



The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 20, Issue 3

Third Quarter, 2006

Summer 2006 Daylight Meet in San Luis Obispo, August 26

By Terry N. Taylor

The Summer Daylight Division Meet is at Mary Carole & Hilding Larson's place (7050 Lewis Lane just east of the San Luis Obispo Airport) at 9:30 AM on Saturday the 26th of August. Their phone number is 805-543-1133.

Please don't forget to bring that favorite photo, artifact, or model to display. Also remember your "White Elephants" for the auction. Donation requested at the door is \$3.00 for NMRA members, a dollar more for non-NMRA members. Soft drinks and snacks will be provided. Tri-tip will be served for lunch if you want (and very few won't) for \$6.00.

Tentative Time Schedule for 26 August:

9:30 to 10 AM - Registration & Refreshments (soft drinks donuts etc) Look over Hildings layout, contest entries, socialize and try your hand at the switching layout.

10 to 10:10 - Welcome & Agenda Review (David Chong or Terry Taylor)

10:15 to 11:15 - 1st Clinic - Western RR Movies of the 1960s by Glenn Geissinger

11:15 to 12:00 - 2nd Clinic - Sunset Railway by Doug Wagner

12:00 to 12:45 - Lunch (Tri-Tip sandwich, potato salad, beans, green salad and chocolate cake)

12:45 to 13:30 3rd Clinic - Santa Fe in the 1953 Stockton Area by Terry N. Taylor

13:30 to 14:00 - Daylight Division Meeting & Announcements

14:00 to 14:15 - Layout Tours Presentation (Rick Anderson)

14:15 to ??? - White Elephant Auction

15:00 to 19:00 (i.e., 3 to 7 PM) Layout Tours & Op Sessions

Open Houses will be at Charlie Burns's, Karl Kvilvang's, Hilding Larson's, and Terry Taylor's.

Hosting this meet is the San Luis Obispo Model Railroad Association. The host committee includes:

- Snacks - Glenn Geissinger
- Admission - Terry Taylor
- Lunch - The Larsons & Kate Chong
- Audio Visual - Hilding Larson for computer projector etc

- Auctioneer - Paul Deis
- Maps - Rick Anderson
- Setup & Cleanup - Jim Keating, David Chong, Matt Hoffman, Michael Mickens, Chuck Ellison

The SLOMRA (which stands for the San Luis Obispo Model Railroad Association - we were SLOMRC) is an "all scale" group. Our members are actively engaged in modeling HO, N, and G scales as well as 12 inches to the foot, with other scales also welcome. We have multiple train meets, operating sessions, and events throughout the year. We also have a business and social meeting once a month, and organized activities are held most every week.

The SLOMRA mailing list is open to all model railroaders, regardless of whether or not you are a member of the SLOMRA or a local resident.

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The Answers are Out There

By Bob Pethoud, Member Aid

Here is a prototype track arrangement to inspire you and to illustrate a strategy in model railroad track planning. Chowchilla, CA, is at milepost 168.2 on the old Southern Pacific valley main line. Clearly, with 17 turnouts, eleven spurs, a siding, a runaround, a wye, a 90° curve, and a 180° curve, a scale model of this area would fill a garage. Even by shortening all of the tracks and using sharp radius curves, Chowchilla would consume most of a good-sized room.

If your goal is to create a model of Chowchilla as one part of a larger model railroad, a strategy to help you reach that goal is selective compression. Selective compression is what turns a four-story, 400-foot long factory into a three-story model only 200 scale feet long. The compression part is usually easy; it's the selection that is difficult. Compression in track planning means that we take a spur half a mile long (enough to hold sixty-six freight cars, each 40 feet long) and shrink it until it barely holds four model cars. Selection, however, means that we compress some features to zero length, i.e., we omit them altogether. That's the tough part: what do we eliminate? There is never only one right answer to this question; it all depends on what we want most on our model, given that we can't have it all.

Now take a look at Chowchilla and start selecting. What will stay and what will go? Let's say your goal is to create a representation in miniature of the trackage here that gives a flavor of the prototype while doing these things:

- Using a lot less space
- Maintaining or enhancing operational interest
- Facilitating easy maintenance of the finished layout

I might look first at cutting down the number of spurs. In particular, some of the doubled spurs could become single. On the other hand, a large industry can justify the many car spots on two spurs and sometimes a car that has just been unloaded at one spot may need to be respotted elsewhere at the same industry for loading. This is a great operational benefit you may not want to lose.

Next, the 180° curve on the spur at the east end of town would devour an enormous amount of real estate. But do keep in mind that because the curve is on an industrial spur it can be much sharper than a main line curve. It might even be possible to make the radius as small as 12 inches in HO scale if you restrict access to this spur to short 4-axle diesel switchers or two-truck Shays.

The wye is another space-eater and could easily be

discarded. But on the other hand, if you keep the wye and discard instead the short runaround just west of it, then the wye can serve as a runaround itself. Interestingly, it will reverse the locomotive's direction each time it is used and will thus add to the operational challenge.

Some of the other features are definite keepers. The long siding attached at both ends to the main line provides a place to leave most of the train while the crew switches the many industries and, at other times, facilitates meets and passes on this busy single-track main line. The straight secondary track containing the runaround and wye and off of which most of the spurs branch is central to the character of the whole track arrangement. It is reminiscent of John Allen's "Timesaver" or the "Switcheroo" of a couple of columns back and is what makes this town's trackage unique. Finally, the curving spur to the Danish Creamery features multiple industries, brings the track out at an interesting angle, and allows for another extra-sharp curve, perhaps this time requiring the use of idler cars as a handle to reach where the locomotive cannot go.

At the same time as you are deciding which features to include and which to exclude you need to think about what the overall shape of the modeled area will be. Chowchilla doesn't look like it will fit on a narrow shelf, what with many of the spurs protruding like cactus spines from the valley main.

Answers (Cont.)

At this point in the design process it may be a good idea to plan for facilitating easy maintenance, briefly mentioned above. I have some rules of thumb for this goal, just as I had in the last issue for the goal of interesting operation:

- a. Everything should be within easy reach, say within about 30 inches of wherever the operator/repair technician can comfortably stand.
- b. Minimize the number of turnouts. Turnouts are the major source of expense and maintenance costs in both time and effort. Notice how neatly this rule conflicts with my first rule of thumb for interesting operation: maximize the number of spurs.
- c. KISS: keep it simple, stupid. Multiple level benchwork, slip switches and other fancy trackwork, and lift-out sections and the like are just accidents waiting to happen. Yeah, I know, sometimes I use these too.
- d. Build the layout close to eye level. This enhances the appearance of the layout a great deal, but it also makes it easier to get under the track for maintenance and repair.

As you see, there are many things to take into consideration and there will be many possible selectively compressed versions of Chowchilla. If you're inspired to draw up a model version, email it or send it via snail mail and perhaps we can publish it in a future issue.

That's all for this time. Feel free to contact me with comments and questions at pethoud@comcast.net

SLO Meet (Cont.)

Please feel free to join us in our discussions at SLOMRA@yahoogroups.com, or post questions about model railroading or related activities. Be sure to check the "Calendar" page for the latest info on upcoming events. Our group home page location is

<http://groups.yahoo.com/group/SLOMRA>

For further information contact Terry N Taylor (805-595-9535) terryntaylor@charternet

The next Daylight Division Meet will be Nov 4 in Merced. Our meets are open to all interested parties.

Finding your way to Hilding Larson's (Maps on page 5)

From the south

Take 101 North to Arroyo Grande
Take the Price St exit - go 0.2 mi
Bear right at Price St - go 0.1 mi
Turn right at Hinds Ave - go 0.0 mi
Continue on Price Canyon Rd - go 4.8 mi
Turn left at Edna Rd - go 2.0 mi
Turn left at Los Ranchos Rd - go 0.6 mi
Turn right at Country Club Dr - go 0.5 mi
Turn left at Lewis Ln - go 0.2 mi

From the North

Take 101 South to San Luis Obispo
Take the Marsh St exit 202A - go 0.8 mi
Turn right at Broad St - go 2.7 mi
Continue on Broad St - go 0.1 mi
Continue on CA-227 - go 0.8 mi
Continue on Edna Rd - go 0.7 mi
Turn right at Los Ranchos Rd - go 0.6 mi
Turn right at Country Club Dr - go 0.5 mi
Turn left at Lewis Ln - go 0.2 mi

Sierra Memories 2008 Committee Meets in Fresno

A meeting of committee members was held at the convention site June 24. Doug Wagner will be in charge of registrations and help with door prizes. Dave Grenier will work on an official web site. Brewster Bird will handle clinics. Chuck Harmon will work on advertising projects. A convention car was discussed, but costs must be accumulated before a final decision can be made. The convention logo will be of

"Betsy", a Sugar Pine Lumber Co loco. Convention shirts will be made on a pre order basis. Convention registration will include the banquet. We need a minimum guarantee of 150 room nights for the event. The hobo breakfast will be held at the hotel. Bill Scott will arrange for the Sugar Pine Railroad picnic and train ride. Brewster will check on prices for tour vans for layout tours to Visalia/Tulare and Mariposa/Merced.

After the meeting, the attendees toured the facilities. The next meeting is September 30 at 2:00 pm at the Ramada Inn, Shaw and Fresno Streets, Fresno, CA. We still need a few volunteers. Contact me at john@irisstracklayer.com if you can help in any way.

John Houlihan, Chairman

Director Rants and Raves (as it goes)

As seems to happen with model train clubs, when summer hits things slow down, as far as model railroading goes.

Since the annual PCR Convention, in Sacramento, in May, there hasn't been too much happening. By the way, if you missed the Sacramento Convention, you missed another great convention! In fact, all the conventions I have attended have been great! But that's In My Own Humble Opinion, of course! Next year's convention will be held in Santa Cruz, and promises to be another great convention. And then, of course, the Daylight Division will be hosting the PCR Convention, in Fresno, in 2008.

If you missed the Daylight meet in Santa Barbara, you missed another great Daylight meet! But that's In My Own Humble Opinion, of course! The next Daylight meet will be August 26th in San Luis Obispo, at Hilding Larsen's house—and will include a great tri-tip lunch, to boot! And there are several layouts in the SLO area that'll you will not want to miss.

Then, on November 4th, the Daylight meets moves up north, to Merced/Mariposa area, and Charlie and Babette Pigott are handling all the details for that meet. Stay tuned to this newsletter for further information on all the meets.

The next Board of Directors meeting will be held in October, in Santa Cruz, so if you have any thing you'd like to have brought before the PCR Board of Directors, please call me at (661) 589-0391, or email at carldw@aol.com.

See you in San Luis Obispo, August 26th!

Doug Wagner



National Model Railroad Association

Membership Application

Pacific Coast Region / Daylight Division

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: _____ NMRA # (if a renewal): _____

I want to become a member of or renew my membership in the National Model Railroad Association. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to "NMRA". I understand that membership in the NMRA includes my affiliation with a Region and Division based on my address above. I also understand that I must subscribe to the National and Regional publications in order to receive them.

Regular Member w/National Subscription and Region Subscription	\$ 51.00
Regular Member w/Region Subscription Only	\$ 39.00
Family Member (must have Regular Member as sponsor) – Provide Name:	\$ 9.00
Student Member (under age 18 or under 23 w/valid student ID Card)	\$ 24.00
Sustaining (clubs, businesses, associations, etc.) includes National Subscription and Region Subscription	\$ 84.00
RailPass Trial Membership (6 months w/ National Subscription and Region Subscription – new members only)	<u>\$ 12.95</u>
	Total

Send all membership applications to: NMRA, 4121 Cromwell Rd, Chattanooga, TN 37421

Daylight Division Treks to Santa Barbara

by Chuck Harmon

Going to the edge of the division, Daylight Division's Spring meet was held in Santa Barbara on May 20th at the home of Gary Siegel's L&N Eastern Kentucky Division HO-Scale railroad.

Under pleasant skies the meet started out with fellowship and a visit to Gary's layout.

Don Newman and Bob Lyon conducted a clinic in the back yard on DCC sound, demonstrating the capabilities of the new Tsunami decoders. The presenters drew a lot of attention when they connected out board speakers driven by a separate decoder to give an impressive level of sound.

Following them, James Donlon showed how he designed his layout with the assistance of a foam-core mockup. Drawing on his experience designing stage sets, James showed how he was able to get his 3-level layout with 300' of main line into a very limited space. He assembled the various levels in 1-1/2" scale as a fascinated audience watched.

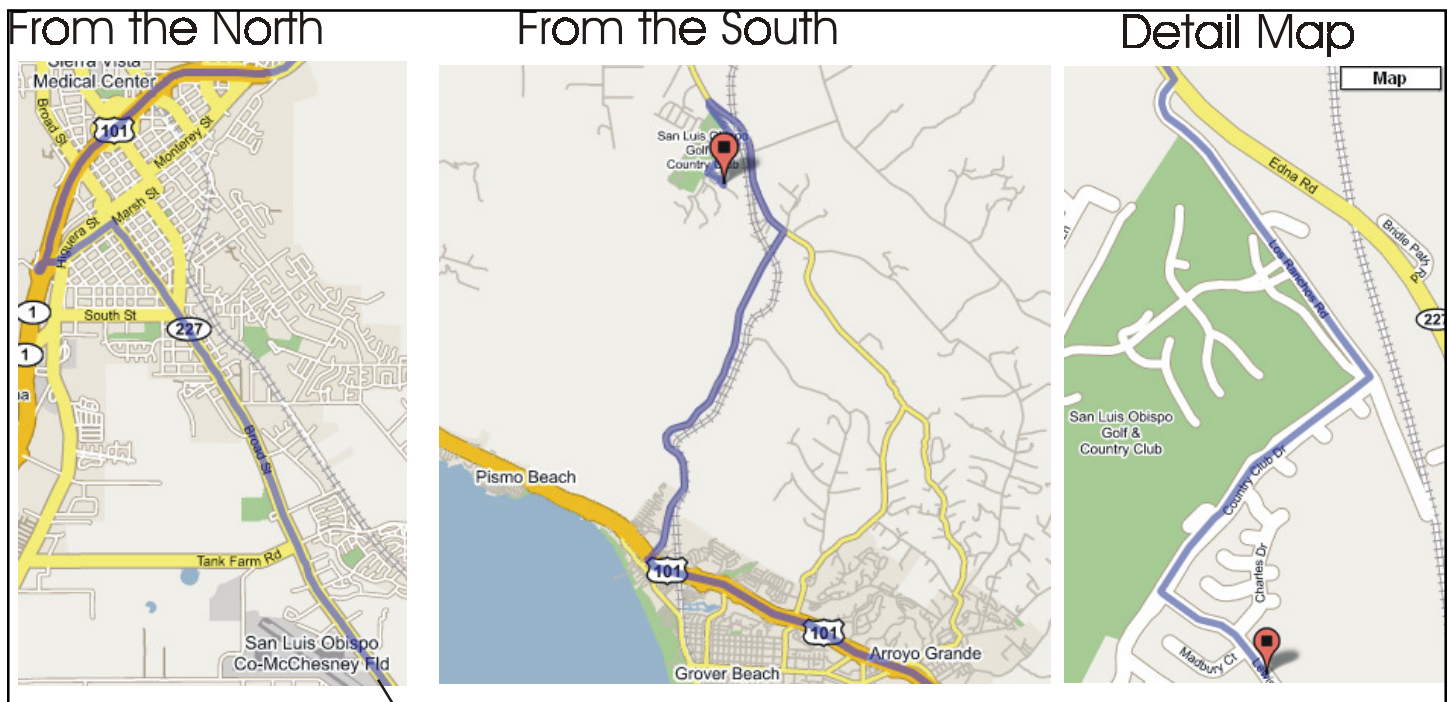
Before lunch, Gary took everyone around the corner of the Garage and up the hillside behind his house to explain the construction of his 1/32nd scale outdoor layout. Running on G-scale track, 1:32 rolling stock is scale equipment sized smaller than G-scale, but larger than O. Gary's outdoor pike will model the Southern Pacific's Santa Cruz Subdivision.

After stuffing ourselves with pizza, we gathered on the lawn for a quick business meeting and White elephant auction. Upcoming meets were announced for San Luis Obispo at Hilding Larson's on August 26 and Merced area on November 4. The exact location of the Merced meet is not yet determined. Bruce Morden, chairman of the Santa Barbara meet, announced that plans are being made to meet at the Filmore and Western short line railroad next year.

Bruce Morden was also honored as the Daylight Member of the Year for 2006.

The day closed out with the distribution of maps for layout tours. Division members were treated to Walter Naumann's N-scale "1 mile of the Union Pacific" layout, and Bill Everett's O-Scale traction layout. (We got to see the portion of Bill's scratch-built collection that is not exhibited at the California State Railroad Museum or the Orange Empire Museum.) We also visited John Ryan's N-scale SP coast-line route, housed in the living room of his apartment.

For this Editor from Fresno it was a long drive and 2 hotel nights, but well worth it. I'm looking forward to August 26th in San Luis Obispo as an opportunity to escape the valley heat and enjoy some more Daylight adventures.



Daylight Division Minutes May 20, 2006, Santa Barbara, California

Daylight Division Superintendent Pat Doyle called the meeting to order at 12:56 PM.

It was moved by Daylight Division Director Doug Wagner, seconded and passed to approve the minutes of the last meeting as published in the Observation.

The Daylight Observation Editor Chuck Harmon asked for a poll of how many in attendance would need to receive a mailed paper copy of the Observation. Of the 17 present, 9 indicated they would need to receive a mailed copy. Discussion followed, but no motion was made.

Director Wagner reported on the 2008 PCR convention. A walk-through and meeting of the committee will be held at the Fresno Ramada Inn, located at Fresno and Shaw, on June 24. The convention dates are April 30 through May 3, 2008. The convention has been named "Sierra Memories," commemorating the San Joaquin and Eastern (S.J.&E.) and the Minarets and Western railroads. Committee positions remain open. Doug Wagner is the registrar. Registration will be on-line, like the 2007 convention.

Paul Deis reported that San Luis Obispo will be the location of our next meet, to be held on August 26 at Hilding Larson's home. There will be a barbeque lunch, 3 clinics and 6 layout tours. They also plan a trip to the 7" scale Bitter Creek and Western located on 8 acres at Nipomo.

The November meet will be hosted by Charlie and Babbet Piggot in the Merced area. The date will be November



Gary Siegel sends a wireless command to get his 1:32 U-Boat rolling.

4, but the exact location has not been decided.

Bruce Morden reported on discussions he has been having with the Philmore and Western Railroad about holding next spring's meet there. We would hold our meeting in one of their passenger cars and be served a lunch of green salad, grilled chicken, rice, vegetable and dessert. Our day would include a tour of their facility and a 2-1/2 hour ride on the train. The cost would be \$42.00 per person, and there is room for about 30 people in the car.

Paul Deis moved that Bruce be authorized to pursue holding the spring 2007 meet at the Filmore and Western railroad. The motion was seconded and passed.

There was no old business.

Under new business, Director Wagner moved that we open nominations for the offices of Superintendent and Chief Clerk/Paymaster at this meeting and accept nominations at all remaining meetings this year. The motion was seconded and passed.

Following the motion, Superintendent Boyle opened nominations and the following names were placed in nomination:

For Chief Clerk/Paymaster: Terry Taylor

For Superintendent: Pat Boyle
Danny Siems

Nominations were tabled until the next meet.

Contest Report:

Photo contest winner was Richard Rink



Bill Everett's fabulous traction collection and layout was on the Santa Barbara meet self-guided tour.

Director's report:

At the Board of Director's meeting at the Sacramento convention Larry Altbaum reported the Region was loosing \$3,000 per year on operations, mostly due to the cost of printing and mailing the *Branchline*. He is recommending the region encourage people to take the *Branchline* in electronic format to reduce costs.

Divisions are to receive funds from the region to help with the expense of mailing region news and ballot with the division newsletters.

The Hawaiian Division is now inactive.

Financial:

Expenses:

- Pizza and Salad (Bruce Morden) \$147.00
- Coffee and donuts (Bruce Morden) \$ 27.00
- Copies of maps (Bruce Morden) \$ 6.30
- Plates and cokes (Bruce Morden) \$ 16.18
- Observation printing and postage (Chuck Harmon) \$181.08

Doug Wagner moved the bills be paid. The motion was seconded and passed.

The door prize of 25.00 cash was won by John Ryan.

There being no further business, Paul Deis moved the meeting be closed. The motion was seconded and passed. The meeting was closed at 1:37 pm.

The meeting was followed by a spirited white elephant auction, proving that one man's junk can be



Bruce Morden, Daylight Division Member of the Year.

another's treasure (or his donation to the next white elephant auction).

Respectfully submitted, Chuck Harmon
Volunteer Minute Taker.

Chief Clerk-Paymaster Reports

The bank balance is \$1,404.03 as of 7/31/06.

Brewster Bird
Chief Clerk-Paymaster



In his clinic James Donlon showed how he built this foam-core "model" of his layout to test fit the plan.

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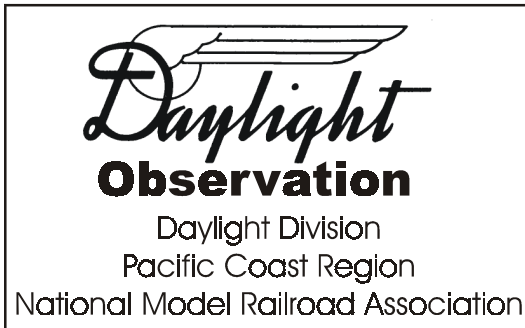
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