unreasonable or difficult to meet, and are established to be sure that the NMRA or one of its Regions or Divisions is truly involved in the planning, management, and fortunes of the co-sponsored event.

These don't seem like unreasonable demands, do they? This is a great deal, especially when you consider the cost if each Region and Division needed to purchase this insurance on its own.

I remember that back in the days before the NMRA purchased this insurance for us, my Division had to buy its own liability policy at a cost of around \$1,000 per year. If you multiply that cost by the roughly 170 Divisions and the 15 Regions operating in the U.S. and Canada, plus our many 100% clubs, plus the cost of insurance for SIG activities and for co-sponsored events, the total bills for all these individual policies could be well over \$200,000 per year. Now, that's a lot of money!

Yet that same protection is available to all of us for little or no extra cost, just because we're NMRA members. You really can't beat a deal like that!

If all this sounds like as good a deal to you as it does to me, and if you want to know more, take a look at the Liability Insurance information available on our website, at <http://www.nmra.org/liability-insurance>. The first link on that page is a general introduction to the program, with a number of FAQs that we've collected over the years. Then the other links are to memos and forms that cover specific parts of the program.

After you've taken a look at the program and read all the questions and answers, you may have additional questions about how the program would apply to your particular event or situation. If that's the case, we encourage you to call HQ at 423-892-2846, or to email them at nmrahq@aol.com. Or you can email me at mbrestel@zoomtown.com. We'll have the answers you need, or else we'll get them for you.

Insurance that's provided for you and your group, just because you're NMRA members, may seem like a deal that's too good to be true. But the value of this liability coverage has proven its worth many times over the years. There's really no reason for anyone in our U.S. and Canada NMRA family to miss out on this wonderful financial protection tool.



Master Model Railroaders

548: Dave Jacobs, MCoR

549: Vincent Gallogly, NER

In Future Issues of NMRA Magazine

The 2015 Election Ballot and candidate statements

NMRA

Subdivisions

Division superintendent and Board of directors informally and at Board meetings.

5. Each clinic determines, within the guidelines provided by the Division, when they will meet, where they will meet and what they will do at gatherings. In general, there is no formal "business" meeting associated with a clinic but they do support announcements of activities and events and may address collection of donations for clinic support or other charitable efforts the clinic has adopted.

6. The general agenda for a clinic is as follows: Welcome, introduction of new members and visitors, announcements, "what's new at the train store", "bring and brag", social break with people's choice contest on B&B items, educational presentation ("clinic"), Announcement of B&B winner, announcement of next meeting. Most of the "clinics" have prepared name badges for people who come frequently and special visitor or new member badges for those people.

7. Any NMRA member can attend any and all clinics. Several of us move around within the division. It is also common for members from one "clinic" to come to another to make the educational presentation. We get to share the wealth and have a greater pool of presenters that way.

The Division holds an annual one day gathering each year that includes Educational

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presentations (Clinics), general membership meeting, contest, layout tours, banquet, and awards presentation.

Please visit:

<http://www.4dprn.org/Clinics.htm>

for a better view of PNR 4D and the division clinic set up.

Jack Hamilton

Posted by: "Bert Lattan"

Thanks very much for your feedback.

Did PNR do anything in its organizational documents to facilitate 4D Clinics. Or are they strictly a 4D initiative? Is there any documentation of requirements, etc. for a Clinic?

Bert

Posted by: "Jack Hamilton"

There is no specific provision for the "clinics" in the 4D by laws. They have been an integral part of the Division for so long that they are now considered normal SOP. If you want to add something to your bylaws a very simple description of how a subdivision/clinic is created and run would serve well. The only documentation required is a simple budget request each year for a rent grant. Clinic leaders are asked to send comments to the Board and most do file a report that is published in the 4D electronic newsletter (Grab Iron). The entire set up follows KISS rules.

Jack Hamilton

Posted by: "Bill Kaufman"

Divisions, while recognized by the national, are basically

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creatures of the region. I assume that the same would go for any sub-divisions, but I am not sure that national has any scheme for recognizing them.

Bill Kaufman

Posted by: "Patrick LaTorres"

Going a bit beyond what Bill mentions, Subdivisions are basically a function of the division. In the Pacific Coast Region (PCR), I do not believe that there is any "official" rule for subdivisions. They would be a subordinate unit of the division and would have no official say in any PCR regional policies or actions. That being said, I know that our Sierra Division has considered forming a "Silver State" subdivision, which would include the area east of the California/Nevada border -- since some of that area has a greater population density of jack rabbits than people. I also seem to recall that such a subdivision has existed in the past, but was dissolved due to lack of participation. The key here is how much say the division would want this smaller entity to have in the running of the division.

As for the requirements of official positions within said subdivision, any "officers" would be under the same NMRA membership constraints as other divisional and regional officers, if they were to run a unit of the NMRA. Beyond that, any restrictions on their activities would be primarily a function of their respective division, unless the region was to take some sort of action to either restrict or specifically allow their formation.

Pat LaTorres, President,
PCR/NMRA

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