



The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 21, Issue 3

Third Quarter, 2007

Daylight Division Holds Summer Meet in San Luis Obispo Saturday August 18th

By Terry N. Taylor

The upcoming NMRA/PCR Daylight Division Meet on the 18th of August is scheduled to be held at the home of Mary Carole & Hilding Larson in San Luis Obispo. We are quite proud to say that they are the 2007 Daylight Members of the Year Award Winners. Hilding & Mary Carole model the Union Pacific branch line to Yakima Washington as well as the Yakima Valley Transportation. While there is no overhead wire yet on the YVT, operating their layout is a lot of fun whether you pull the duty on the YVT segment (which can only haul two cars at a time due to the grade), running one of the local switchers or being yardmaster.

As usual, we will have the switching module available for those who want to enjoy this facet of our hobby. Our esteemed Division Director Doug Wagner has boasted that he has the slowest time by far, and, thus, is unbeatable. That's quite a challenge, although I'm not sure anyone else wants to try for his title.

And please, don't forget to bring that favorite photo artifact or model to display. Also bring "White Elephants" for the auction. The cost of the Meet is \$3 for NMRA members, \$4 for non-members. Lunch consisting of Tri-Tip sandwich, beans, and salad, etc. is \$6, a break-even meal.

We have three very interesting clinics lined up. The first is by Paul Deis on outdoor layout planning, from surveying the ground to track laying. We actually used a transit and laid string lines to check the elevations of the existing backyard planters. After carefully measuring all points, Paul put the elevations into his computer before he started on a track plan. [This is in G scale but can be done in Z scale (as well as all scales in between). I have seen outdoor HO scale layouts and have been told of a couple N scale layouts outdoors but I do have to wonder if anyone has been 'brave' enough to do a garden railroad in Z scale.]

The second clinic is by Joe Burns on "How a 2 Month Disney Oriented Railroad Poster Ended Up Taking Two Years." I have a copy of the two-sided poster and it is very nice.

The third clinic is by Brewster Bird on Square Foot Modeling where he will show how to use the Golden Angle to draw you into a scene, the use of vanishing point perspectives with physical models in a small space and how to pull it all together using your favorite ballast color, dirt from your favorite prototype location with weeds, ground foam and basic colors. (ED NOTE: See preview article in this issue of *The Daylight Observation*.)

Just in case, we have a fourth clinic lined up on the Saxby & Farmer interlocking machine that John Houlihan is producing to go with the great tower kits in several scales he produced earlier this year. If you model the Santa Fe in the San Joaquin Valley or any of the railroads like the SP, Yosemite Valley or others that crossed the Santa Fe line between Bakersfield and Stockton, see John as I think that he has a couple left. I know that three of them will be on my layout as soon as they are built.

Operations or layout open houses will be hosted By Hilding Larson (Union Pacific), Charlie Burns (Southern Pacific), Karl Kvilvang (Western Pacific) and Terry Taylor - health permitting (Santa Fe).

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The Answers are Out There

By Bob Pethoud, Member Aid

“I read that model trains as a hobby is dying. Is that true?” This question was posed to me a few weeks ago by a colleague who had read it in the newspaper. Turns out he had read an article by Roger Vincent of the Los Angeles Times from late May, 2007. The article concerned the sale and relocation of that well-known train shop, Allied Model Trains in Culver City. The former owner, Allen Drucker, is quoted as complaining, “It’s just a dying hobby.”

As evidence for this proposition, the article states that the circulation of Model Railroader magazine went from 272,000 in 1993 to 162,000 today. That’s a 40% drop in less than fifteen years. Our organization, the NMRA, had over 24,500 members in 1973, but that number has fallen to around 19,500 now, a loss of about 20%. That loss has taken place during a time when the U. S. population has increased by about 45%, so in that time our membership has fallen by about 42% as a percent of population.

Those numbers are significant and troubling. When model railroaders get together, they sometimes lament the scarcity of young hobbyists, and it may feel like our hobby may really be moribund in the early years of the twenty-first century. But I want to point out a few things:

- My 2007 Walthers catalogue has over 1000 pages. Somewhere in my stash of things I never throw away I have a 1974 Walthers catalogue, which has less than half that many. For a dying hobby, we certainly have a cornucopia of products to help us pursue it.
- When I joined the NMRA in 1973, Model Railroader, Railroad Model Craftsman, and the NMRA Bulletin were about the only relevant periodicals available. Today I subscribe to five general model railroad magazines (even after the recent demise of two), four specific railroad historical society journals, and two special interest group (SIG) publications, and I purchase random issues of literally dozens of other niche magazines. Perhaps Model Railroader’s drop in circulation is due more to a splintering of the market than to a drop in overall interest in the hobby. Similarly, it’s very possible that a downturn in business for local hobby shops is balanced by an increase in internet sales.
- A downward trend is not the end of the story. We can’t assume the numbers will ever approach zero, because the appeal of scale models is innate and uni-

versal. There will always be miniature replicas of airplanes, boats, armored vehicles, and trains, often in dioramas with realistic landforms and buildings. The kid in all of us will always delight in these.

More so than with other pastimes, the character of model railroading has changed dramatically over the last 30 years. In 1975 the advanced practitioners of the hobby were scratch-building freight cars and structures out of wood and the then-new medium of styrene. Now, highly-detailed kits of laser-cut wood and epoxy resin castings put state-of-the-art models within everyone’s reach and still leave us time to run our trains. Model railroading, with its focus not on a single vehicle but on a whole network of paths (metal ones at that) was uniquely positioned to take full advantage of the microcomputer revolution. And take advantage of it we have. The advent of DCC has made it child’s play to build and operate not just a train, but a realistically functioning transportation system, complete with sound, signaling, and prototypical dispatching. Contrast this with the plastic modelers who are still building static dioramas and the RC enthusiasts who are still racing their cars, boats, and airplanes. You don’t see the RC car builders fashioning and running whole highway systems.

My answer to my colleague was, no, I don’t think my hobby is dying; changing yes, dying no. Regardless of how it really turns out, though, I’m not worried about it. If all interest in trains evaporated tomorrow, there would still be enough products on the market from former hobbyists unloading their collections (22,854 items in HO gauge alone on eBay yesterday) to keep me busy and active modeling and running trains if I live to be 120.

That’s all for this time. Contact me with comments and questions at pethoud@comcast.net.



Irish Tracklayer
O Gauge Track Products

John Houlihan

2682 W. Palo Alto Ave.
Fresno, CA 93711-1107
www.irishtracklayer.com

(559) 435-0874
Fax (559) 435-2874
e-mail: john@irishtracklayer.com

Daylight Division Director's Report

by Doug Wagner

Well, we are right in the midst of the Dog Days of Summer, and I hope everyone is enjoying their summer vacation. This fire season has been very busy around the whole state of California. I haven't had a chance to work on my home layout as the Kern County Fire Department keeps offering me "An Offer I Can't Refuse"!

For those that didn't attend the Suntan Special Annual PCR Convention in Santa Cruz, you missed out on a great convention! In fact, come to think about it, I've never been to a bad PCR Convention with all the layout tours and clinics to learn all sorts of neat stuff about model railroading, besides getting to rub elbows with all the friendly PCR members. So, as a goal, how about all of you attending the Sierra Memories PCR Convention, next year, right in our own back yard – in Fresno. In fact, the Sierra Memories Convention is being sponsored by the Daylight Division, so it would be nice if a whole lot of Daylight Division members were in attendance for a convention being sponsored by the Daylight Division!!! (Hint, hint).

For those who subscribe to the Pacific Coast region's newsletter, *The Branch Line*, you will have noticed that we have a new PCR President and Vice President. Ron Plies takes over the helm from Gene Mayer, and Pat LaTorres gets the reins of Vice President from Dave Connery. Both Gene and Dave are to be commended for a "job well-done" for the last 4 years, and helped the PCR build a great foundation, but it takes all of us to keep that foundation strong. You get out of the PCR what you put into it, so the least you can do to support the PCR is to attend a Daylight Division quarterly meet. And I have no doubt in the quality of leadership that both Ron and Pat will provide to the PCR in the next couple of years!

And speaking of attending a Daylight meet, you'll get your chance to attend a great one in San Luis Obispo, being held at the home of Mary Carol and Hilding Larson. Not only do the folks in San Luis Obispo always seem to have great clinics, great layout visits, great operating sessions, but the great meal that Mary Carol and Hilding provide for the attendees of the meet. So, be sure not to miss out on this meet, in San Luis Obispo, Saturday, August 18th. And, oh yea, don't forget to bring your models for the contests and White Elephant gifts for the auction at the end of the meeting. Doug Wagner will have photos to enter that he took at the Suntan Special PCR convention.

The November Daylight meet has been scheduled for Saturday, October 27th, at the host hotel of the Sierra Memories, the Ramada Inn, located at 324 East Shaw, in Fresno. The

Daylight meet will be held in the morning, then, in the afternoon, while all the folks are having fun visiting and operating on layouts in Fresno, there will be a PCR Board of Director's meeting. We hope that in the evening we'll have an operating session at one of the layouts. More information to follow on this meet in the next issue of *The Daylight Observation*.

Earlier I mentioned the PCR's newsletter, Branch Line, which, if you pay the \$6.00 subscription fee for it, you will receive 4 times a year, with all the information about the PCR included. If you don't pay the subscription fee, you will receive the Branch Line only in January, which includes the ballots for elections and the current convention information. However, for those who don't pay the subscription price, you can still get all the information within the PCR via the PCR Yahoo Group. This is a FREE group, accessible via the Yahoo home page and is a great source of information regarding events within the region – whether sponsored by, or independent of, the region or divisions. And I believe you can also access the electronic version of the Branch Line, at the PCR Yahoo Group page, in the files section.

And now for a word from the Sierra Memories Registrar – me! For those of you who wanted to save \$20.00 off the registration fee of \$115.00, for the 2008 Fresno convention, sorry, you missed that chance. The deadline to save \$20.00 was May 31st, 2007. But don't fret, you can still save \$10.00 off the registration fee, but you must register for the convention before March 1st, 2008, to get the \$10.00 savings. From June 1st, 2007, to February 28th, 2008, the cost of registering for the Sierra Memories convention is \$105.00. On March 1st, 2008, the fare goes up to the full price of \$115.00 – so don't say you weren't given enough advance warning! You can register, via the Internet at the Sierra Memories web site at www.pcrnmra.org/conv2008/registration.htm, using either a credit card or a PayPal account. If you don't want to register through the web site, you can still visit the web site and download and print the registration form, then mail it in, with your payment for registration enclosed. If you don't want to do it that way, you can use the registration form that is in this issue of *The Observation*. If you have any questions concerning registration, you may contact Doug Wagner, at PCRConv2008@aol.com, or by phone at (661) 331-6695.

Well, that's it for this issue. Hope to see a lot of you on August 18th, in cool San Luis Obispo, because that sure beats the 100° heat in the San Joaquin Valley!

Doug Wagner, Director

Daylight Division Minutes May 19, 2007, Santa Barbara, CA

Division Superintendent Pat Boyle called the meeting to order at 12:38 pm at Gary Siegal's home. He called on John Houlihan to report on the 2008 PCR convention.

Houlihan reported that the committee was considering holding rail customer tours so that convention attendees would learn how some of the railroad customers use rail service. He talked about having volunteer-driven vans to take people to layouts in the outlying areas during the day and using them in the local area in the evening. The charge for riding in the vans might be \$10 to defray the cost. They are also working on continuing the trend seen at Santa Cruz of more models and photos in the contest room. Space is being reserved for manufacturer exhibits and modular layouts. The contest room will be open after the banquet so people can see the winners and talk with the modelers. Volunteers will be needed to man the registration desk, contest room, and clinic rooms. Clinic givers are wanted. The Web site will soon have a place for them to sign up. Doug Wagner has registration forms. So far, 63 registrations have been received. The registration fee will remain at \$95.00 until June 1. Reservations are also being received for the extra fare Yosemite Mount Sugar Pine Railroad trip. So far, 18 to 22 have signed up.

Doug Wagner reported on the BOD meeting held at the Santa Cruz convention. He reported that the region is in good financial shape, much better off than many other regions. However, some of the trickle-down expected from the NMRA to the Divisions is not yet covering costs. He also reminded everyone that the January Branch Line will be coming in the mail to all NMRA members residing in the PCR, but that all other issues are mailed only to those who have paid the subscription fee. Wagner explained that mailing lists are now handled through National, and that members should notify them of any address changes. Wagner is also able to help with membership issues.

Chuck Harmon reminded everyone that the Observation is now available on line. He requested volunteers who were willing to receive e-mail notification when a new issue is posted instead of receiving a mailed hard copy. A sign-up sheet was circulated and 13 signed up for e-mail notification. Harmon also reported that business-card sized ads will be published in the Observation for \$40.00 per year. He pointed out that two ads appear in the latest issue.

Bruce Morden handed out maps for the layout tours and briefly described each layout on the tour.

Dave Grenier reported that the web site is fully functional and handed out cards with the web site address.



Bill Everet shares some traction modeling tips with Bill Scott and Ed Hall, MMR

Treasurer's report. The treasurer's report was not available.

Bills: the following bills were presented:

Daylight Observation printing and postage: \$212.38.

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

Minutes: Doug Wagner moved to accept the minutes of the February 24, 2007 meeting as printed in the Observation. It was seconded and passed.

The meeting was adjourned at 1:22 pm.

Joe Paff won the \$25.00 door prize. The next meeting will be on August 18th at Hilding Larson's home in San Luis Obispo. Chris Palamaris set up a favorite model display consisting of several well-weathered modern freight cars.

Chuck Harmon, volunteer Secretary pro-tem



The Tree Making Clinic was Popular at Santa Barbara Meet

Square Foot Modeling-One Example-

By Brewster Bird

Here is a preview of one of the clinics to be held at the meet in San Luis Obispo. You might want to bring along the tools and materials listed here so you can take home a scene to place on your layout. The following are used for this project:

Tools

Imagination
Steel rule
T-square
Scalpel or #11 blade in a #1 handle or single edge razor blade

Materials

White glue
Acrylic medium
Acrylic paints
Foam core board (thickness of your choice)
NJ International Oil Rig Tower (assembled)
Three dome oil tank car (assembled)
Sugar-free instant tea container-translucent plastic-label removed and painted flat black (2)
Backdrop paper, already printed (Detail Associates, Instant Scenics, scenic wallpaper trim)
9-inch snap-track or equivalent
10 square toothpicks
Two straight shirt pins
Woodland Scenics or equivalent scenery materials (sand, ground foam, etc)
Dried flower parts (gypsophila, yarrow, crepe myrtle stems)
#2 pencil
Plastic sprue material left over from a Plastic kit to be used as piping around the tanks and the oil rig (any gray plastic sprue, or paint gray or rust) - carve off any molding nubs to represent up to six-inches of tangent pipe. Kinks or waves are ok.
12-inch length of black insulated 22 or 24 gauge wire to represent rubber hose

Procedure

Cut the base board from the foam core board 12-inches square, extra may be used for backdrop reinforcement. Paint prior to assembly.

Cut four strips from the foam core board to represent earth berms surrounding the tanks. Cut a four by six-inch piece to support the tanks. Temporarily set the tanks on the support piece to see where to put the berms and glue the earth berms onto the board.

Paint the 4x6 piece. Add scenery materials to the piece while paint is wet and let it dry.

Locate the 4 x 6 piece, earth berms and all, on the square foot foam core board for the greatest visual effect, then place the oil tower, snap track and tank car where they will compliment the scene. The plastic tanks should be the smaller ones (4 inches high, versus 6 plus inches high).

Snap off both ends of each toothpick to simulate railroad ties and car blocks. Glue four ties to one end of the track to represent a car stop atop the rail. Gently poke the shirt pins through the toothpicks until the pins secure the ties to the end of track. Nip off extra pin below the foam board and apply glue where needed. Let everything dry.

More info will be presented at the show and tell clinic on square foot modeling at San Luis Obispo August 18th.

See you there,
Brewster Bird

Want your ad in the OBS? Send a business card along with a check for \$40.00 and we'll print it for the next 4 issues. See the OBS editor's address on the back page, or give it to me at a meet.

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The Daylight Observation is published quarterly to inform members of division activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to all members of the Division and to officers and newsletter editors of other divisions in the PCR.

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Chuck Harmon

1644 E. Goshen Ave.

Fresno, CA 93720

Phone (559) 299-4385

e-mail: harmonsta@aol.com

Achievement Program

By David A. Grenier

Welcome to the first of a series of articles on the NMRA's Achievement Program (AP). As the new Daylight Division AP Chairman I am responsible to promote the AP in the Daylight Division and help anyone who is interested in getting AP certificates. While the AP may be old hat to many of you, it may be new to others, so please bear with me.

According to the NMRA website, *"In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement."*

"The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers."

"Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things, which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well."

There are eleven different AP categories. The requirements for each category are beyond the scope of this article, but are described in detail on the NMRA website (www.nmra.org/achievement). The eleven categories are grouped into four areas:

Railroad Equipment

Master Builder – Motive Power
Master Builder – Cars

Railroad Scenery

Master Builder – Structures
Master Builder – Scenery
Master Builder – Prototype Models

Railroad Construction and Operations

Model Railroad Engineer – Civil
Model Railroad Engineer – Electrical
Chief Dispatcher

Service to the Hobby and NMRA Member
Association Official
Association Volunteer
Model Railroad Author

Although there are eleven different AP categories, a member only needs to meet the requirements for seven categories, with at least one from each of the four areas, to qualify for the eventual, and ultimate, goal of Master Model Railroader (MMR).

Golden Spike Award

The *Golden Spike Award* is a "starter" award for those modelers who are new to the AP. This is the easiest of the awards and usually the first that modelers earn. It is designed to demonstrate familiarity, rather than mastery, with different areas of the hobby. Many modelers who have a home layout or module may have already met most of the requirements for the Golden Spike Award.

To receive the Golden Spike Award, the modeler must complete the requirements in three areas of the hobby: *Rolling Stock, Model Railroad Setting, and Engineering.*

Rolling Stock

To meet the *Rolling Stock* (Motive Power and Cars) requirement, the modeler must display six units of rolling stock either scratchbuilt, craftsman kits or detailed commercial kits. Note that the keyword is "display". Nothing says it has to earn any minimum number of contest points. Just having the rolling stock on your layout or even a table counts as "display." Some effort needs to be shown by painting and decaling it, adding some details, and maybe some weathering.

Model Railroad Setting

To meet the *Model Railroad Setting* (Structures & Scenery) requirement, the modeler must construct a minimum of eight square feet of layout including scenery and construct five structures either scratchbuilt, craftsman kits or detailed commercial kits. The layout could be as simple as a 2' x 4' module, or a switching layout on a 1' x 8' board! There is no requirement as to how elaborate your layout must be, but please, no loop of track nailed to a piece of green plywood.

A plastic building put together straight out of the box doesn't qualify for a structure, but add some paint and weathering and you're on your way to a qualifying building. Bridges and trestles are also considered "structures."

Continued on Page 7

SIERRA MEMORIES



PCR • Fresno 2008

Join us in Fresno next May to relive the romance and challenge of the great men and railroads that conquered rivers and logged the sierras in the late 19th and early 20th centuries. From harvesting huge redwoods to constructing mind-boggling hydro-electric power projects, the standard and narrow gauge railroads of the Central Sierra Nevada played a significant part in serving our people and building our state. Sierra Memories 2008 will not only let you explore those golden years, it will lead you to discover hidden jewels of layouts, enjoy refreshing friendships, and sharpen your hobby skills.

Make your reservation before March 1, 2008 and enjoy a reduced fare of just \$105! Use the enclosed registration form or go to the web site at:
www.pcrnmra.org/conv/2008/registration.htm.

Sierra Memories 2008

April 30 - May 4, 2008

**Ramada University Inn
324 East Shaw Avenue
Fresno, California**

Full fare includes 5 days of convention activities, clinics, contests, self-guided layout tours, banquet and Sunday breakfast.

Yosemite-Mount Sugar Pine Railroad trip and guided (bussed) layout tours are extra fare. Other extra fare options will be announced as they develop.

For information contact John Houlihan at (559) 435-0874

Web site: www.pcrnmra.org/conv/2008

Full fare registration is now \$105.00

Achievement Program (Cont.)

Engineering

To meet the Engineering requirement (Civil & Electrical), the modeler must display three types of trackage, properly ballasted and installed on proper roadbed, and wired so that two trains can be operated at the same time. An additional electrical feature is also required.

The “three types of trackage” can be commercial store-bought trackage. You don’t have to handlay anything. The “types of trackage” can be turnouts, crossings or a change in track elevation. The three types do not have to be different; even three turnouts would qualify. Installing track on a raised roadbed, such as cork or HomaBed™, and applying ballast meets the “proper roadbed” requirement.

“Wired so that two trains can be operated at the same time” is also easier than it sounds. This can be a double-track main, single-track main with sidings, block or command control, etc. Note the part about “single-track main with sidings”. This means that as long as you can cut power to the sidings individually, you can run one train on the mainline and hold another in a siding, then park the first train on the other siding and bring out and run the second train. This meets the requirement. Needless to say, the advent of DCC has greatly simplified this requirement.

An “additional electrical feature” is practically anything that runs off the “Accessories” terminals of your power pack, as simple as installing an Atlas turnout with a switch machine.

Pure Simplicity

Not all of the requirements have to be met on the same layout or module. They don’t even all have to be in the same scale. How about scratchbuilding a large-scale flat car?

Once you’ve met all the requirements for the Golden Spike Award, complete the AP Golden Spike Award Application Form, available on the NMRA website at <http://www.nmra.org/achievement/pdf/2006-golden-spike.pdf>, the PCR Branch Line newsletter, or on the Daylight Division website at <http://www.pcrnmra.org/daylight/golden-spike.pdf>, obtain the signature of the Divisional AP Chairman (me) or another NMRA member designated by me. I’ll then forward the form to the Regional AP Chairman who will issue your Golden Spike Award Certificate.

That’s all there is to getting your first AP award. So what’s stopping you from getting your Golden Spike Award? (See page 11 for a Golden Spike application form.)

Sierra Memories 2008

About one third of the expected attendance at next year's convention is registered. The web site is making it easy for you to offer your layout for viewing by the convention attendees. If you want to give a clinic, send the information using the web site. Our web master has made these activities easy. If you want to help publicize the convention, buy a convention shirt. I will see that it is sent to you with in 30 days. A small supply will be available at the August meet. The website address is <http://www.pcrnmra.org/conv2008>.

John Houlihan, Chairman



Richard Abraham's Tinplate Collection in Santa Barbara is *Awesome!*

Observation Now On-line

Want to save your Division some postage money? Then e-mail to the Observation editor and ask to be notified when the Observation is posted on the Web site. You will not receive a hard copy through the mail, saving us first class postage four times a year. You will receive an e-mail when the Web posting is available. You can download the .pdf file to print or whatever. The savings can be returned to you in the form of better meets and activities.

Please send your e-mail to me at harmonsta@aol.com. Please put Observation in the subject box so I won't mistake it for junk mail.



Beware of this survey crew in your backyard!



Karl Kvilvang's layout features this scene of the WP Shops



Come to SLO to hear Joe Burns describe how he created this Poster for Disney



SLO Meet (Cont.)

John Houlihan (rubyjohn@comcast.net) will hold an open meeting of the Sierra Memories 2008 convention planning committee for next years PCR convention in Fresno. If you ever wanted to get involved in helping to put on a covention, this will be a good meeting to attend. For more information about the convention go to <http://www.pcrnmra.org/conv2008/>
The Meet schedule is as follows:

9:30 to 10 Am - Registration & Refreshments, Look over Hildings layout, enter contests, socialize, or try your hand at the switching layout.

10:00 - Welcome & Agenda Review (Terry N Taylor)

10:15 - 1st Clinic: Paul Deis, *Outdoor Layout Planning*

11:15 - 2nd Clinic: Joe Burns, *Designing & Producing A Disney Railroad Poster*

12:00 - Lunch

12:45 - 3rd Clinic: Brewster Bird, *Square Foot Modeling*

13:30 - Daylight Division Business Meeting & Announcements

14:00 - Layout Tours Info (Rick Anderson)

14:15 - White Elephant Auction (Paul Deis)

14:45 - Convention Committee Meeting (John Houlihan)

15:00 - Layout Tours & Op Sessions

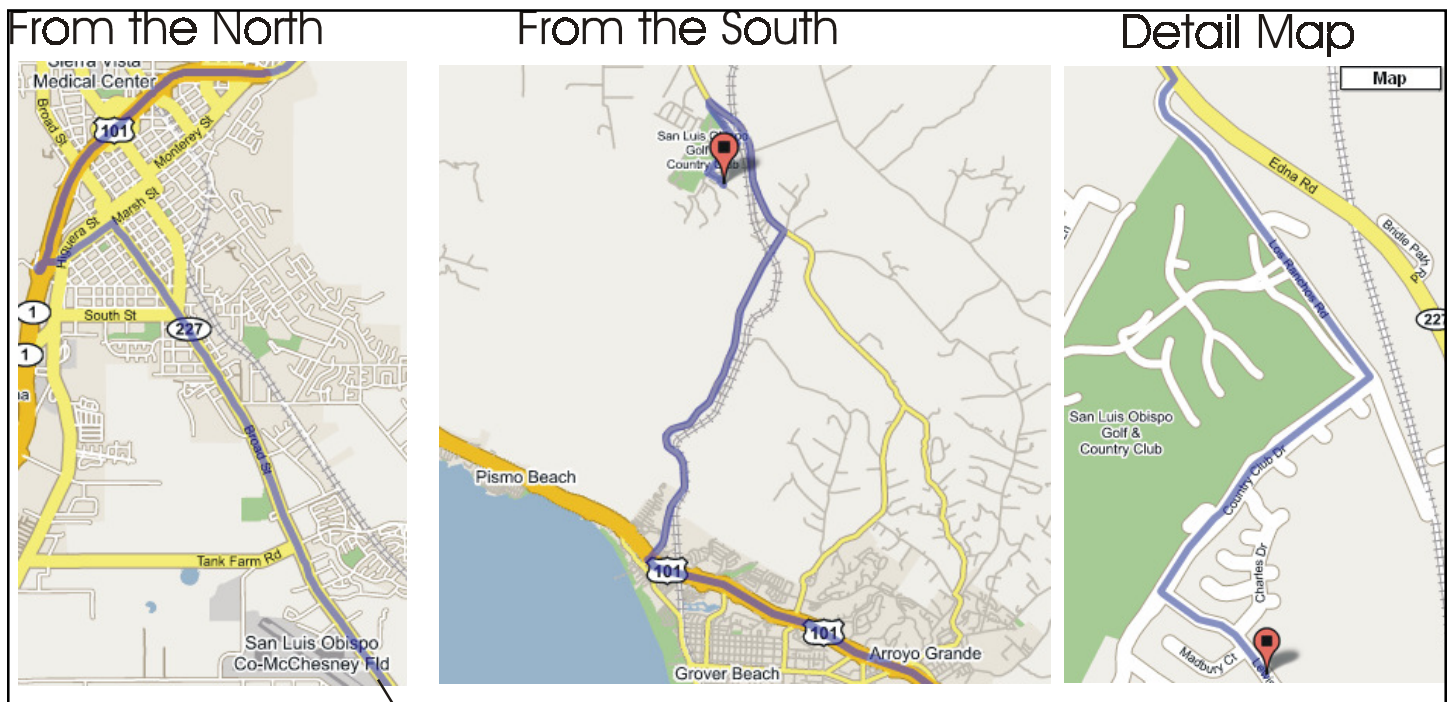
Of course, there is also the Union Pacific to watch either from Hilding's porch as the tracks go by the house or at one of our many scenic photo locations. We also have several railroad oriented museums within about a half hours drive of SLO. There is always Central Coast Trains in Atascadero as well as Laws Hobby Shop in SLO that will welcome your visit. Come meet some old friends and make some new ones while having a good time. What more can you ask?

Terry N Taylor (terryntaylor@charter.net)



You'll see this Gaviota Canyon Trestle on Charlie Burn's N-Scale layout

Getting to Hilding Larson's Home



**Click this link to open the Sierra Memories 2008 Convention
registration form:**

<http://www.pcrnmra.org/conv2008/Registration Form Sierra Memories 0602 105.pdf>



Now do these guys look like railroad surveyors?



Here is an example of the great detailed work Charlie Burns has done in N Scale!

Click this link to open the Golden Spike Application form:

<http://www.nmra.org/achievement/pdf/2006-golden-spike.pdf>



Steam action lives on Karl Kvilvang's Western Pacific layout

SUPERINTENDENT

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

CHIEF CLERK/PAYMASTER

Terry N. Taylor
575 Bassi Drive
San Luis Obispo, CA 93405-8039
(805) 595-9535
e-mail: terryntaylor@charter.net

MEMBER AID

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

OBSERVATION EDITOR

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

MEMBERSHIP

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

INDUSTRY LIAISON

Vacant

DIRECTOR

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

CONTESTS

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

ACHIEVEMENT / WEBMASTER

Dave Grenier
1768 Celeste Ave
Clovis, CA 93611
(559) 297-1345
e-mail: grenida@pacbell.net

CLINICS

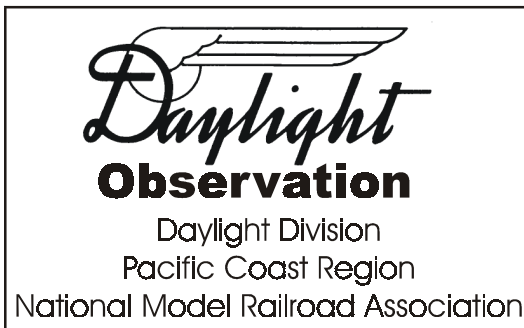
Doug Wagner
14008 Tierra Blanca Ave
Bakersfield, CA 93312
(661) 589-0391
e-mail: carldw@aol.com

PARLIAMENTARIAN

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

2008 PCR CONVENTION

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



Daylight Observation
1644 E. Goshen Ave.
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