



The Daylight Observation

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Next Daylight Meet

Beautiful Santa Barbara, Aug 16

By Bruce Morden



The Daylight Division will, once again, at Gary Siegel's home in glorious Santa Barbara. meet in Santa Barbara at Gary Siegel's surrounded by model railroads. The date is August 16. Group rides are being organized so more can make the trip to the coast.

We are still working on the program but here is some of what you can expect. Registration begins at 9AM with refreshments and contest entries. This meeting's contest categories are: Models: Diesel, other Locomotive *and* Photos: Model Black and White. Bring your models and photos.

There will also be time to wander around Gary's indoor HO scale Louisville & Nashville RR, Eastern Kentucky Division layout. <http://www.pbase.com/rbarnes11/lnekdiv> We have added some details including a brush fire caused by a vehicle fire in a Jeep. Or you can meander under the redwood trees around the outdoor 1:32 scale Southern Pacific Santa Cruz Division.

The first clinic will begin shortly after a welcome at 10:00. We hope to have two clinics. One will be given by Master Model Railroader Chuck Harmon on Contest Entries. The business meeting will follow the clinics. Just before lunch we will engage in our usually exciting white elephant auction. Bring some items to auction off. Wrap them in newspaper [remember that?] and let the bidding begin. All proceeds go to support the division.

Lunch will be available on site at minimal cost.

Following lunch we will have an opportunity to bring the SP Santa Cruz Division to life. We will run freight, passenger and local trains with a dispatcher, two man crews, yard jobs, and a chance for some photos on some of Gary's new bridges. Locomotives are battery powered with radio control. FRS radio are used for dispatcher communications. We will have experienced operators on hand to assist so even if you have never operated we will make it easy. There will not be a layout tour associated with this meet so stay and enjoy Gary's two wonderful layouts.

See you in Santa Barbara August 16.

The two layout descriptions and map to Gary's are on page 2.

Keep current on what is happening in the PCR and the Daylight Division by visiting the PCR and Daylight Web Sits regularly.

The most up to date information and notices are there.

www.pcrnmra.org and
www.pcrnmra.org/daylight

Daylight Call Board

Superintendent

Dave Grenier • Grenida@pacbell.net

Director

Dave Grenier • Grenida@pacbell.net

Chief Clerk / Paymaster

Bob Sexton • rdsexton57@gmail.com

Membership

Doug Wagner • Carldw@aol.com

Member Aid

Bob Pethoud • Pethoud@comcast.com

Industry Liaison

Mike OBrien • obsmobile@msn.com

Contests

Chuck Harmon • harmonsta@att.com

Achievement Program

Dave Grenier • Grenida@pacbell.net

Layout Tours Coordinator

Gary Saxton • Gbs46@sbcglobal.com

Clinics Coordinator

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Parliamentarian

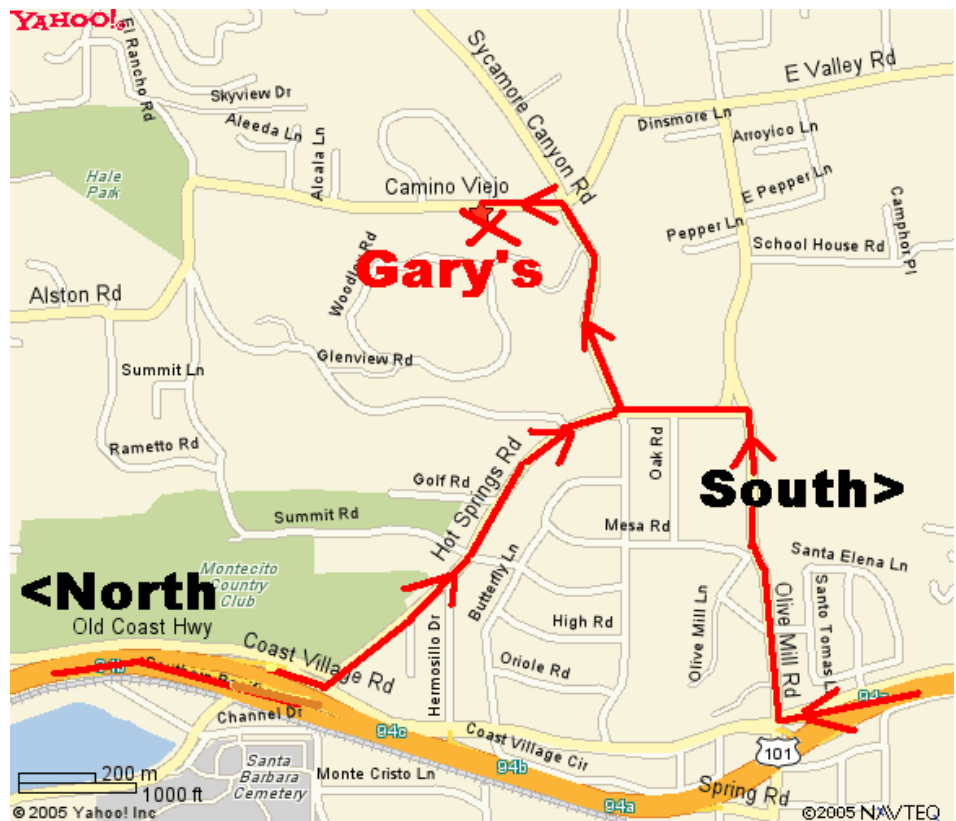
Brewster Bird • Mec569@aol.com

Observation Editor

George Pisching •

Gmpisching@netzero.com

Gary Siegel 1143 Camino Viejo, Santa Barbara 805-969-7687



Layout 1: HO Scale - L&N Eastern Kentucky Division in 1971

Scenery 90% 25x60' Easy Access

Gary Siegel's HO scale L&N Eastern Kentucky Division, is a well known operations oriented railroad in the Los Angeles region. The railroad was on the NMRA tour for the Long Beach national convention in 1996. It was featured in Model Railroader in April 1996. At the time of the article layout modeled the fictitious Ashlan subdivision of the L&N extending from Dent, KY, to Ashlan, VA interchanging with the Clinchfield.

The layout has since expanded considerably and the area now models from Hazard, to Ashlan with interchanges with the Norfolk & Western through Norton, VA, the Kentucky Northern at Harlan Junction, KY and the Chesapeake and Ohio, at Deane, KY and Corbin, KY. More recently, the railroad was featured in Rail Model Journal in January and February 2008 and Model Railroad Craftsman in May 2008.

The Eastern Kentucky Division models an area of coal mines in the Appalachians in eastern Kentucky and western Virginia. The year is 1971 so both 1st and 2nd generation diesels are the rule. Operations focus on coal traffic both on and off the line with mines and coal processing industries distributed in the mountainous Appalachian scenery. The EK is still running its own passenger trains.

The 1500 sq ft HO scale layout is fully scened. Crews staff yards at Ashlan, Fowler, Dent, and Hazard. Road crews are responsible for mine runs, empty and full coal trains, hot freights, forwarders, local freights and an occasional passenger train. Communication to the dispatcher is

Continued on next page.

Coming Attractions

August 15 - 17, 2014, 2014 Western Pacific RR Historical Convention, Hilton Garden Inn, 2200 Gateway Court, Fairfield, CA 94533.

August 16, 2014, Noon-5pm, Redwood Empire Division Picnic Meet, Western Railway Museum, 5848 State Highway 12 (Rio Vista Road), Suisun, CA (between Fairfield and Rio Vista).

August 16, 2014, 9am-5pm, Daylight Division Summer Meet at Gary Siegel's, 1143 Camino Viejo, Santa Barbara, CA. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Indoor Layout and Operating on Gary's SP Santa Cruz outdoor layout. Contest Categories - Model: Diesel, Other Locomotive Photo: Model Black and White

August 29, 2014 - 8pm-10pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 3 - 6, 2014 - 34th National Narrow Gauge Convention, Kansas City, MO

September 3 - 7, 2014 - Pacific Southwest Region (PSR) Convention, Courtyard Marriott, Hotel Circle South, San Diego, CA. Website: www.psrconvention.org

For additional attractions visit the Daylight Web Site at: www.pcrnmra.org/daylight/calendar/calendar.shtml

August 16 Daylight Meeting

via 5-channel radios. A 3:1 fast clock moves the action along. Car cards and waybills are used to direct car forwarding. Control is DCC using CVP EasyDCC wireless and wired throttles.

Layout 2: G Gauge SP Santa Cruz Division; Santa Cruz to San Jose

Scenery 60% 200x185' Easy Access

Gary's SP Santa Cruz Division layout is an operations oriented 1:32 standard gauge layout. It is modeled after the Southern Pacific's line from San Jose to Santa Cruz, the old South Pacific Coast R.R. The era is in the late 60's.



The railroad design is point to point. The mainline is 750 feet long with five passing sidings. The mainline minimum radius is 8'6". The maximum mainline grade is 1.5%.

We run with 1st. and 2nd. generation diesels. Mainline track and industrial spurs are in. The yard and industrial tracks at San Jose and Santa Cruz are not in yet. There are some temporary yard tracks in. Gary has planted several hundred dwarf Alberta spruce trees as part of the scenery.

Business in the Daylight

O-Scale John and Kemtron

By George Pisching, editor

John Houlihan, is our senior member of the Daylight Division. An honor awarded to him through his 60 years of membership in the NMRA. I have been hounding him for a couple of years now about writing an article for the Observation on his experiences in the NMRA and the Daylight Division. So, I was thrilled when he said he had an article for me.



He slipped my grip again by sending me an article that included him and his modeling history recently published in the "O-Scale Resource" magazine. As I reviewed the story I became fascinated with the history of the Kemtron Products Company which is located in downtown Fresno. We have an historically significant model railroad products company right in our own town. I received permission to use the article from both John and the "O-Scale Resource" magazine. I greatly appreciate their generosity and I am sure you will appreciate the article as well. The link to the magazine and the full article

Continued on next page.

Letters to the Editor

A Regions and Divisions Discussion Group Posting Addressed to Us.

A model for regions, divisions, and National?

Posted by: "whk58@pacbell.net"

I am really looking for some comments on this model of what the NMRA and its regions should be. It seems to me that we can talk at all levels.

I was talking with a friend about organizations. He belongs to the Classic Thunderbird Club. He owns a '56 T-bird. As part of the discussion he gave me a copy of their magazine "Early Bird". Very nice. They do a good job. Full of pictures of T-birds that my wife drooled over for a couple of hours.

He used Early Bird as an example to point out that there were really **only three types of content** in it. **First there was knowledge:** histories, pictures of cars, and the like. **Second was fellowship:** reports of activities of branches of the club and invitations to meets. **The third was a very small group of administrative blurbs.**

He then took apart both the Operation SIG's "Dispatcher's Office" and the Pacific Coast Region's "Branch Line", both of which you may or may not know, I used to edit. He found pretty much the same breakdown in those.

Continued on Page 6.

O-Scale John

is posted here <http://oscaleresource.com/> and at the end of the short initial excerpts from the article. Thanks also again to John Houlihan. You are quite a source of knowledge, but I still want that original idea article.



By Glenn Guerra

Many of us are familiar with Kemtron models. For this article I wanted to look into some of the history of Kemtron. I had a lot of good help from Dave Grandt, Ron Sebastian, John Houlihan, Jim DeBruin and Pat Mucci. As with so many research projects one bit of information leads to two more questions. As I was doing this article I would keep sending drafts to the others to look at. They were all very patient and helpful. This article could not have happened without their help.

Many of the Kemtron products are around today for sale at O Scale shows and many are still being produced today but under different manufacturer's names. I think you will be surprised at what is still available. I think you will also be surprised at how many different people have been involved with Kemtron. Rather than do a time line type of history I am going to talk about all the people that were involved and what they contributed. A lot of this history is from people's recollection and as a result exact dates are not always clear. In addition you will see that the whole operation was rather fluid with many people contributing.

...

To read this article in its entirety, please follow the link here to the publication <http://oscaleresource.com/> It is an interesting and informative article with a lot of photos – especially of John Houlihan's brass models.



Convention Report

Trains to Hadley Junction 2014, Pacific Coast Regional Convention

By Paul Deis

San Luis Obispo took on the Railroading Venue at the beginning of May this year. The Daylight Division's Coastal Foamers hosted the Regional Convention at the Sands Motel in San Luis Obispo.



Our past Division Director, Paul Deis, was the Chairman of the Convention and the usual suspects were his accomplices. Great Job Gentlemen! Everyone I talked to had a great time and enjoyed the “packed” program of clinics and activities.

An absolutely phenomenal set of entries in the contests was presented. We must be getting better at the “art” of modeling because the entries were probably the best I have ever seen. A record number of Merit Awards were also presented this year.

More...



Daylight Division, PCR

DIRECTOR REPORT

By Dave Grenier, Division Director

This is my first article as your new Division Director. I was going to just combine this with my Superintendent's Report, but reconsidered and decided a separate article would be less confusing – for me! It's hard enough juggling all my hats without combining articles. For the time being, I will be both Director and Superintendent, but will be looking for someone to serve the remainder of my term as Super, having served since June 2008. Time for a change!



At the PCR Board of Directors meeting on April 30 during the Coast Rails 2014 PCR Convention in San Luis Obispo, I took over from Paul Deis, our Director for the past two years. I hope you can all join with me in thanking Paul for his service to the Division. In addition to Director, he was also the chairman for the recently concluded PCR convention. Paul, thank you for all your hard work putting on the convention.

Following up on the non-binding vote we had at the February meet in Fresno at HobbyTown USA regarding the Hawaii Division, PCR President **Pat LaTorres** announced at the meeting that the Hawaii Division would remain intact. Due to a recent influx of new NMRA members to the Islands, there is renewed interest in reactivating the division, so they will not be merging into the Daylight Division.

In other news, a contingent from the Pacific Southwest Region presented a proposal to have a joint PCR/PSR convention in the Bakersfield area sometime during the 2016-2017 timeframe. PCR had a joint convention with the Pacific Northwest Region in Medford, Oregon, in 2012, which was quite successful. We will be discussing this further at the next Board meeting, 1:00 PM, 10/25/14, at a location to be determined. Check the PCR Master Calendar for the location.

If you have something you would like the Board to consider, please let me know and I will present it at the next meeting. You are also welcome to attend the meeting and present it yourself. Let me know ahead of time so I can get it on the agenda.

That's all I have for this time. If you want to contact me, either e-mail me at grenida@pacbell.net or call me at (559) 297-1345.

Respectfully submitted,

Dave Grenier

PCR Daylight Director

Letters to the Editor

I couldn't argue and couldn't really find anything that didn't one of those categories.

This was all nice, but kind of academic until he started to argue that those three things are what all hobby type organizations should be doing, to the exclusion of all other activities. If we can't justify something on the basis that it disseminates knowledge, promotes fellowship or is an administrative necessity, we are spinning our wheels and shouldn't do it. It just draws away from the core purpose and makes the organization go nowhere.

It is a very basic and spare model.

What do you think?

Bill Kaufman

Reply to the Editor at

Gmpisching@netzero.com

Superintendent's Report

Super Editorial

by Observation Editor

We are seeking nominations for Division Superintendent. Please consider participating in your Division's operation. Step up to the plate, (as they say.)

In the mean time, you will have to put up with my stories collected from the rest of the model and railroading world. Maybe that will be incentive for you to submit items – like John Houlihans and George Gibson's offerings. Terry Taylor has also offered articles with pictures too and we will get them published as I can. Thanks for the input, now where are the rest of you?

The editor.

From the Super's Desk

DAVE'S DISPATCH

By Dave Grenier

If you weren't at the Coast Rails 2014 PCR Convention in San Luis Obispo from April 30 to May 4, then you probably missed the Spring Daylight meet. It was held at 10:30 AM on Friday, May 2, in one of the clinic rooms at the convention. Because the convention already had a full slate of clinics, contests, layout tours, op sessions and more, we only had the quarterly business meeting. As expected, attendance was low, only about 12 people, including a visitor from Coast Division, **Darlene Ferguson**. There were no sign-in sheets or registration fees, so I'm relying on my memory. I recall 10 people by name, but there were at least two others I can't think of. Yeah, I'm getting old!



During the PCR Board of Directors meeting held two days earlier on April 30, I was seated as Daylight Division Director, succeeding **Paul Deis**. Thanks to Paul for his service as Director for the past two years. Until a new Superintendent is appointed, I will function as both Director and Superintendent, plus AP Chair and Webmaster. Volunteers for all but Director are welcome!

Andrew Merriam was recently awarded Master Model Railroader #533, but not in time to get his certificate or plaque for presentation at the convention. **Chuck Harmon**, awarded MMR #529 in January, was presented with his MMR plaque at the meet. Both were also honored at the Awards Banquet Saturday evening. Congratulations to both Chuck and Andrew for achieving MMR!

Bruce Morden was belatedly presented with his 2013 Daylight Division Member of the Year award, announced at last year's PCR Convention. Bruce's service to the Division is greatly appreciated. He is the meet coordinator for the upcoming August 16 meet in Santa Barbara.

Mike O'Brien, Industry Liaison, created a new Facebook page for the Division at <https://www.facebook.com/DDIL2014>. There is a link to this page on the Daylight website. Look for the "Find us on Facebook" block in the left column of each page.

The next Daylight Division meet will be Saturday, August 16, 2014, at Gary Siegel's home in Santa Barbara, beginning at 9:00 AM. See Bruce Morden's write-up elsewhere in this newsletter for additional information. Check the [website](#) for up-to-date information. Starting at this meet, there will be a judged model contest. The contest categories are: Model – Diesel, other Locomotive; Photo – Model Black and White. Categories for future meets may be found at:

<http://www.pcrnmra.org/daylight/contests.html#contestcats>

See you in Santa Barbara!

Dave Grenier

Director/Superintendent

NMRA PCR Daylight Division

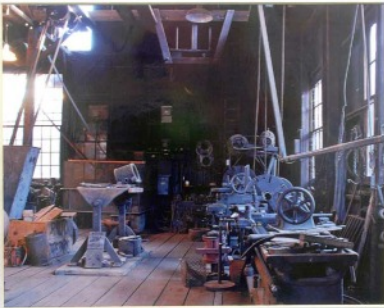
PCR Convention 2014

Contest Results

By Charles Harmon

The Regional Convention Contest produced a fabulous display of master craftsmanship. Even the novice class was outstanding!

Our Division had 30 entries and there 42 Place Awards with 18 Merit Awards.



Tom Van Horn won Photo - Best of show and First Place popular vote with his photo of the Railtown 1897 Machine Shop.



Jayne Harmon won Arts and Crafts - Best of Show, First Place popular vote, and First Place judged with her Counted Cross Stitch "Little Engineer."

Contest Chairman's Report

Contest Corner

by Chuck Harmon, MMR,
Daylight Division Contest Chairman

In the coming months I will include portions of the PCR Contest directory that will be helpful for our members who wish to participate in the model and photo contests. Hopefully, this will encourage more of you to participate in the contests. The contests give us an opportunity to share our modeling and photographic interests and improve our skills by showing and discussing our results with each other. This is one of the main reasons for us to get together every quarter. It is also one of the ways that we fulfill our charter purpose as an educational non-profit corporation.



This quarter I will share Section III. Entry Requirements from the PCR Contest Directory. Additions in brackets [] clarify application to Daylight Division Contests.

A. NMRA members in good standing may enter all PCR [and Daylight Division] contests with the following exceptions:

Commercial model builders may not enter model contests.

Commercial photographers may not enter photography contests.

Commercial model builders and photographers are those who derive more than half their income from these activities.

B. Anyone in the age groups specified may enter Youth or Teen contests, regardless of NMRA membership: [These contests can also be held at Daylight Division meets.]

Youth contests: Under thirteen years old.

Teen contests: Thirteen through seventeen years old.

C. Each entry must be accompanied by a completed PCR contest form and score sheet (see appendix), or substitutes acceptable to the Contest Manager. [Available on the PCR website.]

D. Proxy entries will be accepted.

E. Entries that have won First Place in a [Daylight Division], PCR or NMRA contest may not be entered again.

F. There will be no limits on the number of entries other than those specified elsewhere in this Directory. There will be no entry fees.

G. Neither PCR nor the Host Committee [nor Daylight Division] or their officers assume any responsibility for loss or damage to an entry.

H. By entering, entrants agree to abide by PCR [and Daylight Division] rules and procedures.

Next quarter's column will cover Section IV, Contest Sponsorship. To see the entire PCR Contest Directory go to the PCR website.

<http://www.pcrnmra.org/pcr/contest/ContestDirectory.pdf>

Continued on next page.



A Small Layouts Contest - in Germany - produced some outstanding concepts from suitcase to cigar box. (Small Layout Design Yahoo Group.)



What were they thinking? Nope, won't work! Anyone need a short section of fire hose? Guess there is a prototype for everything. - *Editor.*



Chuck Harmon presented MMR Certificate by Superintendent Dave Grenier at PCR Convention

Contest Corner

Our Daylight Division was well represented at the PCR Convention Contest by TWO Best of Show entries. Tom Van Horn entered a photo of the Railtown 1897 Machine Shop and won Best of Show and first place in the popular vote - Photo Category. Jayne Harmon, Chuck's wife, entered a Counted Cross Stitch "Little Engineer" in the Arts and Crafts Category. Her entry won Best of Show, First Place judged, and First Place in the popular vote - Crafts Category. Congratulations to Tom and Jayne for outstanding work!

Tom also entered a photo titled "Emily Shay" that placed second in the judged photo contest, Trains in Action Category.

At the Daylight Meet in Santa Barbara on August 16, 2014, there will be a judged contest that is open to any of the model categories listed in the PCR contest directory. There will also be a popular vote contest.

The popular vote contest categories for this August's meet are:

Model: Diesel, other Locomotive (except steam or traction)

Photo: Model black and white.

Any other categories that are not for judging will be for display only (no raffle ticket).

Popular vote categories for future meets are:

Fall 2014 Model Passenger Car

Photo Model Color

Winter 2015 Model Freight Car

Photo General Rail Subjects

ACHIEVEMENT PROGRAM

AP REPORT

By Dave Grenier, AP Chair

Andrew Merriam recently completed all the necessary requirements and was awarded Master Model Railroader #533.

Chuck Harmon, awarded MMR #529 in January, was presented with his MMR plaque at the Daylight Division Spring meet in San Luis Obispo.

Both Andrew and Chuck were honored as the newest MMRs in the PCR at the Awards Banquet during the Coast Rails 2014 PCR Convention. Congratulations to both Chuck and Andrew for achieving MMR!

DAYLIGHT MEMBER OF THE YEAR

Congratulations and thanks go to **Andrew Merriam** as the 2014 Daylight Division Member of the Year. Andrew was presented with his award at the Awards Banquet during the Coast Rails 2014 PCR Convention.

Developed in the
Daylight

Template

Layout

Construction

By George Gibson, SLO

Building a New Layout? – Try Template Layout Construction Techniques

Do you have a bad back? Are your knees warning you of bad things to come? Are your joints too stiff from old age? Can't crawl under the layout like you use to? Tired of getting hot solder dripped on you? Dumbfounded in trying to make connections, find holes and connect wires while upside down or on your back? – *Sounds like an old commercial.*

Well, the answer to all of those complaints and more, can be found in "Template Layout Construction Techniques." And as a teaser, let me say I just installed 22 track feeder wires (soldered to the rail and connected to the DCC main power bus), all from a standing position and never once from under the layout. And I'm planning on doing the same for 12 switch machines today . . . all from above the layout and never under it.

Template construction allows you to do virtually all the track work from the comfort of your workbench, a kitchen island or dining room table. Roadbed, track, turnouts, switch machines, preliminary wiring, rail and tie weathering, and even the first course of ballast can be completed

Continued on next page.

Daylight Division PCR-NMRA

Paymaster Report 03/31/2014

Date	Num	Payee	Memo	Category	Payment	Deposit	Balance
1/1/2014			Checking Balance				3908.48
2/21/2014	159	Cash	change for meet	[Cash Account]		100.00	3808.48
2/22/2014	160	Hobbytown USA	cash cards for raffle prizes	prizes	60.00		3748.48
3/7/2014			Deposit	[Cash Account]		296.00	4044.48
3/26/2014			Deposit	[Cash Account]		62.50	4106.98
3/31/2014			Checking Balance				4106.98

Date	Num	Payee	Memo	Category	Spend	subtotal	Receive	Balance
1/1/2014			cash balance					0.00
2/21/2014		Cash	change for meet	[Checking]			100.00	100.00
			registrations			121.00		
			raffle			60.00		
			auction prizes		25.00			
			misc			2.00		
2/22/2014			February 2014 meet	--Split--	196.00			296.00
3/7/2014		Deposit		[Checking]	296.00			0.00
3/10/2014		PCR-NMRA	membership rebates Mar 4, 2014			62.50	62.50	
3/26/2014		Deposit		[Checking]	62.50			0.00
3/31/2014			cash balance					0.00

Submitted by Robert D. Sexton, Division Paymaster

Daylight Division – PCR/NMRA

Spring Business Meeting Minutes

Call to order: Meeting conducted at PCR Convention, San Luis Obispo, CA on May 2, 2014 at 10:30 AM. Called to order by Superintendent Dave Grenier.

Supt. Grenier welcomed new members, 1st timers and guests, including Darlene Ferguson from Redwood Division.

Minutes: Motion by Terry Taylor to approve minutes of the previous meeting as published. Motion seconded and carried.

Paymaster Report: Motion by Paul Deis to approve the Paymaster report as published. Motion seconded and carried.

Superintendent's Report and Announcements: Dave Grenier.

Dave Grenier was seated as Daylight Division Director during the PCR Board of Directors meeting April 30, 2014. Dave expressed appreciation to Paul Deis for his service as Director.

Supt. Grenier reported that the Hawaii Division will remain as before and will be reactivated.

There is a new format for the Daylight Observation.

Continued on Next Page.

before the template is secured to the layout bench work.

Never again will you have to reach over the layout to make that critical connection, or try to do detailed work at an arm's length. And most importantly, never crawl under the layout again.

Template techniques can be used for almost any type of roadbed construction you prefer. Whether you use plywood and cork, or other materials, the basic techniques still apply. With a minimum amount of pre-planning, you'll never see the underside of your layout again.

These techniques were used on the original D K & Pacific Mountain Railway (a 12' x 14' double deck layout in HO and HOn3) and have been used on the layout's expansion into a 16' x 14' space with great success. So, if you're interested in never having to crawl under your new layout ever again, please contact me directly at hohon3@hotmail.com and I will send you some additional information and photos of the steps taken, or will answer your questions directly.

No More Back Issues Here.
George Gibson In SLO, CA



Overhead View of the WaGoN Layout by Martin Boogaard.

Spring Business Meeting Minutes

AP Chairman's Report given by Dave Grenier.

Andrew Merriam was awarded MMR #533 on completing his Master Builder _ Prototype Models certificate.

Presentation of the Member of the Year for 2013 was made to Bruce Morden.

Presentation of Master Model Railroader plaque made to Chuck Harmon. He is MMR #529.

Congratulations to all.

Old Business: (none)

New Business: (none)

For the Good of the Division:

Mike O'Brien has a webpage up for the industrial liaison.

Contest Winners: They will be announced at the convention banquet.

Adjournment: Meeting was adjourned at 10:52am on a motion by Terry Taylor, seconded and carried.

Submitted by Robert Sexton, Chief Clerk, Daylight Division.

THE RABBIT IN THE HAT

An N SCALE LAYOUT in a G BOXCAR!

Magicians may carry rabbits in their top hats, but **Martin Boogaard**, from Meppel in The Netherlands, specializes in building layouts in highly "unexpected" places, such as CRT cabinets, and microwave ovens. His most recent work really astonishes, and I quote him: "It's a working layout in N scale, built in a small G scale wagon with its own scenery (a triangle 18.9x18.9in)."



Martin emphasizes the technical difficulties involved with creating his magic effect. "Instead of building one scenery, you'll have to build two of them including all the electronics and lights in two different scales. The layout includes working lights in both the scenes, a working sliding door that can be opened by one G figure (electrically operated), a running N scale train in a complete scene that will ride up and down the track with working overhead catenary, scenery, sound, and a working signal light right before the tunnel opening.

The whole thing has its own power supply and visitors can also switch the lights on and off and operate the sliding door movement with buttons. "The layout's name is (what else?) *WaGoN*." Its effect provides a surefire magical moment in minimum-space layout building.

How Well Do You Know Your Passenger Trains?

Match the name of the passenger trains from the top numbered column to the railroads that they ran on in the bottom lettered column

- 1 Cascades
 - 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

Answers on page 17

Achievement Program

Master Builder – Scenery

By Dave Grenier



If you were expecting to see Master Builder – Structures, as stated in my last article, sorry to disappoint you. Jack Burgess wrote about Structures in the current PCR Branch Line and I didn't want to repeat it in the Observation, so I'm writing about Scenery instead.

In this installment, we will review the requirements for the Master Builder – Scenery certificate, the second of the “Railroad Setting” category. The purpose of this category is for the modeler to demonstrate “the prototypical rendering of scenic effects from the ground up.” The type of scenery you choose to model is completely up to you. You can model a forest setting, a desert scene, or even an urban canyon with tall buildings dwarfing the track running through it.

To qualify for this certificate you must:

1. Construct a completed section of model railroad at least 60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, or 18 square feet in N scale, or other scales in proportional relationship to HO scale. This completed section must contain the necessary elements of Terrain, Structures, Background, Lighting, and Realism/Conformity in combination to achieve a realistic appearance consistent with applicable NMRA quality standards.

You do not need to construct a single section of layout to qualify for this certificate. You can also construct separate modules or scenes, each being more than eight square feet and of Merit Award quality (87½ or more points) standards, with a total combined square footage equal to the minimums for your scale, as stated above. Note that any modules that previously earned 87½ or more points during a contest using the NMRA's Module Judges' Score Sheet do not automatically earn a Merit Award. They must be judged using the AP Scenery Judging Form, as the judging criteria are different.

Garden railroaders may qualify for this certificate by showing that they have worked to create a miniature world, not just run some tracks through the planter beds. For example, bridges should be modeled after a prototype, not just track running on a board across a canyon.

The definitions of the various elements, which may be combined to comprise the setting for the model railroad and score at least 87½ or more points using the following criteria:

A. Terrain (Max, 35 points) – The terrain and all natural features such as rocks, water, trees, hills, and depressions, as well as man-made features such as railroad roadbed, cuts, fills, drainage ditches, embankments, streets and roads, and so forth. Make the transition between different

Continued on next page.

Guidelines to Model by:

Keiran's 10

Rules of Modeling

Thanks to the LDSIG
Yahoo Group

1. Anything worth doing is worth doing well.
2. "KISS" = Keep It Simple Stupid.
3. The only limitation is your imagination.
4. You won't know if you can achieve something until somebody tells you that you can't. So don't listen to them.
5. If at first you don't succeed, give it another go. After all, you never fail at what you do, you just achieve a different outcome.
6. Don't build 10 similar items: instead, take the time to build one perfect item, and cast thousands of them.
7. Always keep your mind open to new ideas, and then build on them.
8. Strive for perfection, and then improve on it.
9. Don't be scared to rebuild a model you thought was perfect, because your idea of perfect will change as your skills improve.
10. As a modeler, your basic aim should always be to improve both your standards and your skills.



Master Builder Scenery

types of terrain as smooth as possible. Avoid glaring inconsistencies, such as palm trees in a snowy New England scene.

B. Structures (Max, 20 pts) – Structures are considered from the standpoint of prototypical suitability, placement, and appearance as scenic effects - NOT as to construction (which is covered under Master Builder - Structures). This includes bridges, trestles, and culverts, buildings and all other types of structures (towers, power lines, signs, fences, retaining walls, etc.), track and right-of-way features, such as turnout controls, signaling structures, crossing gates and shanties, turntables and other service structures, etc.

C. Background (Max 25 pts) – Background is the treatment of the wall, backdrop, and/or ceiling to realistically depict depth, distance, horizon, and sky. This doesn't mean that you have to have a photographic or landscape artist quality background. Your background should continue the 'illusion of reality' that you are trying to create with your scenery. The background should match the scenery, and the transition where the two of them meet is smooth and/or hidden. A good question to ask yourself is: Is there enough good background to allow a photo to be taken without showing other parts of the room? If a wall is the backdrop, make sure that the texture is appropriate, as well as the color (a concrete block wall painted sky-blue, still looks like a concrete block wall!)

D. Lighting (Max. 20 pts) – You must include illumination effects from three aspects:

Railroad cars, signals and the like

Buildings, streets, and roads, etc.

Overall lighting effects – day and/or night

An entirely daylight scene is acceptable. The lighting information must be included on the Statement of Qualifications (SOQ). Even in a daylight scene there is evidence of lighting, such as streetlights, traffic lights, and doorway lighting, even if it isn't operational and does not illuminate.

Also note that not all scenes will have lighting elements. If you are modeling the middle of the desert, there may not be any buildings there to light!

E. Realism/Conformity (Max. 25 pts) – In the other four judging areas, the judges evaluate what you were trying to do and what you remembered to include in your scene. In this area, they evaluate how well you did what you were trying to do. Your entire layout does not have to be completed to be judged – just enough to meet the minimum space requirements given above. Areas that are not to be judged should be blocked off visually from those that are.

2. Prepare a set of photographs, or a videotape presentation, and a written description clearly describing the intended setting of the model railroad and the scenic details, including towns or cities in the area being judged.

Continued on next page.

Membership

Keeping Current is Critical to Membership

By Doug Wagner,
Bakersfield

Did you miss me? Or did you even notice? I did not get an article in the last issue of the *Observation*, due to the Bakersfield Train Show, which I am the organizer for. Then went from organizing the train show, to getting the final month of work in for the PCR Convention, in San Luis Obispo, *Coast Rails*. Seems like I'm doing more Model Railroading Administrative work, than actual Model Railroading work! But, I bet I'm not the only one who feels that way.

And speaking of the convention, I want to thank everyone that attended the convention and having to put up with my sparkling personality! Oh, and that bottle of Jack Daniels, was gone that night! But now that the convention is over, I made a pledge to myself that I would get back to work on my home layout. So, the day after the *Coast Rails* Convention was over, I did just that! But over the many months of organizing our club's annual train show, and being the registrar for the *Coast Rails* Convention, it seemed that a lot of items piled up in the layout room. Not only did they find their way under that layout, but on top, of it, as well!

Continued on next page.

Master Builder Scenery

These photos don't have to be professional quality. They just need be at least one overall picture of the layout and the individual areas being judged. Each picture should be accompanied by a written description.

3. Prepare a description of the materials and methods of construction used in creating various features of the Terrain, Background, and Lighting elements as described above. These can be simple statements – nothing elaborate is required.

4. Attach one copy of materials in Sections 2 & 3 to the Statement of Qualification (SOQ) for use by the judges in determining the effectiveness of the craftsmanship displayed by the member requesting certification.

5. Earn a Merit Award of at least 87½ points on the section of layout being judged.

6. Submit a completed Statement of Qualifications (SOQ) including the attachments for Sections 2 & 3 and the signed merit judging forms and/or copies of the Merit Award certificates from Section 5.

AP Merit Award judging can be done in one of two ways: 1) at an NMRA-sponsored contest at a convention or meet; 2) arrange for judging at another time separate from a convention or meet. You can bring your work to where the judges are, or they will even come to you! When you're ready to have your models merit judged, contact me by e-mail at grenida@pacbell.net or by phone at (559) 297-1345, to setup a time and place.

Once you have completed all of the above requirements, including the SOQ, and the supporting documentation, remember to include the signed merit judging forms and/or copies of the Merit Award Certificates from section 5. Submit the completed SOQ, attachments, and **a photocopy of your NMRA membership card** to the Daylight Division AP Chairman, Dave Grenier and you are on your way toward another certificate! Contact me for my mailing address, if needed.

For an explanation and photos of what the judges look for so that you can better understand what is expected, check out the *Scale Rails*, May 2008 issue, starting on page 13. There you will find several examples of the personal experiences of Dan Lewis, MMR #268, and Larry Smith, MMR #185, when they earned their Master Builder – Scenery certificates.

Next installment: Master Builder – Prototype Models

Membership

The first order of business was tidying up the layout room, just so I could walk into it, without stepping on something. That task took a whole week to do. Second task on my “To Do” list, was to get that work bench that I’ve had for a year, up and operational, so that I could actually use the work bench for my modeling, which also included adding some overhead lighting and electrical receptacles, which you usually don’t have enough of.

Well, after a month, I have completed Phase 1 of my “Summer Work”, and now it’s time to move on the Phase 2, which is getting back to installing Tortoise switch machines, in the Bakersfield Yard, on my layout. I will report on my progress, in the next issue. What a way to spend a summer! Luckily, my layout room is air conditioned, which comes in very handy, here in Bakersfield!

Now, to get on to Membership stuff. During the months before the convention, I’m sure many of you received emails from me—probably TOO many! In the course of sending out these emails, concerning the *Coast Rails* Convention, many of the emails bounced back to me, which means many of you have not notified NMRA of your change of email address. Like it or not—internet and social media is here to stay, but it is a great way to keep up with the most recent information. The Daylight Division, PCR and NMRA, use emails and social media to get the latest information out to you—from division meet information

Continued on next page.

The Answers Are Out There

More on Weathering

By Robert Pethoud, Members Aid

Color photos of actual freight cars reveal the endless ways these cars weather over time. Some cars have colors that lighten over time, other colors become darker with age; some cars get streaks down from the roof, others acquire mud and dirt splashed up from the track; some lettering fades with time, other lettering streaks; and so on, *ad infinitum*. To model this wide variety of weathering effects we hobbyists need a similarly broad choice of methods.



Recently in one of these columns I described a quick way of weathering freight cars using washes of Tamiya acrylic paints applied with an inexpensive, single-action, external mix airbrush. This time I want to suggest a very different approach which utilizes pastel pencils. The photo shows before and after shots of an Accurail #4736 WP stock car kit weathered with this method.



Before assembling the kit, I actually disassembled it further by removing the running boards (roof walk) from the body. I brushed on a coat of black acrylic craft paint and then immediately wiped the paint off of the top surface. This left the black paint on the edges and in the cracks between the boards, the only places I really wanted it. When the paint was dry, I vigorously rubbed the top surface of the running boards with a brown pastel pencil—I used Stabilo CarbOthello 1400/635. I purchased this and the other pencils to be mentioned from my local art supply store for about \$2.00 each. I finished the running boards by lightly rubbing on a light gray—Stabilo 1400/720 in my case. Neither of these colors gives a

Continued on next page.

Membership

to the NMRA sending out current information, from Tennessee.

So, if you have changed your email, please be sure that one of the groups that is made aware of it, is the NMRA. So, how do you notify the NMRA of your email address change—or any change, for that matter? Easy! You can do it 4 ways: (1) Internet, by going to the NMRA link at <http://www.nmra.org/member/content/member-info-update> ; (2) Phone, by calling NMRA headquarters, in Soddy Daisy, Tennessee, at (423) 892-2846. But it is a long-distance phone call, where the internet is free to send NMRA an email; (3) United States Postal Service, by mailing any contact updates to National Model Railroad Association, P.O. Box 1328, Soddy Daisy TN 37384-1328; (4) Or, if you'd like someone else to do it, you can call me at 661-589-0391, or email me at carldw@aol.com, and I'll be more than happy to forward any updates to your contact information. Besides, that's why they pay me the big bucks, and maybe next time, I won't get so many emails bounced back at me.

OK, that's it for this edition. I need to get back to work on my layout, now that I can step into the layout room without stepping on and breaking something! May all your signals be green!

Doug Wagner, Membership

More on Weathering

convincing wood appearance by itself, but a heavy application of brown followed by a light addition of gray was surprisingly effective.

To weather the roof, I brushed three coats of dark gray acrylic craft paint onto the roof panels between the battens. When that was dry, I rubbed a reddish brown pastel pencil (Stabilo 1400/610) on those battens.


To finish the roof I applied Bragdon Enterprises nearly black weathering chalk with a stiff brush, working the chalk outward from the centerline to the eaves.

The wooden slats on the sides and the door were treated the same as the running boards: a heavy application of dark brown (635) followed by a light application of gray (720). After that I added some beige weathering chalks to the lowest part of the sides and ends, suggesting a thick layer of caked-on dirt. The result bears a striking resemblance to color photos of weathered stock cars featured in many of the "Color Guide to Freight and Passenger Equipment" books in my library.

Before putting the underframe together, I drilled some holes near the corners and installed A-Line drop steps. This became necessary when I broke one of the cast-on steps while I was reinstalling the running boards, but it's a good idea anyway in order to make the finished car more resistant to rough handling. To start the weathering process on the underframe and trucks I used some inexpensive rattle cans. After assembly, I sprayed the underframe with flat black Rust-Oleum plastic compatible paint. The truck sideframes got a coat of Rust-Oleum plastic compatible primer, which is a very pleasing oxide red color. More Bragdon Enterprises weathering chalks were added to both underframe and trucks to create the multiple hues which do so much to enhance the realism of the model.

Final assembly of the car involved installing Kadee metal wheelsets and Kadee #148 whisker couplers in place of the plastic versions supplied in the kit. That's all there was to it. Some inexpensive, readily available art supplies and a few pleasant hours resulted in a middle-aged and well used stock car ready to be spotted at the local cattle pen by the next peddler freight. Until next time, you can reach me with questions or comments at pethoud@comcast.net .

Irish Tracklayer
0 Gauge Track Products



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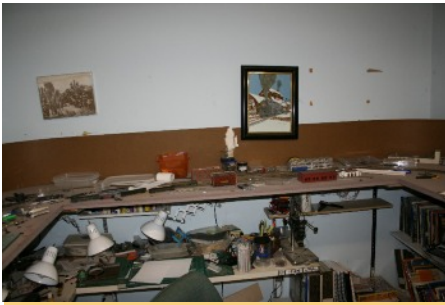


Photo #1. What started this project to begin with! Junk everywhere and you can't even see the top of the work bench, below the layout. Don't let your layout get out of control!



Photo #2. A situation like this could lead one to drink. Heh, how did that glass of Jack Daniels get in the photo? Well, it's almost time for a refill, anyway!



Photo #3. The completion of Phase 1 resulted in this. A workbench to paint my models on and storage for the paints. This freed up space in the layout room.

Building in the Daylight

The Further Adventures of Doug's Layout Calamity

By Doug Wagner, Bakersfield

I know I'm not the only one that thinks they don't have enough time to work on their home layouts, but it has seemed like since September, of last year, that I have not found any time to work on my N scale home layout. With organizing the annual Golden Empire Historical and Modeling Society's Model Train Show, my annual baseball spring training trip to Phoenix, vacation to



Disneyland and to the Pacific Coast Region's annual convention, in San Luis Obispo, it was hard to find time for my layout.

Well, I made a promise to myself, that at the conclusion of the convention, which was Sunday, May 4th, that on Monday, May 5th, I would start back to work on the layout. The only problem is, that after about 6-months of doing nothing to the layout, junk had seemed to accumulate so much in the layout room that I couldn't even walk into the room (I'm sure I'm the only one with that problem, ain't I?).

Anyway, I had to develop a strategy of attack. Well, I've had this workbench, that was given to me by my good buddy, Kelly Cruise, who

moved on the greener pastures, to Iowa. Since the year that I have had this workbench, in the garage, it also had seemed to attract items being stored on top of it. OK, this was starting to become an epidemic. So, first thing, Monday morning, May 5, the battle began.

The first thing I had to do was get the workbench cleared off and into position so that I could transfer my paint spray booth and all paints out into the garage and stored in some manner. On top of that, I had to install some electrical wiring so that I could have work lights over the work bench and more electrical receptacles. You can never have enough electrical receptacles—at least for model railroaders. After making a couple of hundred trips to my local Home Depot store and working for 2 weeks, Phase 1 of my battle was completed. After testing the electrical work, which checked out OK, it was time to relocate the spray booth to the work bench and the paints to the newly installed shelving above the work bench.

With Phase 1 completed, it was time to move on Phase 2. With my Haz Mat suit on, I entered the layout room to start some sort of organization. I noticed that there was a lot of stuff on top of the layout, as that had become my workbench, because the real workbench was so cluttered, the layout had become my new workbench.

Continued on next page.



Photo #4. Wow! What a change from photo #1. The buildings on the layout represent the future town of Lindsay—The Olive Capital of the World!



Photo #5. The space formerly taken up by 2 cabinets and the paint booth, was quickly utilized for more shelves.



Photo#6. Even the Bakersfield Yard had stuff stacked on it

Doug's Calamity Layout

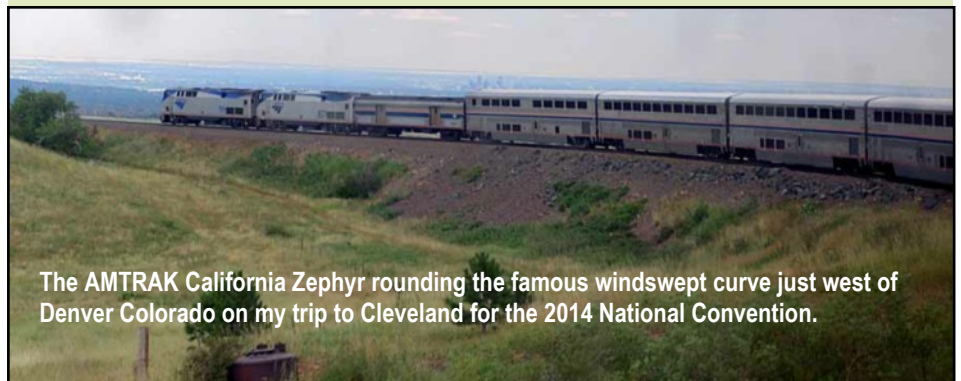
So, I accumulated all my tools from the top of the layout, and started putting them in the rolling storage drawers that I had purchased at WalMart. They sure came in handy. I essentially did the same thing with the actual work bench, but with various rolling stock and locomotive projects all over the work bench, I had to store those in their own bins, which I already had (Doug, note to self. Work only on one project at a time—not ten!). Ok, I had Phase 2 almost complete.

The layout was cleared off—except for the structures that were to be used on the layout and I could actually see the work bench! With a good vacuuming of the room, my task of tidying up the layout room was complete. I finally finished the entire project on Friday, June 20th. Do the math—Monday May 5th to Friday, June 20th—47 days to be exact! Only because I kept throwing stuff into the layout room, and telling myself, “I’ll get it later”. Later NEVER comes—take it from me! Don’t let this happen to you!

Anyway, in conclusion, now I can start back to work on ONLY one project at a time—and my layout. I’ll keep you advised. Have a great summer—I will—working on my layout!



Photo #7. Not anymore. The Bakersfield Yard makeover.



The AMTRAK California Zephyr rounding the famous windswept curve just west of Denver Colorado on my trip to Cleveland for the 2014 National Convention.

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

For Fun in the Daylight

RULES

Posted by: "Larry Altbaum" at games_ahoy.msn.com

Concerning Rules there is always Good News and Bad News.

The Good news:

It was a normal day in Sharon Springs, Kansas, when a Union Pacific crew boarded a loaded coal train for the long trek to Salina.

The Bad news:

Just a few miles into the trip a wheel bearing became overheated and melted, letting a metal support drop down and grind on the rail, creating white hot molten metal droppings spewing down to the rail.

The Good news:

A very alert crew noticed smoke about halfway back in the train and immediately stopped the train in compliance with the rules

The Bad news:

The train stopped with the hot wheel over a wooden bridge with creosote ties and trusses.

The crew tried to explain this to Union Pacific higher-ups but was instructed not to move the train!

They were informed that Rules prohibited moving the train when a part was found to be defective!

'REMEMBER, RULES ARE RULES!'

Don't ever let common sense get in the way of a good Disaster!

Small Layout Scrapbook

Memory Lane - Christmas in July

Posted by Carl Arendt in the Small Layout Yahoo Group



Howard Leroy Lamey's 2010 version of his annual Christmas layout in Jacksonville, Florida USA, features his well-known "glitter houses" and starts our celebration of Magical Moments with a sentimental visit to Memory Lane. Many model railroaders fondly remember from their childhoods the "magic" of a train set under the tree! The classic Marx Commodore Vanderbilt locomotive (*behind the houses at left*) was a childhood favorite of both Howard and Carl A. For more about his work, see Howard's website.

Organizing in the Daylight

San Joaquin Valley Railroads Historical and Modeling Society

By George Pisching

A local group of San Joaquin Valley railroad history interested modelers desire to organize an historical social group or club in the valley.



We are building a list of interested historians and modelers in order to begin holding organizational meetings. Since we are in the formation stage, we are seeking interested parties and ideas for activities as well as organizational structure. Any one or group interested in this adventure is welcome to join. We would even like to have some "real railroaders" join. We intend work with other organizations associated with the San Joaquin Valley to further public interests jointly.

Please contact George Pisching, 559-275-1761 (*ans. mach.*);
email: sjvrhms@netzero.net