



The Daylight Observation

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Next Daylight Division Meet

SPRING MEET TO BE HELD IN MARIPOSA COUNTY

Hosted by Glenn Sutherland, Paul Claffey, Tom Davis, and Bob Jakl



This quarter's meeting will be held on June 2, 2012 at the home of Glenn Sutherland in Midpines, CA. Midpines is on Highway 140 about 7 miles toward Yosemite from the town of Mariposa. The address is 5090 Chamberlain Road, Midpines, CA 95345 (phone 209-742-6131). The meeting is scheduled for 9:30 a.m. until 2:00 p.m., followed by self-guided tours of 4 outstanding layouts.



Glenn and Kathy Sutherland, our hosts for the June 2 meet in Mariposa County

We are planning 2 clinics, both of which were presented at the NMRA national convention in Sacramento. In "Sierra Railway: Modeling the Angels Branch," Glenn Sutherland will start with a very brief overview of the entire Sierra Railway. Then he will describe and show historic photos of the unique and colorful Angels Branch, followed by a description of how to model the

branch, including its signature scenes, key structures, unique equipment, and operating practices. Finally, he will show Angels Branch scenes from his own HO prototype-based Sierra layout (circa 1923), which includes a 160' long depiction of the Angels Branch (and which will be one of the four layouts open in the afternoon).

The second clinic will be "Hostling a Steam Locomotive" by Dave Tadlock. Dave is a long time volunteer at Railtown 1897 in Jamestown, CA with experience in all aspects of Railtown's operations, including being a conductor on passenger excursions, running both steam and diesel locomotives, putting in thousands of hours of mechanical maintenance on the steam locomotives, and serving as Railtown's steam locomotive hostler. His PowerPoint presentation will focus on the care and feeding of steam locomotives year round, and what it's like to work inside the historic roundhouse.

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OBSERVATION ON-LINE

Be sure to get your Observation as soon as it is available. It is posted to the Division web site prior to mailing. Get it right away on the Division Web Site. Email the Editor and ask to be notified when the Observation is posted.

Please send your email notice to me at: gmpisching@netzero.com

Put **Observation** in the subject so it doesn't get mistaken for junk.



MARK YOUR CALENDAR FOR SATURDAY, MAY 12

National Train Day marks the 143rd anniversary of the creation of the nation's first transcontinental railroad. On May 10, 1869, in Promontory Summit, Utah, the "golden spike" was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, forever transforming the face and character of America. Now in its 5th year, National Train Day celebrates the unique perspective of America as seen from the windows of a train. Because after all, the greatest, most inspiring and truly unforgettable travel experiences are equal parts journey and destination.

National Train Day will take place at train stations in New York City, Philadelphia, Chicago and Los Angeles, and in communities nationwide, on Saturday, May 12, 2012 from 11:00am to 4:00pm. We invite you to learn more about National Train Day and join in the celebration at an event near you.

You can also visit the [Facebook feed](#) or [Twitter feed](#) to see what people are saying about National Train Day. Visit NationalTrainDay.com for more details on events near you.

THE COLLIER LUMBERING MUSEUM IN OREGON

On the Train Mountain Tour we stopped at the Collier Lumbering Museum. We got to walk among the old logging equipment there. If modeling logging a definite must see. A Log Loader car on the right.



Director's Report

PCR MEETING

by Paul Deis

Hello everyone, as the new Daylight Division Director, I will assume my duties at the May convention in Medford, Oregon. I was pursued by our past director, John Houlihan, to step up to the plate. I look forward to representing the Daylight Division and participating in the activities and events of the entire Division.

I live near Paso Robles and am active in the groups in this and the San Luis Obispo areas. I have an HO layout that is partly buried by boxes of G-Gauge rolling stock since my current fascination is with the No.1 scale railroad I am building in my backyard.

As the Division Director, I attend the PCR board meetings and act as the voice and vote for the members of the Division at the Regional meetings. All members are always invited to attend the meetings, but cannot vote. If you have something that you want brought to the Board of Directors then by all means contact me and I will present your issue to the board. They are always looking for new good ideas as well as help leading the many activities and events happening in the Region.

Remember the Region is only as good as the Divisions and the Divisions are only as good as the members who participate. Participate means 1. attend the meetings, and 2. offer to help and/or be a resource for the Division membership. We all are good at something in the hobby, even though you might question it.

In closing my first report, I am looking forward to be of service to the Division and keeping you informed of what the Region is planning.

Contests Report

MODELS & PHOTOS

Steve Biggs

I would like to begin by thanking all of you who brought models and photographs to our October and February Meets and to encourage others to bring their work to the division meets.

At the October meet at **Oceano**, Michael Haworth won the Favorite Model in the Self Propelled category with his G scale ATSF Spreader. Chuck Harmon had the Favorite Structure "Levi Iron and Steel." Chuck also received the Favorite Photo with "Backdrop at Daryl."

At our February meet in **Visalia**, Ron Cox Displayed the Favorite Model in the Caboose category with his HO SP Caboose. Chuck Harmon had the Favorite Model in the Open category with his HO PFE Reefer. Doug Wagner submitted the "SP Bridge over Salinas River" and the "V&T Station at Virginia City." These two photos tied for favorite in the Railroad Structures category. The favorite Open category photo was the "Hand Car" submitted by Dave Grenier.

Upcoming Events

June 2, 2012 - Mariposa Glen Sutherlands home.

Models: Favorite Model

Photos: Trains in the Seasons

August 2012 - Bakersfield (Was: Santa Barbara)

Models: Locomotives (Steam, Diesel & others), and Passenger Cars

Photos: Steam Locomotives

November 2012 - Santa Barbara (Was: Bakersfield)

February 2013 - Fresno/Clovis area

May 2013 - TBA

August 2013 - TBA

November 2013 - TBA

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San Joaquin Valley Railroads Historical and Modeling Society Inauguration

We are a small friendly group in the infancy stage of development. Since we are in the initial formation stage, we are seeking interested parties and ideas as well as organizational structure. Any one or group interested in this adventure is welcome.



Currently we plan to be based in Fresno and aiming to be located at or near the historic Santa Fe/Amtrak station in Fresno, but all options are still open. Meetings will be monthly and scheduled once we start a list of those interested in getting this group started. Contact George Pisching, 559-275-1761; email: gmpisching@netzero.com.

As an historical society we are planning to develop and centralize the history of the railroads in the San Joaquin Valley of California.

As a modeling group we are considering developing a modeled section for each of the historic railroads of the valley. For example a few members might want to model the Minarets and Western RR, another group the Southern Pacific through Fresno, and yet another the famous Tehachapi Loop. We can ultimately see collecting the railroad history of and modeling the entire San Joaquin Valley from Bakersfield to Sacramento.

Member Aid

THE ANSWERS ARE OUT THERE

By Robert Pethoud

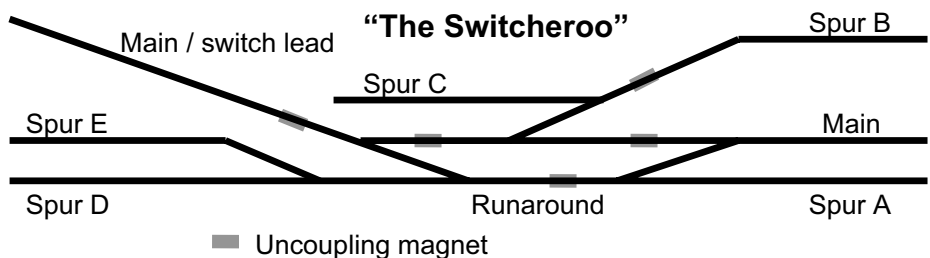


I suppose it's an addiction, really: I can't look at a vacant store, bedroom, garage, or even tool shed without thinking about how to fit a model railroad into it. In my hands, napkins, backs of envelopes, and whole reams of paper just naturally fill with hieroglyphs representing miniature transportation empires.

The good news is that the addiction is cheap, requiring only the regular infusion of paper products and occasional inspirational glimpses of prototype track arrangements. The bad news is that there is an unavoidable urge to build some of these paper empires, and that can get expensive.

In the next several columns I propose to discuss some of the strategies, techniques, and rules of thumb that I use in my track planning.

The first (and perhaps most important) point I want to make about track planning is that it is not necessary to fill a warehouse in order to build a worthwhile model railroad. The illustration below shows the track arrangement of a portable HO layout I built decades ago and which I still use and enjoy. It measures 11" by 96" when set up, but it folds up to 11" x 48" x 4" to carry in any car and has a footprint of just 4" by 11" when stored on end in my closet.



Long-time NMRA members will recognize the plan as an expanded version of one that appeared in the *Bulletin* some years back ("Which Switch Is Which?" by Hale Hammer with photos by Jack Burgess, December, 1974, pp. 56-57). That simple plan includes all of the basic features needed for making pickups and setouts at industries by the local or way freight: facing point and trailing point spurs, switchback, and runaround.

In the original plan the spurs and access tracks were very short, turning every switching assignment into a puzzle requiring many moves. For example, the tail of the runaround (east end of the main) held one car or one loco, but not both at once, and the tail of the switchback (spur B) held at most two cars. My contribution was to lengthen all of the spurs, the runaround, and the runaround tail (one loco + one car). I also decided to add one more spur (E), since there was plenty of room for it. This makes most switching tasks fairly straightforward, but I've found that the inherent challenge of picking up from a facing point spur is quite enough for most operators.

Continued on Page 10

Chief Clerk Report

DAYLIGHT DIVISION MINUTES

February 25, 2012

Meeting called to order by Superintendent Dave Grenier At 12:10 PM. There were 19 members present.

Previous Meet Minutes. A motion was made by Chuck Harmon/Ron Cox to approve Fall meeting minutes as published in the Daylight Observation. Vote carried.



Paymaster Report. A motion was made by Kevin Jung/Mike O'Brien to approve the Paymaster Report as published in the Daylight Observation. Vote carried.

Payment of Bills. Bills Presented: Don Smith - \$10.42 for meeting refreshments. George Pisching did not have receipts present but indicated that they are \$88.00 for postage for the newsletter and \$58.00 for printing of the newsletter. A motion was made by Ron Cox/Bob Sexton to approve the payment of the bills presented. Vote carried.

Director's Report by Daylight Director John Houlihan.

This will be the last meeting that John will be giving a Daylight Director's report, as at the May PCR/PNR convention, Paul Deis, of Paso Robles, will take over as the new Daylight Director. Paul was unopposed for Daylight Director. Even though Paul is the only name on the ballot, please be sure to mail in your vote, anyway, to show support for Paul.

AP Awards. Six members received AP Awards this quarter. They are as follows:

- Brewster Bird – Association Volunteer Certificate
- Brewster Bird – Association Official Certificate
- Andrew Merriam – Master Builder Scenery
- Andrew Merriam – Master Builder Civil
- Andrew Merriam – Master Builder Electrical
- Bob Randall – Association Volunteer Certificate

Superintendent's Report & Announcements.

Our next meet will be June 2, 2012, in the Mariposa area. It is tentatively at Glenn Sutherland's home, in Midpines. The exact location will be announced in the Daylight Observation and on the Daylight Web Site.

The Industry Liaison position is still open.

Our Future Meets are scheduled as follows:

- August 2012 – Bakersfield/Tehachapi area
- November 2012 – Santa Barbara area
- February 2013 – Fresno/Clovis area

Anyone wishing to contribute to or help coordinate one of these meetings, please contact the Superintendent.

Daylight Division

PAYMASTER REPORT

By Dave Grenier for Suzanne Paff

As of 3/30/2012

2/25/12 Meet

INCOME:

Registrations	\$ 80.00
Raffle tickets	37.00
Advertising	40.00
TOTAL INCOME	\$ 157.00

EXPENSES:

Door Prizes	\$ 100.00
Map printing	10.42
TOTAL EXPENSES	\$ 110.42

NET INCOME \$ 46.58

CASH ASSETS

Checking Account (03/30/12)	\$ 3,836.09
Petty Cash	57.00
TOTAL CASH ASSETS	\$ 3,893.09
PREVIOUS BALANCE	
(01/14/12)	3,520.01

NET INCREASE / (DECREASE)
\$ 373.08

Respectfully submitted by
Dave Grenier, Acting Paymaster



SP 1215 in a San Jose Park

Continued on Page 15

Biography

DAVID TUTWILER

Renowned for his first hand knowledge of trains and railroads, David Tutwiler is considered to be one of the leading experts of railroad art in the United States today. His artistic technique, coupled with his eye for accuracy and attention to detail, result in paintings that evoke the warmth and timelessness of his subjects.

David's commission clients have included MBNA Bank, the Pepsi-Cola Company, National Geographic, the Hamilton Plate Collection and the National Railway Historical Society.

This award-winning artist's works have been shown in museums throughout the United States and his paintings are represented in numerous public, private and corporate collections worldwide.

David is a member of the Steam Railway Historical Society, the American Society of Marine Artists and a signature member of the Oil Painters of America.

With his wife, fellow artist Liné Tutwiler, David maintains a summer gallery in Rockport, Massachusetts, as well as a winter studio at their home in Northern Indiana.

Winner of numerous awards including:

The National Park Academy for the Arts, Bronze Medal

The Marguerite Pearson Gold Medal Award, RAA

The 2008 Landscape Award for the ARC Salon, NY

Guild of Boston Artists Award for Traditional Painting

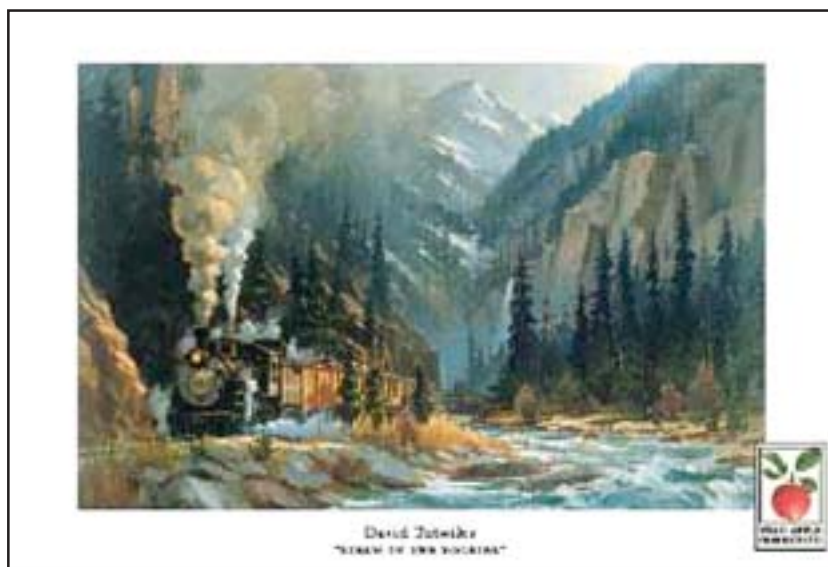
DAVID TUTWILER PRINTS DONATED FOR A DAYLIGHT RAFFLE

Two David Tutwiler prints have been donated by Suzanne Paff our Chief Clerk and Paymaster. The prints are framed and each measures 24" by 36". They are titled "Age of Steam" and "Steam in the Rockies".

The prints are being offered in a raffle. Ticket sales will start in June and run for one year to give everyone in the Division an opportunity to see the prints and buy and sell tickets. Tickets will be \$2.00 each or 6 tickets for \$10.00. Ticket holders need not be present to win and winners will be notified. Here is a great excuse to come to a meeting to see the prints.



Title: Age of Steam; Artist: David Tutwiler; This print edition is sold out.



Title: Steam in the Rockies; Artist: David Tutwiler; This print edition is sold out.

Convention 2012 Report

JOINT PNR-PCR IN MEDFORD

By George Pisching



Mount Shasta from Dunsmuir Vista Point on I-5



Three Truck Shay at Rail Town Park at Dunsmuir



Old wooden snow plow at the Rail Town Park



PCR Board meeting at Medford before the Convention. Is that a car picture that Pat LaTorres is staring at during the meeting? No train of thought?



Old Prototype Ballast Spreader at Train Mtn Park. Below, Scale fire train car in back (extinguishers) and a plow engine front in the shop at Train Mtn.



The PCR Convention this year was a joint arrangement with the PNR. It was held May 2-5 in Medford, Oregon. It was a great opportunity to travel north to see some of that countryside and fellow modelers. Driving there we went right by the historical railroad sites of Dunsmuir, Castle Crag, and Mount Shasta.

The highlight for many was the trip to Train Mountain. It was a fun and amazing trip. As advertised, Train Mountain is a mind blower for 7½"-Gauge railroading. The park consists of 166 acres, part of which is well developed and covered in track. This layout is the model empire we all dream about. Amazing! There are also 1:1 scale railroad cars all over the property. Some are available to stay in.

The day of the tour was mixed with sunshine and rain showers. The showers were very cold and one included hail. Despite this everyone went on the train rides. We had three bus loads so the operators there really gave their trains a workout.



I think every train experienced a derailment. It was quite a surprise to have your car suddenly split a switch and tear the train off the track. It took two to three men to lift the cars back onto the tracks.



The Blue Section bundles up for their ride. Don't let the sunshine fool you, we got soaked.

All in All, the program for the convention was aggressive and interesting. Some great histories were presented as well as the owners of Campbell Models were there with their famous displays, show specials and a how to clinic. Other vendors were present as well.



The program closed with a banquet, prizes and speakers and a fabulous list of layout open houses for us on the way home to California.

Last Meeting

VISALIA MEET REPORT

by George Pisching



Chuck Harmon receives an Award from Steve Biggs for his PFE Reefer.



XX receives the Favorite Car Award from Steve Biggs for his SP Caboose.



Doug Wagner received Favorite Photo Awards and Steve Lowe (right) won the Door Prize Drawing.



Brewster Bird received his AP Certificates for Association Official and Volunteer from Dave Grenier

The Daylight Division meeting was held at the Boy Scouts Office in beautiful downtown Visalia, an historically railroad town. The facilities were about the best we have had for a meeting since I have been a member and Brewster Bird and Don Smith did us well in organizing it.

Don introduced our guest speaker, David Siegel, Vice President of Marketing and Sales from the San Joaquin Valley Railroad. The SJVRR is a thriving local railroad group which is a subset of Rail America. Rail America of Jacksonville Florida bought out the previous owners, Kyle Corporation.



Rail America owns 17 local spur line properties (railroads) from Vermont and Connecticut to Dallas Texas. The SJV operates from Fresno to Bakersfield along former SP and some UP lines in Tulare, Visalia, and Los Banos. They are looking to opening the old Niles Canyon line to Oakland. The SJV runs three days a week and sometimes five in the agricultural and plastics areas. They run 5 to 15 cars a day - mostly box and tank cars.

The Fresno, Exeter to Huron route operates five days a week, 3 days Southbound and 2 days Northbound. The SJV runs cattle feed unit trains to Dinuba and picks up tomatoes from Huron.

The Bakersfield operation is primarily tank car business interchanging LP and crude oil from North Dakota. They also carry gas from Buttonwillow and carrots from Arvin.

The SJVRR has available 19 engines to run on its rails. The Bakersfield lines run doubles. Their motive power consists of a GP-38 modified to 1/2 and a GP-38-3; three each of rare GP-40s here from the Florida RR. They also have 2 or 3 rare GP-28s on leases and three BL-20s from Canada.

The SJVRR is a profitable company with approximately a 10% increase in carloads per year. The Sunset Railroad Company running out from Bakersfield to Taft is newly owned by SJV and they are planning on extending their lines out to the Heritage Car Company passing West under I-5. Then future plans are looking at acquiring the California Northern and the North West Pacific railroads. Railroad expansion is alive at the San Joaquin!

Chuck Harmon presented a clinic on his adaptation of Tony Thompson's car operating system. He started applying this system to his own HO Scale San Joaquin Central Railroad layout after the X2011 Convention. He now prefers it to his previous Switch List system. His presentation was great and held everyone's attention with possibly a few converts.

The Business meeting followed with the awards presented (see left column here). See the Minutes published on page 5. And like the meeting we rush to the layout tours on the next page (page 9). *Phew made it!*



Our members listen to the presentations with rapt attention!



Don Smith (right) and his cohort xx opened their HO layout in Don's garage and everyone showed up. Nice work on a small but very enjoyable layout.



Hal Shields opened his layouts to our tour. He has an amazing amount of equipment packed into his layout room.



Hal demonstrated his O Scale Hidden Staging Yard on the carpet below his HO layout.



Below are two views of the fabulous scenery on Steve Fischer's HO Layout set in the high Sierra.



Thanks To Don Smith & Brewster Bird

Industry Liaison

REPORT

by Mike O'Brien

Mr. Mike O'Brien has volunteered to be our Industry Liaison. This is an officer's position in the Daylight making him our official representative to approach and solicit information about the prototype and model railroading to the prototype and model industries.

It sounds like a big responsibility and it is but it is very self rewarding in that he will be gaining a lot of contacts, information and "pull" in our areas of interest. Every other member who has held the Industry Liaison position has not only enjoyed it but has become a great knowledge base for the rest of us.

We wish you well and look forward to everything you can bring back to the Daylight meetings that you can, be it information, speakers and the all important door prizes.

Stay informed. Visit the Daylight Web Site regularly.

www.pcrnmra.org/daylight/

BE SEEN by the most active Model Railroaders in the area - from San Luis Obispo and Santa Barbara to Madera, Fresno and Bakersfield.

Advertise in the Observation

To place your ad in the next 4 issues – send your business card sized ad and \$40 payment to the Observation Editor or contact the Editor for more information. See officers list for address.

Members Aid Continued

And by lengthening the spurs, there are now two or more spotting locations on each. This adds interest and difficulty because now one must often pick up or set out a car behind another one which must remain or be re-spotted. Further, if one feels the need for more challenge, one can simply add more cars, use some longer cars, or fire up a cab forward as the switching engine.

This little layout has introduced countless people of all ages to the intricacies and pleasures of way freight operation. Included among them have been some serious model builders who thought actually running the trains was beneath them. It only took a few minutes for them to become enlightened: "I had no idea there was so much thinking involved in switching a few cars!"

Given that the track plan results in a small railroad that is easy to build and fun to operate, does it actually resemble any prototype? You may be surprised to find that it does. Southern Pacific's (yeah, I know, UP now) tracks in Chowchilla and the Butcher Town spurs in Modesto (both circa 1970s) are two nearby examples of remarkably similar track arrangements. If you've been inspired by this little railroad and would like to

know what else can be done in a small space, check out <http://carendt.us/> Carl Arendt's website featuring Micro Layouts for Model Railroads.

In future columns we will look at goals, guidelines and the design process, including some lesser-known techniques. Until next time, you may reach me with comments and questions at

pethoud@comcast.net.



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Division Contests

CONTESTS AND JUDGING AND FAVORITES, OH MY!

By Steve Biggs, Contests Chairman

The Daylight Division contest is a popular vote contest. The models and photos brought to the meet are displayed, and all in attendance have the opportunity to vote for their favorite in each category. This gives us a chance to share with each other what we are doing, and hopefully improve our modeling skills and railroad knowledge.

At our October meet in Oceano, the decision was made to continue with themes in the model and photo contests, and also welcome other entries in a general or open category. There will be two awards presented for model entries. They are Favorite Model in the theme, and Favorite Model selected from the other entries. A ribbon will be given for Favorite Photo in the theme, and one for Favorite Photo other subjects.

The themes for our next meet in June will be models of Passenger Cars and photos of Trains in Seasons, plus Open categories in both. The photo contest theme may at times include more than one subject. The themes for future meets are posted on the Daylight Division Website and noted elsewhere in this issue. In the event that changes are made, the website will reflect the most up to date information.

There has been some interest in having a judged contest rather than the popular vote in addition to it. One of the benefits of having a judged contest at the division level would be in learning the procedures involved in this type of contest, along with aiding in the improvement of our modeling skills, which could lead toward entering models in the Regional and National contests. While this is certainly possible to do at the meets, there are some factors that need to be considered. First, of course, models need to be entered, and volunteer judges would need to allot time during the meet to judge.

The judging would have to fit into the time frame of the meet, which could mean during the clinics or possibly during lunch. A separate room would be a benefit but not absolutely necessary. This type of contest would require more active support from division members.

For now we are continuing with the popular vote format, keeping the judged contest idea open for consideration and discussion. At this time those wishing to have a model judged for the Achievement Program should contact the AP Chairman.

Any feedback, contest questions, or suggestions you may have are welcome. See the callboard in this issue for my contact information. See you in Mariposa in June.

Steve Biggs, Daylight Division Contest Chairman

Learn all you can. Discover the NMRA web site and the Regional web pages. View other regions' newsletters. Go to www.nmra.org

An Old, often told Railroad joke –

At a major interlocking in the Chicago area the tower operator hears a train crew asking "What time is it?"

The operator, not knowing which railroad train crew it is, replies -

If this is the Norfolk Southern, it's 3:10PM

If this is the BNSF, it's 1510

If this is CSXT the big hand is on the 2 and the little hand is on the 3

If this is Amtrak, it's Tuesday . . .

Sent by Pat LaTorres.

By the way, I returned from Phoenix late Saturday. Since Arizona does not do Standard time, I lost an hour going from SFO the day before but gained an hour returning Saturday nite, only to "lose" the same hour to DST! That is my excuse for rambling.

Scale Structures on the Train Mountain Railroad



Company Store and warehouse and inset showing some of the tiny detail employed.



Train Mountain Lumber Company sawmill in Youngstown.

Built in the Daylight **OF SUMMER PROJECTS** Michael Haworth

I am a third year mechanical engineering student at Cal Poly. Before I applied for college, I made a website to show off my work and it can be found at: <http://haworthengineering.com/>

Since he is new to our group, your editor, through Terry Taylor, asked Michael Haworth, our Oceano Meeting model winner, to tell us about himself. He scratchbuilt an "ATSF Spreader" in G-Gauge. It was quite accomplished and this was Michael's first competition in the Daylight. It turns out he has been quite an active model builder. ----



Hello, I have not met you yet so I thought I would introduce myself.

My name is Michael Haworth and I am a third year mechanical engineering student at Cal Poly. I have been in love with trains since I was two years old and have never left the hobby. I started in HO and then moved to G scale. I have a layout in each scale. Before I applied for college, I made a website to show off my work and it can be found at:

Haworth Engineering: <http://haworthengineering.com/default.aspx>

This is where I got hooked to the hobby. My first train layout was a 4'x8' like many others start out with. After learning so much from the first layout, I built a new 5' x 12' layout made to improve on the first. I also started to become interested in the detailing and weathering of both the trains and structures. The pages in this category are a catalog of the HO scale layout and some of the models that I have worked on.

I refer to these G-scale projects as my Summer Projects.



Riverside Station look through a window at night.



Riverside Station part one. The brick in the picture is an actual brick from the station.



Here is a closeup of the brick steps to the Riverside Station.



Summer Project 1

First up is the Riverside station. I finished the entire structure which included building the remaining windows, interior floor, and staircase. The brick in the picture is an actual brick from the station.

Here I am modeling the Riverside Santa Fe station in 1:29 as it was built in 1927. The structure still exists today and has been restored. I have a thread on MyLargeScale Community page where I documented

the construction. I have actually finished the station but have not gotten the finished images posted yet. Here is the link:

<http://www.mylargescale.com/Community/Forums/tabid/56/aff/8/aft/118470/afv/topic/Default.aspx>

This is a catalog of the work I have done on the G-scale layout in my parent's backyard. It is a collection of snippets of the Riverside County area.

Summer Project 2

I also finished the lumber mill and surrounding area, as well as a kitbashed 60' bulkhead flatcar.



My first train layout was a 4'x8' like many others start out with. After learning so much from the first layout, I built a new 5' x 12' layout made to improve on the first.



Michael's work proceeds on the Lumber Mill.



El Capitan stops at Riverside as it leaves Los Angeles valley heading for its desert crossing. Is it real or is it G-Gauge? Nice work by Michael Haworth.



The Lumber Mill trackage and below the 60' Bulkhead Flatcar.



CCRF SUNDAY EXCURSIONS

A Train Ride up the Cuesta Grade and Visits to Rail-themed Wineries!

The Central Coast Railroad Festival will sponsor special CRRF Wine-Train Excursions on the second Sunday of every month starting in January 2012.

The rail journeys which were very popular during the 2011 Railroad Festival, will allow riders to experience one of the most historical and scenic sections of the Southern Pacific Rail Road's Coastal Line, the Cuesta Grade. Passenger service has been available on this section of tracks since completed in 1894. The excursions will also include a little history and visits to rail-themed wineries.

The CRRF Wine-Train Excursions originate at San Luis Obispo Amtrak Station and travel up the Cuesta Grade to Paso Robles on Amtrak's Coast Starlight, complimentary wine tasting, light lunch snacks, rail history and a private bus trip back to San Luis Obispo.

Wineries on the tours vary but include Eberle Winery, Pomar Junction Winery, Anglim Winery in the historical Southern Pacific Depot next to the Paso Robles Amtrak Station and other wineries. They run from 11:30am until 5:00pm.

Tickets are \$49 for adults and \$39 for children 15 and under. Each Excursion is limited to 24 friendly guests and will sell out in advance. Complete Excursion information and tickets are available only from the CRRF web site, **www.CRRF.com** or by calling the Festival office at 805-773-4173.

Mariposa Meet June 2 *(Continued)*

The model contest category for this meet is "Passenger Cars," and the photo contest category is "Trains in the Seasons." Display-only models and photographs are also welcome. Awards will be presented to the winners of each contest as determined by popular vote.

There will be no contest judging. Achievement Program assessments may be arranged in advance by contacting the AP Chairman, Dave Grenier.

Lunch will be an onsite BBQ, followed by the business meeting and white elephant auction. After the conclusion of the formal meeting, there will be a self-guided tour of the following 4 Mariposa County layouts:

Glenn Sutherland (meeting site) – Glenn is modeling the Sierra Railway as it existed in 1923 with as much historical accuracy as possible. The HO layout fills a 12' X 42' space on three decks. It was designed for operation and includes about 300' of mainline track, a 160' long Angels Branch, and shorter depictions of the Don Pedro Dam Branch and the Pickering logging line. Control is by DCC and all locomotives have sound. While scenery is still in process, a considerable amount is completed, and there are numerous prototype-based scratchbuilt structures and scenes. Access requires one step up and one step down.

Also available for viewing is Glenn's full-size "modeling" project – a guest room which is a partial replica of Sierra Rwy caboose #7 (an all-wood caboose of 1923), complete with bunks, cupola, and accessories.

Bob Jakl — Bob's "O" scale layout completely fills its own 34' X 80' building. It features trains of the UP, AT&SF, CB&Q, and Katy railroads of the 1950's, operating from the Midwest to the western mountains. Scenery is 100% complete and includes a mountain scene with spectacular bridges, a large classification yard, a 7-track passenger station, a dockside cargo ship, a large city (including many buildings from the late Lorell Joiner), and an industrial switching district. Some of the amazing statistics on this layout are as follows: 2,694' of track (handlaid with 80,820 ties), 117 locomotives, 43 cabooses, and over 1,000 freight cars. Access is by a half-flight of stairs.

Tom Davis – Tom's "O" scale model railroad fills its own 24' X 40' building. It is set in Southern California during the 1950's, with Lionel steam and fully restored vintage Lionel diesel locomotives running side by side. Many of Tom's diesel locomotives were manufactured well over 50 years ago. Almost all of Tom's freight and passenger cars are scratch- or kit-built. The layout features Gargraves track, 100% completed scenery, and many scratchbuilt buildings, including the Bodie stamp mill and the Saugus depot. This layout is handicapped accessible.

Paul Claffey – Paul's Sn3 layout fills a 20' X 21' space on two decks. The layout is set in the steam era and features both the common carrier "Sierra Pacific Lines" and a logging railroad, the "Lost Creek Lumber Co.", both fictitious railroads set in the Sierra Nevada. The layout was designed for operations and features timetable and train order operation on the common carrier mainline. The extensive logging line includes multiple logging camps and several switchbacks. All track is hand laid, and the steam locomotives are exquisitely detailed and have complete sound effects. This layout is handicapped accessible.

Minutes *(Continued)*

Old Business. Nominations for Daylight Division Officers are still being accepted. So far, George Gibson, of San Luis Obispo; Don Smith, of Visalia; and Dave Grenier, of Clovis, Incumbent, have been nominated for Superintendent.

Nominations for Paymaster/Clerk. Suzie Paff, of Madera, Incumbent, was nominated at the Fall meet business meeting.

New Business. Suzie Paff has made arrangements to donate two David Tutwiler Railroad Prints as a fund raiser raffle for the Division. She has proposed the membership make an effort to sell raffle tickets. The suggested price for raffle tickets will be \$2.00 or 6 for \$10.00. Tickets go on sale in June.

Industry Liaison Position. Mike O'Brien, of Bakersfield, has volunteered to be the Daylight Division's industry Liaison. Thank you Mike for stepping up for the good of the Division.

For the Good of the Division. Membership Report presented by Doug Wagner, Membership Chairman.

New Daylight Members are: Aleida Silva, Fresno, CA
Michael Rappaport, O'Neil's, CA David Foster, Clovis, CA
Daylight Membership is now 159 members.

Contest Winners were announced by Contests Chairman, Steve Biggs, of Tehachapi. The winners are as follows:

Favorite Model, Caboose: Ron Cox

Favorite Photo, Open Division: Handcart, by Dave Grenier

Structures: A tie for - Southern Pacific Bridge and Virginia and Truckee Virginia City Depot

Favorite Model, Open Division: PFE Reefer by Chuck Harmon

The Door Prize of \$25.00 was won by Steve Lowe

Adjournment. A Motion to adjourn was made by Mike O'Brien/Don Smith. Vote passed. Meeting adjourned at 1:03 PM by the Superintendent.

Respectfully submitted, Doug Wagner, Acting Recording Secretary



Calling All N-Scalers in Bakersfield, Kern and Surrounding Counties.

The local model railroad club, of Bakersfield, the Golden Empire Historical & Modeling Society, N Scale Division, is currently looking for any N scalers in Kern County, who would like to join in on constructing an 18' x 80' N scale club layout, loosely based on the Bakersfield-to-Mojave line. We have been working on this layout since around 1996, but the more modelers, the merrier! If you have any questions, please contact Doug Wagner at (661) 589-0391 or via email at carldw@aol.com. Visit our web site at www.GEHAMS.net. Thank you!

Doug Wagner, Golden Empire Historical & Modeling Society, N Scale Division, Bakersfield, California, carldw@aol.com, (661) 589-0391

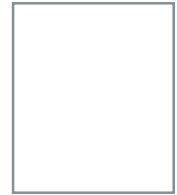
YOUR STORY COULD BE HERE

If you have an interesting, educational or funny story or anecdote, why not submit it to the Observation.

Describe the building experience of your layout or the design challenges you encountered. Write a description of a ride on your layout as the engineer or as a passenger. Imagination is endless, pass it on.

Submit your idea to the editor at: gmpisching@netzero.com

Gus' Special crosses the Stanislaus River Bridge in 1923 on the Sierra Railway's Angels Branch. The Angels Branch will be featured on Glenn Sutherland's layout, as well as in his clinic entitled "Sierra Railway - Modeling the Angels Branch."



Label

NEXT DAYLIGHT MEET IN MARIPOSA 9:30 AM, Saturday, June 2, 2012, Mariposa County

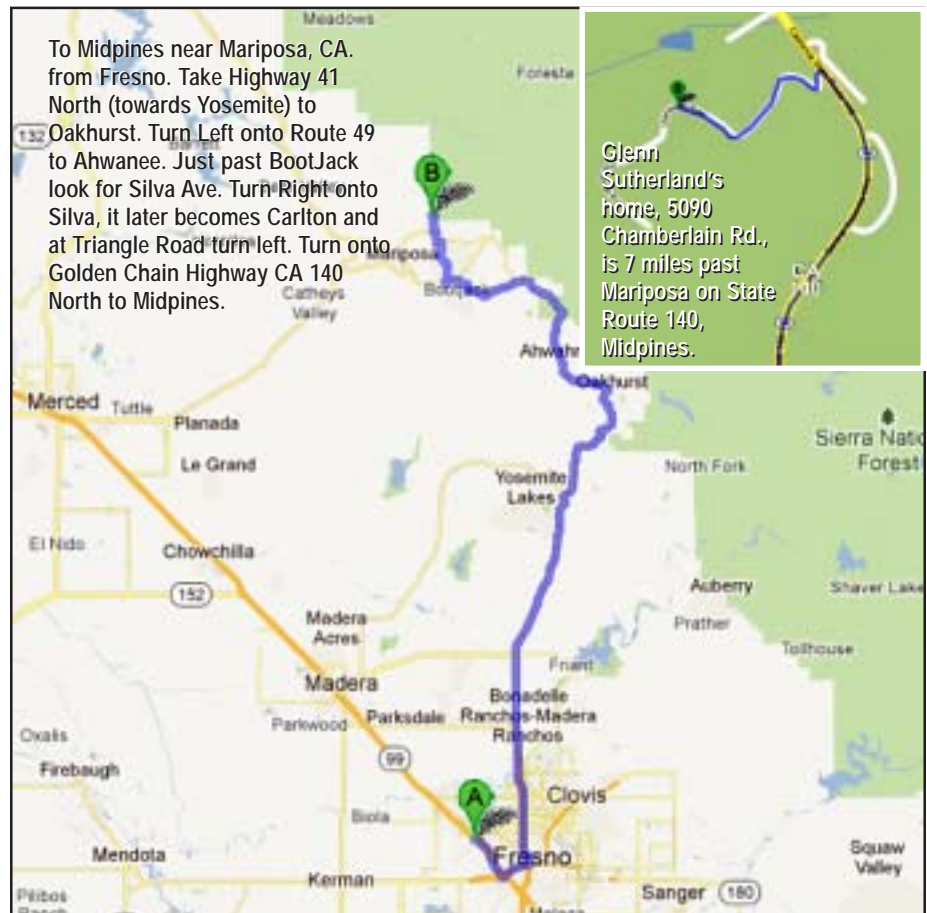
Daylight Division Spring Meet

We hope you can join us for a fun-filled day of activities, including two clinics, model and photo contests, layout tours, door prizes, the “World Famous” Daylight White Elephant Auction (well, WE know about it!), and, of course, the obligatory quarterly Daylight Division business meeting.

Registration is \$4.00 for NMRA members, \$5.00 for non-members. Lunch will be an onsite BBQ. More details coming soon.

Schedule of Events

- 9:30 am – Registration, Contest Item Check-ins, and Refreshments
 - 10:00 am – Welcome
 - 10:10 am – Clinic #1: “Sierra Railway: Modeling the Angels Branch”, by Glenn Sutherland
 - 11:10 am – Clinic #2: “Hostling a Steam Locomotive”, by Dave Tadlock
 - 12:00 pm – Lunch Break.
- Please RSVP** your attendance
- 1:00 pm – Daylight Business Meeting, White Elephant Auction
 - 2:00 pm – Layout Tours



Donations of new, unused items for door prizes would be especially welcome.

Remember to bring plain-wrapped railroad-related items for the White Elephant Auction. The more the merrier!

Contests Categories

- Models: Passenger Cars
 - Photos: Trains in the Seasons
- Display-only models and photographs are also welcome.