



The Daylight Observation

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Daylight Division Fall Meet at Central Coast Railroad Festival By Neil Fernbaugh, Division Superintendent

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For our fall meet we will join the crowd at the San Luis Obispo Railroad Museum on October 5th at 10AM for Bob Chaparro’s clinic on “Right of Way and Trackside Details” and a short introduction to the layout tours that he has organized for the weekend. Following the clinic we will tour the museum and its HO and Hon3 Central Coast Model Railroads. A swap meet will be held on the museum’s platform. Following that, we will decide whether to take advantage of the Railroad BBQ company’s food and beverages on the museum site, or head out to a nearby restaurant.



Andrew Merriam’s bridge over San Luis Creek was recently featured on the cover of Railroad Model Craftsman.

Photo by Gary See, SLORRM



Bob’s description and guide to layout tour is available at <http://www.ccrf.com/2019/MRSC-Layout-Tour-60.pdf>. Several great layouts are open on Thursday, Friday and Sunday as well. Check Bob’s schedule for more details. Karl Kvilvang’s Western Pacific model railroad is only open to NMRA members and members/guests of Model Railroads of Southern California. Unfortunately, he will be open only on Sunday.

For those of you who are not familiar with the Railroad festival more details are available at <https://ccrrf.com/index.html>.

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Director / Superintendent

Neil Fernbaugh
(559) 805-4520
marmot47@sbcglobal.net

Chief Clerk / Paymaster

John Houlihan
(559) 435-0874
oscalejohn@gmail.com

Observation Editor

Chuck Harmon, MMR
Phone (559) 299-4385
harmonsta@yahoo.com

Clinics

Doug Wagner
(661) 589-0391
carldw@aol.com

Contest

Chuck Harmon, MMR
(559) 299-4385
harmonsta@yahoo.com

Achievement Program

Dave Grenier
(408) 431-8989
grenida@pacbell.net

Industry Liaison

Mike O'Brien
(661) 654-0748
obsmobile2002@yahoo.com

Member Aid

Robert Pethoud
(559) 438-7705
pethoud@comcast.net

Membership

Doug Wagner
(661) 589-0391
carldw@aol.com

Webmaster

Dave Grenier
(408) 431-8989
grenida@pacbell.net

Daylight Meet (Cont.)

The museum's fundraiser on Sunday at the Live Steam Bitter Creek and Western is almost completely sold out. A few tickets will still be available on a first come, first serve basis at the Museum's Gift Shop.

The Daylight Division will have a small display at the museum including our "Timesaver Layout." If you are willing to donate a couple of hours to manning the operation of the timesaver and watching over the display, please text or call Neil at 559-805-4520. 🚂



John Marchetti's model of the Pacific Coast Railway's narrow gauge on the Avila Pier.

Photo by Bob Chaparro

Daylight Division Get Together, Goleta, July 27th

By Doug Wagner, Membership Manager

Saturday, July 27th, was a great day to be in the Santa Barbara/Goleta area. Why, because that was the day for the Daylight Division's Summer Meet—that's why!

The meet, organized by Bruce Morden, was held at the Goleta Depot.

Twenty-one Daylight Division members were in attendance when the meet began promptly at 10:00 AM.

The meet started out with a "Chat with the Prez"

with Pacific Coast Region President, Chris Palermo. Chris updated the members on what was going on with the NMRA



The Goleta Depot

Photo by Doug Wagner

Continued on Page 3



PCR President presents the President's award for Service to the Division to Doug Wagner.

Photo by Mike O'Brien

and PCR and each of its divisions.

Next up on the agenda was a presentation by John Ryan. John gave a very informative presentation on what it takes to keep the museum's 7-1/2" gauge railroad operational. John explained the tools and supplies required to keep the railroad running each week for the museum's visitors.

The next presentation was given by Santa Barbara Railroad Museum docents, Dave Eldridge and David Kuehn. Dave and David gave detailed information on what went into the construction of the Goleta Depot's HO scale display layout and what it takes to keep

it operational. Later on, after the conclusion of the meet, they both gave a tour of the museum's HO display layout and the progress being made on the layout and the research into what went to develop the layout into what it is today.



Neil Fernbaugh demonstrates his technique for modeling orange trees.

Photo by Doug Wagner

The final presentation was given by Daylight Division Superintendent, Neil Fernbaugh, and meet organizer, Bruce Morden. They

presented how to model Eucalyptus and Citrus trees. Neil should know, as he grows citrus in the Visalia area! Members were given an opportunity to have a hands-on technique to attempt to make eucalyptus trees. Yours's truly attempted and did a reasonable job on creating a Eucalyptus tree.

At the conclusion of the three presentations, we got the official business out of the way and held the Daylight Division's White Elephant Auction. After the White Elephant Auction, it was time to look around the museum and be on our merry way to visit the local layouts that were on tour. Layouts on tour were the Museum's HO display layout, which depicts a very well detailed downtown Santa Barbara and depot. We also took part in a ride around the Goleta Shortline, the 7-1/2" gauge railroad around the museum's right away.



Talk about a real man cave! Milton Sans Souchie, Rick Cremeen (layout owner) and Mike O'Brien watch the action on Rick's G Scale outdoor layout.

Photo by Doug Wagner

After departing the museum, the first layout we arrived at was Dana Driskel's N scale Los Angeles and Salt Lake Railroad. Dana has done many revisions to his layout, and this was only the latest (I can't even get my first version of a layout built!). Next on the layout tour agenda was to drop by California Hobbies, to spend some of our hard-earned income and browse around the shop and watch the N scale trains run around the layout on display there.

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The next two layouts on tour were ones that we have never seen. Next up, was Rick Cremen's layout G and HO scale layouts. Talk about the ultimate Man-Cave! (see photos) Not only does Rick have an assortment of G and HO scale stuff, but you ought to check out his prototype stuff, too! Before we headed back home to Bakersfield, the last layout on the tour was David Kuehn's HO scale layout. David is also a docent at the Santa Barbara Railroad Museum. David has a unique way of operations. Him and another modeler, operate between their two layouts by having a yard that are on both layouts so that they can shuttle identical rolling stock, which

they have on their respective layouts, so that they can be sorted out on industries on each other's layouts.

After David gave us the nickel tour, it was time to head back to Bakersfield, and looking forward to the next Daylight Division get together.

Just to let you folks know, we do have fun at the Daylight Division events and really enjoy ourselves. If you have not been to one recently, please consider joining us for the next one. Be sure to visit the Daylight Division's web site at <http://pcrnmra.org/daylight/>

Until the next Daylight Division meet, may all you signals be green! 🚦



Original Santa Fe calendar amongst Rick Cremen's railroad collection.

Photo by Doug Wagner



David Kuehn's HO Scale layout.
Photo by Mike O'Brien

Dana Driscoll's N Scale Los Angeles and Salt Lake Railroad. Photo by Doug Wagner

Welcome Aboard!		
Name _____	City _____	
Roger Creasy	Madera	
In Memorium		
Name _____	City _____	Joined _____
Jim Scott	Lompoc CA	3/21/2005

Daylight Membership Gauge
September 30, 2018—113
October 31, 2018—112
November 30, 2018—113
December 31, 2018—111
January 31, 2019—108
February 28, 2019—110
March 31, 2019—111
April 30, 2019—112
May 31, 2019—112
June 30, 2019—112
July 31, 2019—112
August 31, 2019—109

Rediscovering Past Inspiration

by Robert Pethoud, Member Aid

I live in a model railroad museum. In addition to cabinets full of kits I have not yet built, I have shelves full of model railroad magazines going back to the 1950s, most of which I haven't read for decades.

Recently I decided to go through some of these musty tomes to see what tickled my fancy. So far, I've reread (or re-flipped-through) *Model Railroader* from 1950 through 1999. Here are some of the things I've discovered so far:

Most of the articles have become moot with the passage of time: all of the ink devoted to block control and transistor throttles is less than helpful in the age of DCC.

Many perfectly good construction articles have lost their spark in the Ready-To-Run era: it's hard to get excited today about scratch-building a USRA single-sheathed boxcar or kit-bashing an RS-1.

After a slow start in the 1960s, switching puzzles became a semi-regular feature of the magazine for several years, averaging three per year from 1978 through 1989. I miss those!

On average, I found one and one-half items per issue to be really interesting, even after the passage of many years, and there are just as many of these items in the 1960s as in the 1990s. These interesting

pieces are usually feature articles, but some are regular columns, photos, advertisements, and even letters to the editor. 1.5 articles per issue doesn't sound like much, but that's 900 items just in those 50 years of one periodical. They are just as inspiring as they were when I first saw them and that means essentially unlimited fodder for exciting new projects.

For me, the subject area featuring the largest number of interesting items is structures. Photographs, scale drawings, and most construction techniques don't lose their impact over time.

What I've rediscovered in these archives is a treasure trove of inspiration for

new modeling projects and the data to make them come to life. Structures figure prominently, but some freight cars also made the list, despite my disparaging comments above. Here are a few articles which describe appealing but unusual cars that are not currently available RTR or in simple kits:

"Vinegar Tank Car," construction article, *Model Railroader* January, 1960, p. 62.

"Live Poultry Car," scale drawings, July, 1961, p. 26; photo, December, 1961, p. 10.

"Building a ventilated boxcar," construction article, February, 1972, p. 62.

Here's another way to put your favorite old magazine articles to use: create and present a clinic at your next division meet sharing what you learned. The article's text and illustrations should give you a big head start on this task. Here are some examples which I think would form the basis of some entertaining and enlightening clinics:

"Corrugated Siding by the Ton" (from aluminum foil), November, 1985, p. 80, and "Weathering Corrugated Siding" (with olive oil and heat), July, 1987, p. 60.

"The Art of Using Mirrors" (by John Allen!), December, 1981, p. 109, and "Mirror Magic" (doubled front-surface mirrors), January, 1991, p. 134.

"A Secret of Simpler Switching" (blocking on two tracks), June, 1963, p. 54, and "Switching Prototype-style," December, 1979, p. 126.

I acquired my magazine collection gradually over the many years of my working life, when I was mostly an armchair modeler. Now that I'm retired, the accumulation takes up a lot of space in my home, but I'm finally in a position to work on some of those modeling projects I never had time to start before. On the other hand, I have more time but less energy, so maybe I'll just go back to reading my old magazines in my comfy armchair—I've forgotten so much of them it's like having a big stack of brand-new magazines!

Until next time, you can reach me with comments and/or questions at pethoud@comcast.net



Master Builder – Motive Power Certificate

By Dave Grenier, AP Chairman

In my previous two columns I discussed what the Achievement Program (AP) was and how to get started by earning the Golden Spike Award. In this installment I will be discussing the first of eleven Achievement Certificates that may be awarded to attain the ultimate goal of Master Model Railroader (MMR), the “Master Builder – Motive Power” certificate.

This is perhaps the most challenging and daunting of the Master Builder categories, but don't let this category scare you off. If you recall from my previous column, you are only required to complete seven of the eleven categories. You do not have to complete this category to become an MMR. There

are ten other categories to choose from, all of which will be discussed in subsequent articles.

Before getting to the requirements for the Master Builder – Motive Power certificate, let's define what “motive power” is and what it is not. Motive power is any type of steam, diesel, or electric locomotive, traction unit, maintenance vehicle, or other type of self-propelled vehicle that runs on rails. This includes everything from speeders to streetcars to cab-forwards. It does not include things that are powered models of unpowered vehicles (like hand cars) or unpowered models of powered prototypes (like dummy locomotives).

There are three requirements for the Master Builder – Motive Power certificate:

1. Build three scale models of railroad motive power, one of which must be scratchbuilt.
2. Earn a Merit Award of at least 87.5 points with each of the three scale

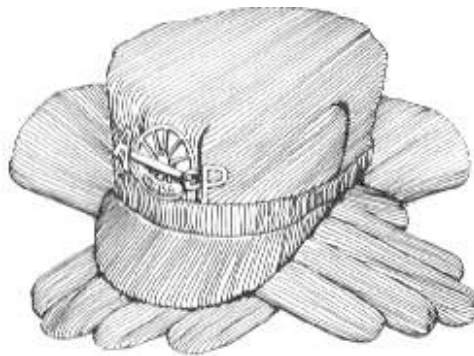
models of motive power either via an NMRA sponsored contest or AP Merit Award Judging.

3. Submit a Statement of Qualification.

While one of the three models must be scratchbuilt, the other two can be commercial models that you have super detailed. To be considered as scratchbuilt, at least 90% of the model's pieces/parts must be constructed or fabricated by the modeler. You do not have to scratch build the following items, which are excluded from the “scratchbuilt requirement”: motor, gears, drivers, wheels, couplers, light bulbs, electronics, trucks, paint, decals, bell, marker and classification lights, valve gear, brake fittings, and basic shapes of wood, plastic, metal, etc. Although these parts are exempt from the scratchbuilt requirement, they may be scratchbuilt to earn up to 15 additional bonus points. Basic shapes are things that builders of the prototype would have used as raw materials. For example, an “I” beam would be a basic shape, but a commercial door or window casting would not.

For steam locomotives, the frame, boiler, cab, tender, main and side rods must be scratchbuilt. For other motive power, the body, frame, cab, power truck frames, pantograph or trolley poles must be scratchbuilt. The power train for the models (motor, gears, wheels, etc) may be commercially made and need not be scratchbuilt.

All models must be super detailed either with scratchbuilt parts or with commercial parts. To be considered “super detailed”, the model must have considerably more detail of excellent quality than is usually expected. The quality of the detail is more important than the quantity. Models that are cross-kitted, modified kits, parts built, or extensively altered to a different prototype may also be considered as “super detailed”. The phrase “real individual craftsmanship is



demonstrated” is key and figures in both the letter and the spirit of this and other AP qualifications.

The models must also be operable and capable of self-propulsion on the track of the same gauge as the model. They must be able to pull and negotiate track curves without derailling. The models can also be of any scale.

Once the models are completed, they must be merit judged and earn 87.5 or more points to meet the requirements of this certificate. The models are judged on the quality of the craftsmanship, including the finish and lettering, the quantity of details and amount of scratchbuilt parts, and how well it captures the look of the prototype. Up to 15 bonus scratch building points may be awarded if the modeler builds some or all of the parts exempted from the scratch building requirement, but the total scratch building score cannot exceed 15 points.

Merit judging can be done in one of two ways: 1) at an NMRA-sponsored contest (NMRA or PCR convention); 2) arrange for judging at another time separate from a convention. 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 to setup a time and place.

The final requirement for the Master Builder – Motive Power certificate is to submit a Statement of Qualification (SOQ), with includes detailed descriptions of each model and photocopies of the Merit Award certificates. The detailed descriptions must identify all scratchbuilt features, all commercial components used, and materials used in building the model. Copies of the plans you used are not required, but may be submitted. Photos of the model are helpful, but not required. Submit the completed SOQ, along with a copy of your NMRA membership card, to the Region AP Manager, Jack Burgess. (See PCR Callboard, www.pcrnmra.org, for his contact information)

The Master Builder – Motive Power certificate may appear daunting at first, but remember, it doesn’t require you to scratch build a cab-forward or a Big Boy. A simple 4-wheel diesel switch engine will qualify just as well. One purpose of the Achievement Program is to encourage and challenge us to expand our modeling skills, which this category certainly does. Just imagine how much satisfaction you’d get earning this certificate. You would be held in high esteem among your fellow modelers.

For more information about the Master Builder – Motive Power certificate, visit the NMRA website at www.nmra.org.

Next installment: Master Builder – Cars 

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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@yahoo.com

Observation Schedule

<u>Issue</u>	<u>Articles due</u>
Winter (Jan-Feb-Mar)	Dec. 10
Spring (Apr-May-Jun)	Mar. 10
Summer (Jul-Aug-Sep)	Jun. 10
Fall (Oct-Nov-Dec)	Sep. 10



This inviting entry to the depot site greeted us as we arrived at the Goleta meet.

Photo by Chuck Harmon



John Ryan explains the how and why of maintaining the 7-1/2" gauge railroad at the Goleta depot and Museum.

Photo by Chuck Harmon



With the Goleta Depot as a backdrop, Daylighters relax in shade before the camera of Doug Wagner.



The HO Scale layout inside the Goleta Depot features a model of (what else?) the Goleta depot!

Photo by Chuck Harmon



Our Illustrious Leader, Neil Fernbaugh,

Neil Fernbaugh calls attention to a point during his clinic on building an orange grove. Photo by Doug Wagner



Neil Fernbaugh prepares to build an orange orchard.

Photo by Doug Wagner

July 27, 2019 Goleta Meet by Chuck Harmon, Contest Chairman

The summer meet in Goleta saw a number of model contest entries. The model category was structures and the photo category was Model: Black and White.

First of all, we had no photo entries. Are all the cameras out of order? I expected at least a few from the Bakersfield guys.

Several structures showed up thanks to Doug Wagner, Joe Humphreus and myself. A total of seven structures were displayed. These buildings were then voted on by the attendees and first, second and third places were awarded, as follows: First place to Chuck Harmon for the Campbell Supply Company, second place to Chuck Harmon for Levi Iron, and third place to Doug Wagner for Cal Fame Packing. Congratulations to the winners. Each contest entrant received a complimentary ticket for the door prize drawing.



Photos by
Chuck Harmon

The fall meet contest is scheduled to be Model: Displays; and Photo: Model Color.

Displays are defined in the PCR

Contest Directory as follows: Displays: All dioramas or groups of models with significant scenery.

Photo Model Color is defined in the PCR Contest Directory as follows: Model Color: color prints of model subjects.

Since the fall meet is going to be loosely

scheduled around events at the San Luis Obispo Depot and Museum on October 5th during the Central Coast Railroad Festival, we do not have a specific location for displaying the contest entries. However, you are encouraged to bring your entries and we will find a way to put together a contest, even if it's in the parking lot in the back of my van!

The winter meet is yet to be scheduled, but the contests will be Model: Caboose; and Photo: Track and Structures. Get to work on your entry now! Remember every person who enters a contest gets a complimentary ticket for the door prize drawing, in addition to a possible ribbon or plaque.

Models or photos of any category are welcome for display only. If you have a model of any category that you wish to have evaluated or judged for Achievement Program Merit Award, please bring it. I will put together a team to judge it for points or to give you suggestions for preparing it for judging.



The Contest table has a number of entries, thanks to Daylight members.



Doug Wagner took third place with his Cal Fame Packing.



Chuck Harmon's Campbell Supply Co. took first place.



Chuck Harmon took second place with Levi Iron and Metal.

PCR 2021 Convention

by John Houlihan, Chairman, PCR 2021

Only a year and one half remain to plan for the Daylight Division sponsorship of the 2021 convention. I am looking for your ideas on a name for this event. Email your ideas to me regardless of how illogical it sounds. Sometime great things come from humor or satire. I also need an idea for a convention car and events for attendees to learn about railroading.

Let me know what committees you wish to chair or be a volunteer. The contest chairman always needs assistance. He could use ideas to increase the number of entrants for contest events. I think fallen flags photos that highlight railroad scenes in the area is a good idea. They could be of abandoned right-of-way.

A hotel site has not been finalized which means that an actual date has not been set. I hope to hear from many of our Daylight Division members. Email me at: oscalejohn@gmail.com.

Thank you

John Houlihan, Convention Chairman

2021 🚂



John Ryan emphasizes a point during his clinic on railroad maintenance.

Photo by Doug Wagner



Neil Fernbaugh shows an orange orchard on a platter.

Photo by Doug Wagner

Daylight Membership by County

County	# Members
San Luis Obispo	27
Kern	23
Fresno	21
Santa Barbara	19
Tulare	12
Merced	2
Mariposa	2
Madera	3
Total Members	109

Membership Manager Missives

by Doug Wagner, Membership
Manager



If you are reading this as a published hard copy that you are holding in your hands, this will be the last time. No, we aren't ceasing publication of the *Observation*, but we are going digital. As we have been warning for the last several issues, starting with the first issue of 2020, the *Observation* will be a digital only publication. So, for those that still receive the *Observation* by United States Postal Service, the ONLY way you will be able to read it is by receiving it via email, or by visiting the Daylight Division's web site. This will also apply to the Pacific Coast Region's magazine, the *Branchline*, as well.

Not only is the publication going digital, but also the way we communicate with our members. Like it or not, the digital age is fully upon us! Just as smart phones and computers have taken over what the phone and mailing letters did way back when, gone are the days that the volunteers would print out letters, stuff envelopes and mail them out to all the members. With the limited number of volunteers and with their time already taken up with other tasks, it is much easier to send out an email to all members than to make phone calls and stuff envelopes. Yes, I agree, the phone is a much more personal approach to contacting, but it is very time-consuming to make over 100 phone calls. So, this is why we have been hounding you folks for your correct emails. We still

have approximately 13 Daylight Division members for whom we have no emails on record. I know some folks are hesitant to give out their emails to us for security and privacy concerns, and that's OK. We do not use any emails for other than contacting you to notify of important information. Do you have to notify us of your email? The answer is an emphatic "NO". For those that have email and do not want to give us your email address, I would encourage you to visit the Daylight Division's website for updated information concerning upcoming events, so that you are in "The Know". For those that do not do the Internet, I would encourage you to contact a friend who does do the Internet and have them checkup occasionally on our web site for the latest information, so that you know what is going on in the Daylight Division.

In the next couple of weeks, I will be sending out a letter---yes, the old fashion stuffing envelopes—to hopefully be able to confirm everyone's email address, so that we can get you the latest information concerning all matters within the Daylight Division, Pacific Coast Region and the National Model Railroad Association. Hopefully, we can get the remaining 13 members' emails. If not, it's not like we have not tried.

Hope to see you folks at the next Daylight Division get-together.

Until next time, may all your signals be green!

Disclaimer: The views and opinions expressed in this article are those of the author and do not necessarily reflect the official policy or position of the Daylight Division, Pacific Coast Region or the National Model Railroad Association. 🚂

October 4 – 6, 2019 - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA. Hosted by San Luis Obispo Railroad Museum, 1940 Santa Barbara Avenue, San Luis Obispo, CA.

October 12, 2019 - Sierra Division Fall Meet. Chico, CA. Time and venue to be announced. Save the date!

October 12, 2019 - 1:00 to 4:00 pm, Fall 2019 Train Club Open House, West Bay Model Railroad Association, Menlo Park Caltrain Station, 1090 Merrill Street, Menlo Park, CA.

November 16, 2019 - 11:00 am to 4:00 pm, Redwood Empire Division Fall Meet, Monroe Hall, 1400 West College Ave, Santa Rosa, CA.

December 7 & 8, 2019 - Saturday: 10:00 am to 5:00 PM; Sunday: 10:00 am to 3:00 pm, 42nd Annual TTOS Train Show, Stanislaus County Fairgrounds, 900 N Broadway, Turlock, CA. For more information on vendor tables, call Vern Cowan (714) 686-7165 or e-mail f3santafevern@gmail.com.

December 8, 2019 - 9:00 am to 5:00 pm, The Quarterly NMRA Coast Division Meet - a FREE Model Railroading Event,, 1001 Davis Street, San Leandro, CA. (at SF Bay Area Council Office of Boy Scouts of America)



Daylight Observation
1644 E. Goshen Ave.
Fresno, CA 93720-2756

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