

Daylight Observation



Dear Daylighters,

This is a New Year. ! We hope to have a productive one.

Your curmudgeon of an editor has woken from his holiday torpor to send out a delayed Observation.

First Meet of the Year:

February 16th, 2019 10am -3 pm



To be held at the Fresno Public Central Library, Downtown Fresno at 2420 Mariposa Street, nearest cross streets Tulare and O streets. The meet space is the Sarah McCardle Room. Again : the meet time is 10 am -3 pm.

The No Host Breakfast (from 8:00-9:45) spot is the nearby Denny's at 141 N. Abby Street, Fresno, CA

Key street is Tuolomne Street, Come off the 99 at exit 132b (going north toward Fresno from all points south) head east on Tuolomne to Abby. There is also a McDonalds on the corner.

January-April 2019 Observation

This year was a lonely one for the editor. Lost my partner in the hobbies, my beloved Sally.

We also lost a fan of our family Danny Seames and his dearly beloved (she was a cancer survivor too like Sally). More on our losses later.

The Division, though, sees a "High Green" on the semaphore for the coming year.

Our Division Superintendent has been a bit off-line recently, so here goes some items that he and I discussed this past November in Bakersfield at the GEHAMS clubhouse during an open house run session.

- * Fewer meets

- * Encouraging younger and newer members to assist in overall management of the Division. (as Scouters often say " it takes only 1 hour a week!")

- * Coordinating meets with other area and divisional groups (i.e. clubs, Historical Societies, museums).

- * Changing the by-laws of the Division to better reflect our demographics.

- * Encouraging those members involved in other train related groups to assist in organizing **only one meet a year (!)** in their areas (so one in Fresno, one on the central coast, one in the Merced or Mariposa area, one in Tehachapi or Ridgecrest area)

We still need volunteers for the following:

- * Meet organizing

- * Artwork

- * Tech articles

- * Achievement Program guidelines

- * Railroad stories

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My railroad is coming along , unless I have to relocate due to housing issues following the death of Sally (family issues). So even with those “family issues” “fixed income” “no time” and countless other reasons for not participating in our hobby, let’s roll up our sleeves and get to work!



The above photo is from the east end of my newest temporary rail effort. The Cundy’s Harbor and Western Harbor terminus will be there if possible after settling family issues.



The west end of the CH & W at Sou’wester Freight house.

(the following is from the fall 2017 Obs)
My children still remember the Silos Clinic from the 1998 convention in Kansas City (we paid a one-day fare). We were traveling home from an east coast trip and only had 24 hours in Kansas City (midnight to midnight). We were on the S.W. Chief. Was a lot of fun. (editor)

Baggage Section:

RPO:

Dear Editor of the Observation, I have viewed your take over of this fine publication with much skepticism. I hope you meet or exceed our fine past editors work. If not there is a NMRA railroad job waiting for you , cleaning cinders from the RIP track! (editor’s note : that rascal wrote again to me this year, same note as last year-Darn him!) (OKAY-for you all- I wrote this, just for fun-B.)

This edition will be published electronically and printed in b & w for mailing and handing out at meets.

Superintendent's Report:

The following is a Memorium to Danny Seames written by our Superintendent:

In Memorium

It is with great sadness that we honor the passing of Dan Seames. Dan was one of the real regulars at our Division meets and probably the best

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auctioneer for all of our “White elephant” auctions. He was one of our few members who regularly represented the Division at PCR, PSR, and even National Conventions. Dan, Doug and Mike were among the few who regularly drove from the valley to the Division’s coast meets. Dan was one of the Bakersfield crew that was so supportive of me when I started back in the hobby. I remember taking my eight year old grandson down to GEHAMS and Dan handing him the throttle of one of his Mallets. Kyle took the throttle and must have run for two or three hours before we interrupted him. “Oh Grandpa, can’t we stay longer?” His spirit will live on in my layout.

Dan’s wife passed away recently, and even though he had several health problems, it just feels to me like he died of a broken heart. He was Always Positive, Always Supportive. I will miss him, as will all who knew him.

Neil

The following is also from Neil:

Operations Sessions

Bob Pethoud’s clinics at our PCR convention and at a couple of our divisional meets reflect a growing interest among model railroaders in participating on “ops sessions.” On our own layouts it adds another dimension to our enjoyment of our scenery, structures, and rolling stock. When we operate, we are up close to our layout as we switch a particular industry or station. We look more closely at the markings and details of the rolling stock we couple and un-couple, and we tend to slow our trains down as they pass through our scenery.

Then there is the socializing we enjoy when we work with others on operations. It’s a social hour with a purpose. While you wait for a different train to pass, or work with a yardmaster or dispatcher on

how to best handle a problem, you have lots of time to enjoy the company of other modelers, and it’s not like having to sit through another meeting! Over the last few years I’ve had the privilege and pleasure of operating on a number of great layouts. I started out running a couple of through passenger trains and freights, and then moved on the switching locals and hostling engines at a few terminals. So far, I’m what they call, in railroad slang, a boomer: a railroad worker who moved from railroad to railroad instead of working to get seniority on one railroad. So I haven’t got enough experience to take on the hardest jobs like yardmaster or dispatcher.

It is a real pleasure to actually run on other folk’s railroads. Some railroads are bare of scenery, but provide a real challenge similar to what John Allen created in his switching puzzle. On other layouts you can be so distracted by the scenery, scratch built equipment, or just the camaraderie of fellow modelers. that you end up in the hole with the dispatcher yelling at you.

If you haven’t had the opportunity to try an operations session, I urge you to give it a try. Many of our friends in the division are happy to host an occasional guest operator. Several even have room for a regular or two. You’ll really enjoy it.

Contest chair report:

Model Contests at our Winter Meet by Chuck Harmon, Daylight Division Contest Chairman

The contest categories for our Winter 2019 meet are Model: Freight Car; and Photo: General Rail Subjects. Those entering models and/or photos in these categories will receive a ticket for \$25 cash drawing, one ticket per person regardless of the number of entries..

The model freight car category is described in the PCR Contest Directory as follows: Freight car: All types of revenue freight cars, including

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express and company service cars other than M of W.

The photo, General Rail Subjects category is described in the PCR Contest Directory as follows: General Rail Subjects: color prints of prototype railroad-related subjects not covered in 3 through 5 above. These may include, but are not limited to, images of people (except as covered in Section 5 above), isolated details, or rolling stock; flash-assisted or special effects images; and composite or multiple-exposure images. Computer enhancement beyond what could normally be done in the darkroom is not allowed. If there is any question on this, the region Contest Chair will make the final decision.

As with all contests there will be judging available for any model you wish to submit for a merit award toward the Master Builder - Cars Certificate. Other models and photos for display only are always welcome. We even welcome your in-progress model because it helps others learn about the construction process.

-30-

Daylight Division Membership Gauge As of December 31, 2018

December 31, 2017—117
January 31, 2018—115
February 28, 2018—113
March 31, 2018—113
April 30, 2018—111
May 31, 2018—114
June 30, 2018—115
July 31, 2018—115
August 31, 2018—115
September 30, 2018—113
October 31, 2018—112
November 30, 2018—113
December 31, 2018—111

Total Daylight Division Members – 111

Daylight Division Hosts Open House Tour in Central California

by Chuck Harmon, MMR

Daylight Division hosted its 10th Annual Model Railroad Open House Tour on Saturday December 15, 2018 in the Fresno, Tulare and Madera areas. Participating in the open house were Ed Matheny of Tulare, Daylight Valley Lines (Fresno Club) of Selma, The Belmont Train Group of Fresno, Chuck Harmon of Fresno, Rob Briney of Clovis, Robert Pethoud of Fresno, and Jim Niell of Madera.

Ed Methaney's California Central System is an HO scale train world in a 22' x 60' room, with over 10 scale miles of mainline track. It has completed scenery, signals, and lots of details to look at. Trains were running, and guests could look for a cat on a hot tin roof, a man holding on for dear life, a miner with mules, divers looking for a drowning girl, and 2 men in cuffs and 1 being frisked by police. Ed's layout is controlled with wireless Digitrax DCC.

Daylight Valley Lines of the Fresno Club (located in Selma) features both HO and N scale layouts in a preserved SP depot. The two layouts on the first floor are for the entertainment of the public and are open to elementary school tours throughout the year. Upstairs is a permanent HO layout. Features include Fresno Yard and a mainline that serves various valley communities. A long spur serves Friant and the adjoining lumber and gravel businesses. Valley agriculture is also represented, as is the community of Selma. Kevin Hughes submitted this report on the club's open house: "We had about 25 people come through. We had upstairs and downstairs layouts running. It was very good input and it was the a good weekend. Thank you for allowing us to be part of the tour."

The Belmont Train Group has a large 17' by 40' room. They have laid over 1,000' of track on a

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three-level HO-scale layout. It has a double-track mainline for lots of train action. Club president Jim Scheiner reported, "We at Belmont Model Railroad Club had a good amount of folks who came by, many came as a family and some came just on their own. I would say counting adults and children we had around 30 people altogether come by...mostly between 10:30 and 1:00. [We] Received lots of good comments of the size of our layout and the work done to it. Everyone was pleased to see our trains running...especially the children! We answered as many questions as we could and tried to explain many different things about our layout and the hobby of Model Railroading."

Chuck Harmon's San Joaquin Central models the Southern Pacific's Sacramento Division from Roseville to Truckee (Donner Pass) in the spring of 1949, plus a fictional branch line on the western Sierra Nevada. Chuck reported that about 50 people, including families with children, stopped by to see the layout. Chuck always hands the kids a list of "scavenger hunt" items to find on the layout, such as a bear family, deer in the woods, a bank robbery in progress and a model "T" Ford (most youngsters needed help with that one).

Rob Briney has named his layout the Sierra, Clovis & Western, depicting Southern Pacific and Santa Fe in Fresno and vicinity during the mid-1970s to early 1980s. The layout is a 13' x 22' double-deck along all the walls with helix connecting the levels and center peninsula. This is a switching layout with plenty of track mileage recreating both railroads and the many industries they worked in Fresno, Sanger, Reedley, Dinuba, Goshen and surrounding areas before the attempted SP-SF merger. Several custom-built structures match prototypes in the area. The layout is built with welded steel benchwork. Control is by radio DCC.

Robert Pethoud's Fall Creek Branch offers hours of realistic railroad operation in a space of only 15 square feet. The setting is the Pacific Northwest around 1950 at the end of a busy branch

line, featuring first generation diesels and 40-foot freight cars among towering conifer trees. Guests can participate in the switching action, making the needed set-outs and pick-ups at the cannery, sash and door mill, oil distributor, and half a dozen other industries. Robert and his wife Sylvia can often be seen at conventions and train shows with the Fall Creek Branch, as it breaks down into modules that fit in the back of their car. Robert submitted the following report about his open house:

"Fall Creek Branch's open house last Saturday was very successful. I estimate we had about two dozen visitors—not everyone signed the guest book so I don't have an accurate total. This time I had chocolate chip cookies and hot chocolate available. The cookies were very popular, but few visitors had the hot chocolate, probably because of the sunny day. Several guests took up the challenge of crewing the way freight and they ranged in age from about 7 to over 70. In fact, I thought I might have to arm wrestle the septuagenarian to get the throttle back! In sum, a good time was had by all, and I plan to do everything pretty much the same in the future. Each year Fall Creek helps newcomers and some old modelers discover the joys of peddler freight switching. Let's do it again in about 12 months."

Jim Niele's Southern Pacific, Los Angeles Division/ Bakersfield Subdivision is a 1970's era layout located in a 34' x 38' building behind his house. The mainline is 400' long, featuring double and single track with passing sidings. The layout is walkaround, point to point, with NCE DCC control. The layout has recently been rebuilt and is fully operational with scenery under way.

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In Memoriam

Members We Lost in 2018

<u>Member</u>	<u>City/State</u>	<u>Joined</u>	<u>PCR</u>
Sally Bird	Visalia CA	8/19/1997	
Henry Haught 1/1/1961	Bakersfield CA		
Dan Seames 2/17/1997	Bakersfield CA		

Daylight Officers:

Superintendent: Neil Fernbaugh
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Chief Clerk / Paymaster: VACANT

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Parliamentarian: Brewster Bird
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Industry Liaison: Mike O'Brien
(661) 654-0748

Member Aid Chair: Bob Pethoud
(559) 438-7705

Membership Chair: Doug Wagner
(661) 589-0391

Webmaster: Dave Grenier
(408) 431-8989

Attn: Modelers and prototypists:

Bo Hammarling is seeking modelers who would appreciate the challenge of building a photo etched

model of the Visalia Electric's A-1. He has been inspired by the book "The Visalia Electric" by J Phillips Kauke. Bo's email is as follows: bohammarling@hotmail.com . Phone: (216) 543-8389



He has displayed a finished prototype at the Visalia Electric Railroad Historical and Modeling Society's open house this past December. Prices are as follows:

Painted, finished, DCC installed (dummy pantograph)

\$749.00

Completed, natural finish, \$550.00

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Flat kit with power-\$349.00



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. For additional information, contact Kevin Birkbeck, (661) 496-9514, Kevin4strings@gmail.com, or visit www.gehams.club.

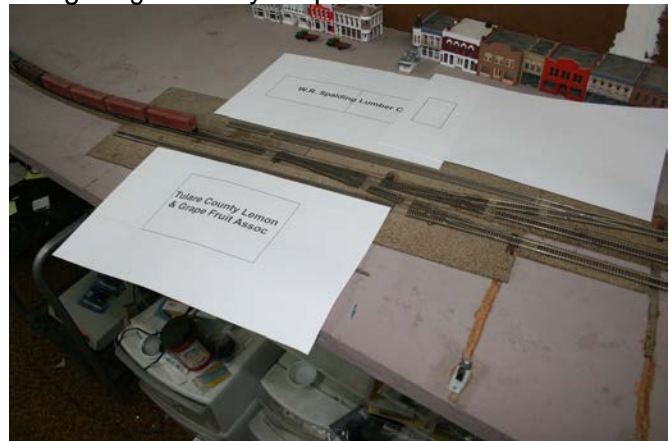
Daylight Calendar:

Train Show Announcement:

The Golden Empire Historical and Modeling Society Model Train Club will be hosting their 26th annual model train show & sale on March 9th & 10th, 2019, at the Kern County Fairgrounds, 1142 South 'P' Street. Hours will be from 10:00 AM to 5:00 PM on Saturday and from 10:00 AM to 4:00 PM on Sunday. The show includes dozens of dealer tables, several operating model train displays, hourly door prizes and a raffle drawing for a model train set. Admission: \$8.00 per person, with

Dear Daylighters, We do need and want your help. No one needs to be a professional just interested. The Spirit of Rotation is good for us all around. Just my wooden nickel-Ed.

Doug Wagner's Layout photos:

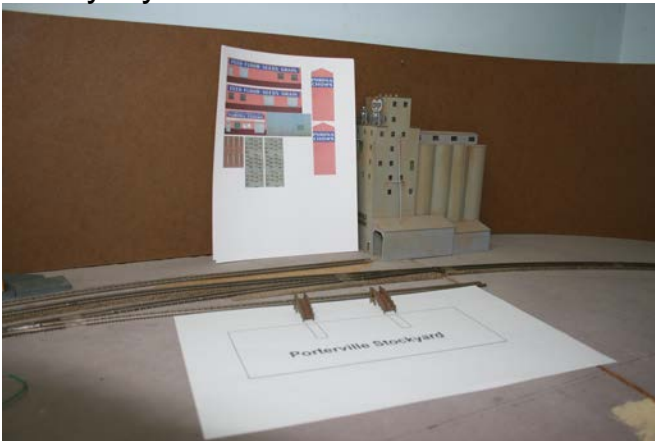


You can still perform operations on your layout even though you don't have all the industries on the layout yet. Just print out the actual foot print of the structure kit, and knock yourself out--operational wise.

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I used manufactured kit for the actual structures, but used the names of actual industries that were once located in Porterville--except for the Central Beverage Distributor---I liked the building! I picked these industries using Sanborn maps of Porterville from 1925. Close enough to the late 40's to mid-50's era that I have chosen for my layout.



Ed.

As the agent would say at the end of a Morse Code transmission

“-30-”