



The Official Publication of the  
**Daylight Division**  
of the Pacific Coast Region  
of the National Model Railroad Association

Volume 25, Issue 3 — July, August, September 2011

# The Daylight Observation

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## **THE NMRA CONVENTION AND NATIONAL TRAIN SHOW WAS JULY 3-10 AND IT WAS GREAT!**

By George Pisching

**W**ow! If you missed this one - in our own Region, shame on you. Not only that; there was a Pre-Convention SIG component that started June 30th with layout tours and operations sessions. That makes it almost two weeks of model and prototype activities. You can't get any better than that! Gentlemen and Ladies, the bar has been reset higher than ever by, of course, the PCR!

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## EXTRA 2011 WEST



## 2011 NMRA CONVENTION SACRAMENTO, CA

There were over 100 clinic events and two dozen tours during the convention week. And then the National Train Show occurred. It was probably the biggest show I have attended. And again they took my money, patted me on the back of the head and sent me home delirious.

The LDSIG and the OPSIG groups were in high profile throughout. The SIG tracks of clinics were presented on several days and the all day SIG tour covered twenty layouts. Whoa! Then they had a banquet in the round house of the State Railroad Museum. Mighty impressive.

The contest room was all abuzz from the impressive models and displays presented for competition and "popular vote." There were over

*Continued on Page 4*

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# Superintendent's Report

## DAVE'S DISPATCH

### By Dave Grenier



*Note:* I'm going to forgo reporting on the Spring Meet in Santa Barbara, as Bruce Morden's detailed report appears elsewhere in this issue.

PHEW! The Extra 2011 West NMRA 2011 National Convention, or X2011 as it is commonly referred to, hosted by the PCR at the Sacramento Convention Center in Sacramento is finally over. It was one for the history books. For those that missed it, you missed perhaps the best national convention ever! No, my being on the X2011 committee since 2009 doesn't make me the least bit biased. That sentiment was, and is still being expressed, by many of the nearly 2,000 people that attended the convention from literally all over the world.

Calling it a "National Convention" is really kind of a misnomer. "International Convention" would more accurately describe it, as large groups of attendees came from Australia (33), another from New Zealand (15), and still another from the United Kingdom (21). There were also attendees from Japan (3), Germany (7), Sweden (2), Netherlands (2), Chile (3) and a host of other countries, as well as both of our neighbors to the north and south, Canada (122) and Mexico (2). Altogether there were 214 visitors from 13 other countries. Closer to home, some 56 Daylight Division members were also in attendance at X2011, representing all Division counties except Kings County. (With only one member, we need to work on getting more members there!)

Altogether 2,041 people registered for X2011, making it the first national convention to surpass the 2,000 registrations mark since the 21<sup>st</sup> Century Limited 2000 NMRA National Convention in San Jose, also, ahem, put on by the PCR.

Attendance at the National Train Show was equally impressive. While the NTS staff planned for about 12,000 people, more than 19,800 showed up! The vendors were ecstatic, with many selling out of merchandise on the first day of the show. Many vendors commented that it was the best show they had ever been to.

Starting the week before the main event in Sacramento, there was also an "Advance Section" in the San Francisco Bay Area. About 300 early arrivals, including a group of Aussies, were treated to operating sessions Thursday evening, followed by three more days of layout tours, prototype tours, more operating sessions, and a dinner cruise around San Francisco Bay on the USS Potomac, President Franklin Delano Roosevelt's presidential yacht, all before heading up to Sacramento for the actual convention.

Once in Sacramento, attendees were offered more clinics, layout tours, prototype tours, general interest tours, Non-Rail activities, contests, meals, and other activities than anyone could possibly attend even if they tried. There were even layout tours and prototype tours back to the Bay Area for those that missed the attractions of the Advance Section. Admission

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# Division Director's Report

## **X2011 REPORT**

By John Houlihan



One of the benefits of being a NMRA member is volunteer work at a convention. I worked the prepaid registration desk, handing out name tags and literature. After Tuesday afternoon, enough preregistered members had picked up their packets and I was reassigned to help with clinics. The clinic on genealogy was my assignment Wednesday morning. Not everything is railroad related at a railroad convention.

At the Layout Design room, I was shown some neat designs for modular layouts. The fact that they were N scale didn't mean the idea could not be used in O scale.

The contest room had a neat model of the Cheyenne roundhouse and depot in N scale. Giuseppe Aymar was there with his Bakersfield Fox theatre. The S scalers had their own contest room which included an operating Bascule bridge.

I only managed to go on one layout tour. I saw the Stockton club layout of the Modesto and Empire Traction. Next was the Black Diamond Club at Antioch. All hand laid track and hand built turnouts. The last layout was at Walnut Creek. A demonstration of their thunderstorm and falling rain was something to behold.

At times, I felt the need to sit down and chairs were at the desk I had previously worked as a volunteer. So I became an "Information Booth". Most of the answers were "go to room 305".

Everybody got the government required exercise.

# The Answers Are Out There:

## **LESSONS LEARNED**

By Bob Pethoud, Member Aid



It's show time! I'm writing just days before X2011, the NMRA national convention in Sacramento. Plan A was to have my portable switching layout finished and operating at the train show. If it couldn't be "finished," plan B was to have it operational and with enough scenery and structures to suggest what the finished railroad will look like. The glacial pace at which I work pretty well doomed plan A from the outset, but I am pleased to announce the success of plan B. The layout runs and one third of it is fully scenicked; the remaining portion is populated with building mock-ups which give a fair representation of the desired ultimate appearance.

I've spent the last several weeks frantically pulling the scenery together and I'd like to share a few of the lessons I've learned about the sometimes intimidating art of scenery construction.

*Continued on Page 6*

# Fun in the Daylight

## How Well Do You Know Your Passenger Trains?

by Doug Wagner

Match the name of the passenger trains in the numbered column with the railroads that they ran on from the alphabet column.

- |                           |       |
|---------------------------|-------|
| 1. Cascade                | _____ |
| 2. East Wind              | _____ |
| 3. Montreal Limited       | _____ |
| 4. Trail Blazer           | _____ |
| 5. Copper Country Limited | _____ |
| 6. Diamond Special        | _____ |
| 7. Royal Palm             | _____ |
| 8. Havana Special         | _____ |
| 9. Glacier Park Limited   | _____ |
| 10. Abraham Lincoln       | _____ |

- 
- |                        |
|------------------------|
| A. Illinois Central    |
| B. Great Northern      |
| C. Milwaukee Road      |
| D. Atlantic Coast Line |
| E. Gulf, Mobile & Ohio |
| F. Southern            |
| G. Southern Pacific    |
| H. New Haven           |
| I. Pennsylvania        |
| J. Delaware & Hudson   |



*Could this be a rare 0-4-0 Berkshire Flyer? Photo from somethingawful.com.*

- |   |     |   |    |
|---|-----|---|----|
| E | 10. | B | 9. |
| D | 8.  | F | 7. |
| A | 6.  | C | 5. |
| I | 4.  | J | 3. |
| H | 2.  | G | 1. |

Train Quiz Answers:



## X2011 NATIONAL CONTINUED

300 entries. The photographs were great and all well presented. I will say that some of the items in the contest room were also familiar to us.

Guisepppe Aymar's FOX Theater was finished and fantastic. A significant and fabulous project and presentation. His score was two points shy of the total possible points. The other displays also showed outstanding craftsmanship. There was even a diorama that you could smell the out-house - yuck!

I attended the awards ceremony. There were 316 models and 132 photographs entered in the contests. The model count was a few shy of Milwaukee, but the photo count was an all-time high and the PCR was well represented.

Sixteen of the twenty-four kit-built models entered were Merit award winners as well as all of the scratch-built models. The displays-dioramas all received awards also. It must have been really tough on the judges. There was high praise for the youth entry winners, especially Joel Priest who won quite a few awards and Merit Awards too. He is well on his way to his MMR at 12 years old! The NMRA Magazine and the web site will be reporting on the winners.

I volunteered one day that became two. I started at the tour desk and wound up in the auction room. The second day in the auction room was accounting day. We tallied up the bid winners and then "ran" the collecting and sorting of the winners piles. Ask Neil Fernbaugh what the width of his pile was - say 4 feet? Then we "ran" again when the buyers (winners) came to pay and collect their stuff. That came to the vicinity of \$45,000. "Holy purse strings, Batman!" I got another brass engine and a UP Big Boy. They run great, but now I need to re-lay some of my track - too bumpy it seems.

The tours were programmed as bus and self-drive. The pre-convention layouts were in San Francisco, Newark-Fremont and San Jose; for 36 layouts. The convention layouts ranged from local Sacramento to Santa Rosa, north, and Carson City, Nevada; 55 more layouts.

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While the total models in the contest room may have been lower, the total of JUDGED models was the highest on record!. Overall, we 'done' well. A lot of models broke 87.5 points and one or two first place models brought hardware back to the PCR. Most importantly, every model in the room (well maybe not the "Reefer") showed great work and effort on the part of the entrants. Thank you to all who helped make the contest room something special.

Pat LaTorres, X2011 West,  
FORMER Inside Activities Mgr.

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## LESSONS LEARNED CONTINUED

I learned that paper shell terrain is the way to go. (*See quote at left.*) Lighter, cheaper, and a whole lot less messy than plaster shell, this method allows easier visualization of the result before applying goop, and permits easier modification after applying said goop.

I used Bragdon's resin casting materials for the first time and I've become a fan. I chose them for the light weight needed in a portable display, but I discovered other benefits, like being able to cut a finished rock casting to shape with tin snips and then bending it to fit in place after simply heating it with a hair dryer. Coloring rocks is easy following Bragdon's instructions on using gesso, powdered tempera, and acrylic washes.

Trees are my favorite scenic element, and conifer trees are my favorite type. A simple way to make surprisingly realistic pine, fir, or cedar trees uses furnace filter material and bamboo skewers. For me, the key to the method is to tease the filter apart as much as possible and then to affix some finely ground foam rubber (Woodland Scenics fine turf or equivalent) so as to create lacy, see-through foliage. At 15 minutes labor (and less than 15 cents cost) for a tree about 12 inches high, it was easy to fabricate the scores of trees needed to suggest a heavily wooded hillside.



*The results of Bob's shallow creek project are proof of the process.  
Photo by Bob Pethoud*

The shallow, clear creek took less effort than I expected. I sifted some decomposed granite into fine and coarse grades and spread the coarse into the creek bed. Then I added the fine, partially burying most of the coarse pieces. After gluing all this down, the key step is to mask off everything outside where the water will flow and airbrush the future "wet" areas with dilute Floquil grimy black. The final step is to drizzle on the "water," in my case, EnviroTex Lite Pour-on High Gloss Finish.

That's nearly all there was to it. As I was adding the various Woodland Scenics products to finish the scenery around the creek, I decided that scenery could be the most enjoyable part of the model railroad hobby – except perhaps for operation, and, oh yeah, track planning (I'm addicted), and, of course, structure building, and then there's weathering ... As always, you can reach me at pethoud@comcast.net.

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A brief summary of the paper shell method: start with red rosin paper (Home Depot); crumple pieces and then spread them out, attaching them together with hot glue; after you have the overall shape you want, brush on two or three coats of full strength white glue, waiting eight or more hours between coats; finally, paint and texture normally.

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### New Again in the Daylight Meeting Themes & Contest Categories

As an effort to encourage greater participation in our meeting "Show-n-Tell" and Contests, including AP Merit Awards, the Daylight Division Operations Committee (DDOC) has revisited an old practice of having a theme for each meeting and contest subject matter. These themes are listed below for the next four meetings.

#### **August 20, 2011**

Models: Locomotives: Steam, Diesel & Others; Passenger Cars

Photos: Steam Locomotives

#### **October 8, 2011**

Models: Structures, Traction and Self Propelled; Dioramas

Photos: Diesel Locomotives

#### **February 2012**

Models: Caboose, Freight Car, Maintenance of Way

Photos: Railroad Structures

#### **May 2012**

Models: Favorite Model

Photos: Trains in the Seasons

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*Pre-Operational inspections kept Gary's Crew and others involved before the Daylight meet began.*



*Joe Heumphreus inspects the G-gauge "Time-Saver Contest" layout provided by Gary Siegel's Crew at his home during the division meet.*



*Dave presents Rick Fulkerson with his Dispatcher achievement certificate.*



*Bruce Morden giving his clinic on eucalyptus trees. They are a common and distinctively structured tree found in California although not native to California.*

## Last Meet Report

# THE MAY DIVISION MEET WAS IN SANTA BARBARA

By Bruce Morden



A larger than expected crowd gathered at Gary Siegel's in Montecito on a gray day in May for the Daylight Division meet. The crowd quickly warmed up as trains were already running on Gary's outdoor #1 scale SP Santa Cruz Division layout. As the donuts and coffee were consumed, Division members from SLO, Atascadero, Lompoc, Bakersfield, and Fresno enjoyed catching up with one another since the last meeting. Joe Heumphreus also brought his large scale switching layout which drew several boomers to the challenge.



Once we got started, Bruce Morden gave a short talk about Eucalyptus trees including their origins and failed railroad uses before he led us to some other tables where there were raw materials for a tree building clinic. After demonstrating several different methods, attendees jumped in and built some beautiful trees in scales from N to O.

Gathering again at the outdoor seating area, Bruce gave a talk on railroad traffic control systems from timetable and train order, through track warrants and direct traffic control to Centralized Traffic Control. Bruce passed around timetables, sample train orders and track warrants for all to see. There was also discussion of the future and positive train control using on-board computers linked to global positioning systems. After the group discussion we took a tour of Gary Siegel's CTC Board. Originally used on the Southern Pacific, Gary had Rod Loder reconfigure the board for his indoor HO scale L&N Eastern Ken-



*A view of Gary's CTC Board.*



*The coal loading operation on Gary Siegel's HO layout.*



tucky Division. While some of the attendees looked at the signals on the layout, Michael Lopez set the route and signals on the CTC board before pressing the coding button and the turnout lined and the signals changed. It was a great way to see what we had just been discussing outside.

Returning outside, Joe Heumphreus gave a ‘short’ talk on railroad electricity including passing along tips he has learned over the years.

We broke for lunch of pizza, and salad, and enjoyed more of the outdoor trains that surrounded the meeting area before we reassembled for the quarterly division meet.

After the division meet we had a short white elephant auction. We received directions to a few off site layouts including the layout at the local hobby shop and the South Coast Railroad Museum at the old Southern Pacific Depot in Goleta. Art Sylvester had his G-gauge La Patera & Pacific open. Art has added a whole new section since the last Santa Barbara meet that includes running across his deck to a twice around loop supported in part by a curved wooden trestle. Bruce Morden also had his HO scale Southern Pacific Santa Barbara Subdivision open for tours. Bruce has added another 24 feet of his “thin wall” construction and a second deck.



*Joe Heumphreus’ clinic talk about Short Circuits, The Good, the Bad, and the Ugly held everyone’s attention ‘electrically.’ (Ouch)*



*Suzie Paff and Dave Grenier conduct the business meeting.*



*Photo at left. An O-6-0 drifts down-grade leading a unit train of reefers on Gary Siegel’s outdoor G-gauge layout. The layout winds through an extensively landscaped hillside.*

*These photos were taken by Ken Kelley and Richard Rink, both of the South Coast Society of Model Engineers (local club).*



*Operators and railfans are ‘Waiting for Clearance’ on Gary Siegel’s railroad. The hillside layout is exceptional and was an adventure to railfan.*



*The gathering of the Daylight Division in Gary Siegel’s elegant backyard was comfortable and educational.*



October 7-9, 2011

The 2011 Central Coast Railroad Festival in San Luis Obispo, CA, again will feature free, self-guided tours of model railroads as part of the festival activities. The whole of San Luis Obispo and Oceano participate in the various activities and exhibits. Visit the web site:

["http://www.oceanodepot.org"](http://www.oceanodepot.org)

The Daylight Division Fall Meet will be held at the Festival on October 8th.

The meet will be held in the Oceano SP Depot, 1650 Front Street, in Oceano, CA.

The Depot association is offering to do a lunch as a fund raiser for them. More details to follow.

The SLOMRA will have a layout on display and we have a very interesting clinic lined up. "Weathering Freight Cars, a hands on clinic" by Paul Deis

## HELP WANTED! Industry Liaison

Responsible for contacting hobby shops, vendors, and manufacturers to donate door prizes for the quarterly Daylight Division meets. Also prepares donor report for Daylight Observation.

Contact: Dave Grenier, see the Call Board for contact information.

## Daylight Division

# MEETING MINUTES MAY 21, 2011

By Suzanne Paff, Chief Clerk

The spring meet was held in Santa Barbara at the home of Gary Siegel. The business meeting was called to order at 1:25 pm by Superintendent Dave Grenier.

A motion was made by Brewster Bird and seconded by Jim Scott to accept the minutes of the previous meeting as published in the Daylight Observation. The motion carried. Then a motion was made by George Pisching and seconded by Jim Scott to accept the Treasurers report as published in the Daylight Observation. The motion carried.

The following bills were submitted: \$22.95 from Art Sylvester for donuts and coffee and from George Pisching \$142.00 for the Observation. A motion was made by Neil Fernbaugh and seconded by Brewster Bird to pay the bills. The motion carried.

John Houlihan reminded us that his term will be up soon and we will need to have nominations for the Director position. Also, Dave Grenier informed the membership that we are looking for someone to be Industry Liaison to replace Jay Smith, who resigned due to work conflicts.

Rick Fulkerson and Ed Hall both received the Chief Dispatcher Achievement Award.

The next meet will be August 2011 in the North Valley. The date and location is to be determined.

There were no contest entries at this meet. Starting with the next meet we will have specific categories for each meet. The August meet contest categories will be:

**Models:** Locomotive: Steam, Diesel & Others,  
Rolling Stock: Passenger cars

**Photos:** Steam Locomotives

After the door prize drawing the meeting was adjourned.



## DAYLIGHT DIVISION TREASURY REPORT 5/21/2011

By Suzanne Paff, Paymaster

DATE	TRANSACTION	DEBIT	CREDIT	TOTAL
5/21/2011	ADJUSTED BALANCE FOWARD			\$2,680.98
5/21/2011	Registration		\$ 178.00	\$2,858.98
5/21/2011	White Elephant Auction		\$ 130.50	\$2,989.48
5/21/2011	Raffle		\$ 179.50	\$3,168.98
5/21/2011	Obervation - George Pisching	\$ 142.00		\$3,026.98
5/21/2011	Donuts & Coffee - Art Sylvester	\$ 22.95		\$3,004.03
5/21/2011	ENDING BALANCE			\$3,004.03



## Dave's Dispatch *Continued*

to the California State Railroad Museum for the entire week was also included in the convention registration price. Many people reported they attended fewer clinics than usual because there were so many reasonably priced tours.

The National Association of S Gaugers (NASG) held their annual convention in conjunction with X2011, featuring a full S scale convention within the larger NMRA multi-scale community. The Railroad Prototype Modelers (RPM) also had a full program, including clinics and displays of prototype models, at X2011. The Northwestern Pacific Railroad Historical Society had a day-long clinic track devoted to the NWP. Activities of all groups were open to all X2011 attendees.

Thank goodness for the "Modeling with the Masters" clinics. I participated in two this year and actually did some modeling for the first time since last year's MWTM clinics at the Silver Rails 2010 PCR Convention in Sparks! I enjoy doing websites, but I'd like to squeeze some modeling in and start on a layout of my own someday. I only got to see a few clinics because I was kept busy uploading clinic handouts and presentations to the websites and making a variety of other changes. I was bus captain for one of two tours to Fairfield for the Jelly Belly Factory Tour. Although I didn't get out for any layout tours, I still had a great time. I enjoyed seeing and talking with fellow model railroaders from all over the world. For me, that's one of the highlights of any convention.

For a wrap-up of the convention and some photos of what you missed if you didn't attend the convention, go to the X2011 website, [www.x2011west.org](http://www.x2011west.org). Also, handouts or presentations for more than fifty clinics have been posted on the "Clinic Handouts" webpage, [www.x2011west.org/handouts.html](http://www.x2011west.org/handouts.html).

The next Daylight Division meet will be August 20, 2011, at the Fig Garden Library Meeting Room, 3071 West Bullard Avenue, Fresno, next to the old Hobbytown USA store in the southwest corner of Bullard and Marks Avenues. Registration and raffle ticket sales start at 9:30 am OUTSIDE the library, due to restrictions about collecting money for admissions inside the building. The meet starts at 10:00 am with clinics, contests, white elephant auction, and business meeting, followed by layout tours. Bring your plain-wrapped white elephants for the auction and mark your calendar for August 20<sup>th</sup> and come to Fresno for a day of model railroad-ing fun.

Be sure to check the Daylight Division website, [www.pcrnmra.org/daylight/](http://www.pcrnmra.org/daylight/), for updates regarding clinics and layout tours, which are still being lined up as of this writing.

In closing, I am accepting nominations for Daylight **Division Director**. Our current Director, John Houlihan, will be termed out at next year's PCR Convention. I need to report the slate of candidates to the PCR Ballot Committee by December 1, 2011.

The PCR Master Calendar has even more events at:  
[www.pcrnmra.org/pcr/calendar/mastercalendar.htm](http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm)

See you in Fresno!

Dave Grenier, Superintendent, PCR Daylight Division

## Upcoming Events

- Daylight Division Summer Meet, August 20, 2011, at 9 am in the Fig Garden Branch Public Library, 3071 W. Bullard Ave, Fresno.
- GEHAMS Open House, September 10, 2011, GEHAMS Clubhouse, 19<sup>th</sup> and Eye St, Bakersfield.  
<http://www.gehams.net/>
- Goleta Railroad Days, September 17-18, 2011, South Coast Railroad Museum, 300 North Carneros Rd, Goleta.  
<http://goletarailroaddays.org/>
- Central Coast Railroad Festival, October 6-10, 2011. See website for schedule and locations of events and activities.  
<http://ccrrf.com/schedule.html>
- Daylight Division Fall Meet, October 8, 2011, SP Oceano Depot, 1650 Front Street, Oceano, at the Central Coast Railroad Festival.  
<http://www.oceanodepot.org/>

## DAVE BAKER

Posted by: "Dave Grenier" on Tue May 17, 2011 8:05 pm (PDT)

It saddens me deeply to report that Dave Baker of **Terri's Timeless Treasures** in Clovis passed away due to a sudden and massive heart attack last Friday evening.

Although not NMRA members, Dave and his wife, Terri, have been good friends of the Daylight Division, generously donating door prizes to the Division for the past several years. Whenever I visited the store, Dave and Terri always had a smile and cheerfully greeted me. He would always ask how the Division was doing and what was happening. We'd talk trains while Terri waited on customers. I miss him already.

## Railroad History Snippets

# **HOBOS - KINGS OF THE ROAD**

By Dave Witzens, Aug 2005



*Two hobos walking along railroad tracks, after being put off a train. One carries a bindle.*

People have been sneaking rides on trains from the beginning of railroads. But, it's always been illegal and very dangerous. No one knows how the term "hobo" started. Some think it came from "hoe boy" because early hobos often carried hoes for working. Others think it came from an old greeting, "Ho beau."

At the height of the Great Depression in the 1930s, many businesses had failed. About one in four or five workers were looking for jobs. About four million people were "on the road." Most were men, and most rode the rails. This included 250,000 teens. There were also some families and lone females. Many were just looking for work. Some tried it for only a trip or two, while others started young and kept on. One hobo, called Guitar Whitey, started hoboing at age 12 and was still going at 72.

Jumping trains was the easiest (and cheapest) way to leave home and look for something better. Railroad police tried to keep these "unauthorized passengers" off the trains, so many hobos would try to leave at night when they were less likely to be seen. There were many hazards, including the weather with little, if any, protection. It was also a very dirty way to travel. The authorities were tougher on teens, to encourage

them to go back home. Blacks and other minorities had it tougher, too.

Hoboes used their own system of marks, a code by which they left information and warnings to their fellow Knights of the Road. Here is a sampling of the many symbols left on fence posts, gates, railroad section shanties, bridges and water tanks.

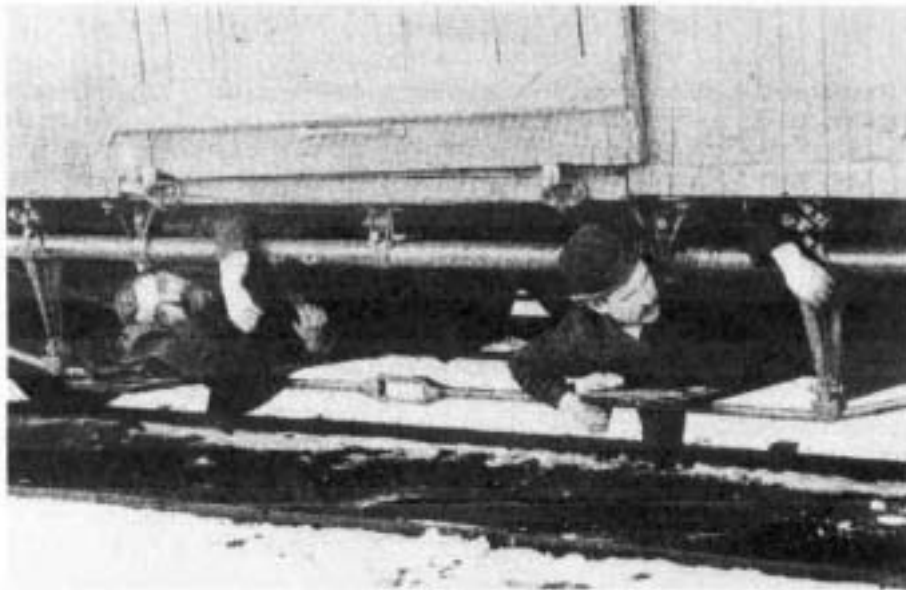
SIGNS OF THE ROAD			
		Good jungle	Hit the road
			
Kind lady	Bad water	Barking dog	Someone with a gun nearby
			
Officer	Beware—danger	Jail or prison	Courthouse or judge
			
Good handout	Exaggerated story will work here	Halt	No reason to stay here

There were hobos who wandered and worked, tramps who wandered and dreamed, and bums who drank with wandering optional. Some hobos had trades, and worked for a few months, then moved on. Most did unskilled work like construction labor or harvesting crops. Some made enough money in six or seven months to see them through the winter. But when they hit the road again, they often became targets of thieves. Sometimes, the employers were broke too and gave very little pay. Later, many hobos traveled to and worked government projects like road and dam building.

Religious missions, including the Salvation Army (sometimes called the Sallies or Starvation Army), gave hobos and tramps a place to get a free meal, sleep, and bathe. Knocking at the back doors of houses to ask for a meal was com-



mon, often in return for some work like chopping wood or hoeing the garden. Meals could be a “lump” (in a sack), “knee shaker” (a plate on the back porch), or a “sit down” at the table. For many, panhandling became an art. Hobos sometimes stayed in “jungles” (informal campgrounds). Everyone dropping by or staying was expected to keep the place clean and tidy, and to contribute some food. Usually a fire kept several pots going – hot water, coffee, and “mulligan” stew (a stew of whatever was available). Thefts and fights were common.



**Riding the Rods**

“Riding the rods” was a common way to ride a train. People would ride in the space under the train car, between the truss rods (iron rod braces) and the car floor. This was dangerous, dirty and uncomfortable. Many hobos and tramps would climb up and ride on top of cars. But there was no weather protection, and it was easy to be seen and maybe thrown off by the train crew. It was easy to fall off, too. (Modern cars don’t have ladders to climb to the tops or truss rods under.) Riding inside “side door Pullmans” (box cars) was more comfortable and less dangerous, but the floors were about four feet off the ground with no ladders and so were hard to get into, and the doors could slam shut with sudden train movements. Hobos would jam the doors open with rail spikes or chunks of wood. Shifting loads on any type of car were a major hazard. Some hobos rode the “blinds” (the open space at the front end of the first passenger type car, right behind the locomotive). But, there was no place to sit, and not much to hang onto. Trying to climb onto a moving train was very dangerous. In running to get on the moving train, it was easy to run into an obstacle, or trip. Either could easily put you under the moving train.

There are still a few people who wander by rail, but it’s still illegal, and very dangerous to “ride the rails.”

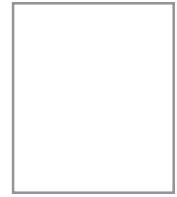
By the end of the depression, there were few hobos left. Job opportunities greatly improved, and many of the previous unskilled hand labor jobs were eliminated by machines. Also, automobiles enabled easier travel.

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## ***Notable people who have hoboed***

- Charles Bukowski
  - Raul Hector Castro
  - Joe Coleman
  - Ted Conover
  - Edward Dahlberg
  - W. H. Davies
  - Jack Dempsey
  - U Dhammaloka
  - Loren Eiseley
  - Charles Fort
  - Woody Guthrie
  - Beck Hansen
  - Eric Hoffer
  - Burl Ives
  - Harry Kemp
  - Jack Kerouac
  - Louis L’amour
  - Art Linkletter
  - Jack London
  - Rod McKuen
  - James Michener
  - Robert Mitchum
  - Eugene O’Neill
  - George Orwell
  - Harry Partch
  - Erik Hazelhoff Roelfzema
  - John Steinbeck
  - Aidan Walsh (Oranmore)
  - Dale Wasserman
- 

**Road Hog U. S. A.,  
the 1992 Hobo King,  
Caught the West-  
bound today 1/13/11  
at 1:15 pm out of  
Reno, Nevada.**



Label



## Layout Tours for Fresno Daylight Meet

We have four layout openhouses arranged for you. All have been on previous tours, but Chuck's has had major modifications and John's has had some upgrades. Marlin and Gary's are the opposite ends of size, but are packed with details and operation. Tour instructions and maps will be handed out at the meeting.

### Openhouse Hours:

- HO Chuck Harmon: 2-6 pm
- HO Marlin Costello: 3-6
- O John Houlihan: 3-5
- N Gary Saxton: 2-5

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Our Fall Meet is October 8, 2011, at the Central Coast Railroad Festival at the Oceano SP Depot in Oceano, CA

For more information about us or our meetings, visit our website.

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

## Third Quarter 2011 Division Meeting **MODEL RAILROADER MEETING IN FRESNO, AUGUST 20, 2011**

The Daylight Division will be meeting in the Fig Garden Regional Public Library, **3071 West Bullard Ave.**, Fresno. On the Southwest Corner of W. Bullard and N. Marks Avenues, next to Old Doc's Liquor Store.

**Time: 10 am to 12 noon.** Registration: 9:30 am outside the Library.

**Clinics:** The Achievement Program by Dave Grenier, Daylight Superintendent and AP Chairman. This is great information not just for personal awards, but essential guidance for developing your own layout.

Railroad Photography by Pat LaTorres, PCR President. He and his wife Ronnie are regular contest winners at conventions.

Business Meeting 12 to 1 pm

No Host **Lunch** 1 to 2 pm

Self-guided **Layout Tours** 2 - 6 pm.

Come join us! Only \$4 members, \$5 non-members.

Enjoy a visit with fellow model railroaders.

