



The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 21, Issue 2

Second Quarter, 2007

Santa Barbara Meet May 19th at Gary Siegel's

By Bruce Morden

The meet will be held at Gary Siegel's home. The location is 1143 Camino Viejo.

The meet will start at 9:30 AM with registration, donuts, visiting, admiring models and photos - Please bring your entries - there are prizes.

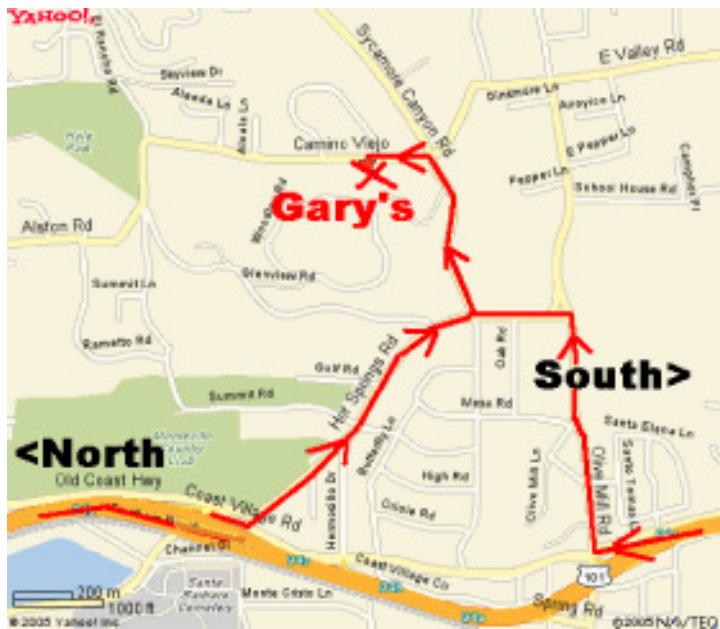
Clinics will start shortly after 10AM. We will have at least three clinics including a discussion of "thin wall benchwork," a discussion by the developer of Railroad Positioning System, a new concept in train control, and two different tree making clinics. (Gary needs more trees and we will also make conifers for you to take home to your layout.)

Lunch will be informal at the site followed by the business



Sierra Railroad Train passing through some of Gary's new "lodgepole pine forest".

meeting and white elephant auction.



Map to Gary's

Layout tours will include Gary's layouts - both the HO L&N Eastern Kentucky Division and the G outdoor layout. Bill Everett's not-to-be-missed O scale trolley system, [Bills models are featured at the California State Railroad Museum and the Orange Empire Museum.] John Ryan's about-to-be-torn-down N-scale SP layout, James Donlon's HO SP Coast layout [James gave the clinic on the 3-D scale models last year], Bruce Morden's under construction Southern Pacific layout [with some of the thin wall construction] and lastly Walter Naumann's N-scale UP & W with its mile long "S-curve" on Sherman Hill.

We will try to arrange for our usual good weather so that your visit will be enjoyable.

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The Answers are Out There

By Bob Pethoud, Member Aid

Imagine a scale model of a steam locomotive, accurate in every detail, except that the 80-inch diameter drivers are reduced to 40 scale inches. Would you notice the discrepancy? If not, I can recommend a good optometrist. Such a truncated locomotive would earn its builder nothing but ridicule, yet most of us have layouts which contain a flaw nearly as glaring. Where, you may ask? Look no further than your mainline track, with scale height rail, carefully spaced and weathered ties with spike and tie plate detail, and a scale curve radius less than half what a real railroad would use. A sharp curve on a class 1 main might be 10°, equivalent to 79 inches in HO scale.



(below and left in the illustration above). For example, if you laid track along all four walls of a room and then operated from the middle of the room, you would never see a convex curve and you have optimized the appearance.

- After you have minimized the occurrence of ultra-sharp convex curves (what you see from above and to the right in the illustration), see whether you can include a large radius convex curve somewhere just because it looks so good. In that around the walls layout you may have at least one wall long enough to include such a cosmetic curve of six or seven foot radius.
- We selectively compress models of buildings all the time. Consider doing something similar with your rolling stock. No, I don't mean to shorten a 40-foot boxcar to 32 feet. But in the era I model, freight cars

came in a variety of lengths. It's just a coincidence that on the date and at the location I model the freight trains had no cars longer than 40 feet and the passenger trains consisted exclusively of 60-foot Harriman cars. And while 2-10-2s pulled most of the freights and 4-8-2s handled the passenger assignments on

Curvature	Prototype		Actual Curvature	HO	
	Radius	Radius		Radius	Radius
5°	1146 ft.	158 in.	25°	231 ft.	32 in.
10°	573 ft.	79 in.	30°	193 ft.	26.5 in.
15°	383 ft.	53 in.	35°	166 ft.	23 in.
20°	288 ft.	40 in.	40°	146 ft.	20 in.

So when you build an HO scale model railroad with 24-inch radius curves on the main line, your trackwork bears the same relationship to a genuine scale model of the prototype as the small arc does to the large arc in the illustration at the top of the article. No wonder my 80-foot passenger cars don't look very convincing as they snake around the track! In this column I want to consider some of the ways we can plan the track arrangement so as to enhance the appearance of our model railroads.

The first principle I would propose is to use as large radius curves and as gentle grades as you can. Of course, unless you are building your railroad in an aircraft hangar, it's not likely you can establish a 6½ foot minimum radius. Given that many of your mainline curves will come in at 36 inches or less in radius just so that you can fit the track into the room you have, what can you do to make the curves look better? I will suggest four strategies:

- The poor appearance of sharp curves is not so obvious when viewed from the concave side of the track

SP in the Cascades, on my model 2-8-2s and 4-6-2s fill in for them.

- Include spiral easement curves on all your mainline track. These are sections of continuously varying curve radius that lead from tangent (straight) track into your chosen minimum radius circular curve. These will enhance the operation as well as the appearance of the track and the trains that navigate their way along it.

Next time we'll take a look at some other principles to keep in mind when planning a layout for optimum appearance. Until then, keep those comments and questions coming. Email me at pethoud@comcast.net

Daylight Division Director's Report

Doug Wagner's Rant 'n Rave

Nothing really to report since you last heard from me in February. By the time you read this, the Suntan Special PCR convention will have concluded. I will have a detailed report about what transpired at the PCR Board of Director's business meeting at the May 19th Daylight meet in Santa Barbara.

After the conclusion of the Suntan Special Convention it will be time to concentrate on the Sierra Memories 2008 PCR Convention in Fresno. The staff of the Sierra Memories has already had several planning meetings. We are still looking for folks to fill the remaining vacant positions on the convention staff. Heh folks, we can't do it all by ourselves! If you can lend a hand, PLEASE, PLEASE, PLEASE contact Sierra Memories Chairman, John Houlihan.

I've been receiving a handful of questions concerning membership status and change of address requests from our membership. I'll be happy to follow-up on those items (heh, that's why I get the big bucks for, right?). But you can also check up on your status or make change of address directly to the NMRA yourself. You will be bypassing the middleman – me – and going straight to the source. So, if you need to make a change of address to the NMRA, or need to check up on your membership status, you can contact the NMRA by email at hq@hq.nmra.org or by phone at (423) 892-2846, Monday – Friday, from 8:30 a.m. - 5:00 p.m., Eastern Standard Time.



Suntan Special Conventioneers Enjoyed Train Ride at Felton (Where is Doug?)

And for my quarterly rant, I'm on my last leg of being Director of the Daylight Division. I will take it upon myself to nominate people for the position, starting at the Santa Barbara meet. I will contact each person that is nominated, so that I can hear either, "are you out of your mind!" or "gee, thanks for nominating me and sure, of course, I'll be more than happy to serve!" answers from everyone nominated. The election isn't until early next year, and the new director will take over the post at the Fresno Convention PCR Board of Director's meeting.

Well, that's all I've got time to do now, as I have to go get packed and get the Sierra Memories Convention items in my brief case for the trip to Santa Cruz!

If I don't see you guys in Santa Cruz, I'll see you in Santa Barbara, on May 19th !



Would you believe? - John Bell has this great look-out kiosk right below his house where railfans can enjoy the spectacular Tehachapi view, snow and all. (Doug? Oh he's probably inside hibernating with the trains.)



Really not too concerned where Doug is, John Houlihan is probably contemplating how Richard Contrell's HOn3 layout would look in O Scale.

Dave Grenier is New Daylight Divi- sion Webmaster and AP Chairman

Dave Grenier, a recent transplant from Sunnyvale, is the new Daylight Web-Master, and has been appointed Achievement Program Chairman.

Dave was a very active member of the South Bay Historical Railroad Society (SBHRS) in Santa Clara, where he served on the Board of Directors, as Treasurer and as Secretary. Dave hand-laid many of the turnouts on the SBHRS HO layout, taught youth members and introduced many others to the hobby. Since moving to Clovis the distance from the SBHRS has reduced his activity in the society.

Shortly after moving to the Central Valley, Dave volunteered to be the Daylight Webmaster. Over the past several months he has completely revamped and upgraded the Division's website. Check it out at the new address, www.pcrnmra.org/daylight. Dave wants Daylighters to "feel free to make suggestions on things you would like to see on the website." He is currently



The Sontan Special folks rode from Santa Cruz to Felton on this vintage train pulled by a handsome Big Trees and Pacific Diesel. (Is that Doug in the cab? No, I think he probably took the picture.)

building the website for next year's Sierra Memories PCR Convention.

Seeing the Division AP Chairman position open in the last Branchline, Dave volunteered for the spot and was gladly accepted. Regarding his new job, he commented, "Needless to say, you'll be hearing more from me about the NMRA's Achievement Program as I get settled in to this new position. I'm looking forward to working with the mem-

bers to get them their AP certificates. From what I've heard and seen, there has not been a lot of AP activity in the Daylight Division. I hope to change that. Although I do not have any of the AP certificates or awards myself, I have always been interested in working on them. Now that I am the AP chairman, I have to lead by example. What better way to learn about it than to experience it first-hand?"

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



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Tehachapi Meet Minutes

February 24, 2007

Kelcy's Restaurant, Tehachapi, California

The meeting was called to order at 10:42 AM by Director Doug Wagner. Director Wagner reported that the next meet will be held on May 19 in Santa Barbara, but that there were no details on whether the Filmore-Western train ride would take place.

George Pisching moved to accept the minutes of the November 4, 1006 meeting as printed in the Daylight Observation. The motion was seconded and passed.

There was no treasurer's report. Director Wagner stated there was about \$1400 in the checking account.

Chuck Harmon presented bills totaling \$195.65 for the Observation. John Houlihan moved we pay the bill. The motion was seconded and passed.

Director's Report: Director Wagner reported that he was serving his last year as Director because of the term limits in the by-laws. He urged members to consider running for the office in the up-coming PCR election. He reported that the PCR is launching a project to retain members and sign up new ones. He wants to know about any train shows where PCR can set up a membership booth. He urged all member to register for the PCR convention in Santa Cruz on May 2 - 5.

Sierra Memories 2008 Convention Report: John Houlihan reported the convention dates are April 30 through May 4, 2008. The committee is working on a convention car and shirts. He also stated they needed to know which layouts would be available for tours. The hotel will have room for manufacturer tables, modular layouts and a model/photo contest. The banquet will be included in the registration and the contest room will be open after the banquet for model viewing.

Webmaster's report: Dave Grenier reported that the web site has been created and is ready to be uploaded to the server.

Steve Biggs, the contest chairman for the 2008 convention, called for volunteers to staff the contest room. Bill Scott, the PCR contest chairman, reminded everyone that volunteers will receive a free lunch.

Contest Report: There were no models entered for judging. Favorite model was won by George Pisching. The favorite photo winner was "Night Life at BNSF" by Doug Wagner.

Election Report: 13 votes were cast for Pat Boyle as



Daylighters look over the contest entries at the Tehachapi meet. (Where is Doug...probably getting ready for breakfast!)

Superintendent and Terry Taylor as Chief Clerk/Paymaster. They were both declared elected with no opposition. Old Business: There was no old business.

New Business: John Houlihan proposed that we put ads in the Daylight Observation. The motion was to "accept business card-sized ads for the Observation at the rate of \$40.00 per year, prepaid." The motion was seconded and passed. (John Houlihan submitted the first ad.)

Announcements: Jim Posey reported that Marlin Costello is doing well recovering from his recent hospitalization and is now holding operating Sessions.

Doug Wagner reported that our summer meet will be on August 18th in San Luis Obispo, possibly at Hilding Larson's home. A location is needed for a meet in Fresno on November 3rd or 17th. Jim Posey suggested the Red Caboose Café.

There being no further business to come before the Division, the meeting was closed at 11:26.

Following the meeting the white elephant auction brought in \$51.

Layout tours were held at Richard Contrell's HOn3 layout, and John Bell's G-Scale outdoor layout.

Respectfully Submitted,
Chuck Harmon (volunteer secretary)

Sierra Memories 2008

As I was watching what is happening in Santa Cruz and reading incoming email, I became aware of one important position that has yet to be filled. I need a coordinator of the sales/modular display area. This person is responsible for allocating space to the various groups that want space for their modules or sales tables, maintain isle widths to satisfy the fire department, etc.

A committee meeting will be held Wednesday in Santa Cruz after the PCR board meeting (about 5 pm) to discuss progress and planning.

The committee shirts are now available.

New volunteers can order one of the special-edition, all cotton shirts when they sign up for work. If your layout will be available for convention, send a photo to me or to the layout tour committee person.

I will have a committee meeting schedule posted on the web site to make it easier to plan to attend a meeting and stay active.

John Houlihan, Chairman



This excellent scene surrounded by fall-tinted Aspens is on Richard Contrell's HOn3 Layout at Tehachapi. (No, Doug didn't get to ride in the cab.)



Follow the track and you will end up on the north side of John Bell's house with a spectacular view of the UP main in the canyon. (If you could peer through the window you might see Doug, huddled around the trains stored inside for the winter.)

Register now for Sierra Memories 2008 and save. Full fare goes up from \$95 to \$105 on June 1.

Observation Now Available On-line

Would you like to save your Division more than a buck and-a-half each year? Then send an e-mail to the Observation editor and ask to be notified when the Observation is posted on the Web site. You will not receive a hard copy through the mail, saving us first class postage four times a year. You will receive an e-mail when the Web posting is available. You can download the .pdf file to print or whatever.

If half the members were to do this, the Division would save over \$130 per year. That can be returned to you in the form of better meets and activities.

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

Thank you,
Chuck Harmon, Editor

SIERRA MEMORIES



PCR • Fresno 2008

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

Make your reservation before you leave Santa Cruz this week and enjoy a reduced fare of just \$95.00*! Come to the Sierra Memories 2008 table in the lobby to fill out your registration form now.

Sierra Memories 2008

April 30-May 4, 2008

Ramada University Inn
324 East Shaw Avenue
Fresno, California

Full fare includes 5 days of convention activities, clinics, contests, self-guided layout tours, banquet and Sunday breakfast. Yosemite-Mount Sugar Pine Railroad trip and guided (bussed) layout tours are extra fare. Other extra fare options will be announced as they develop.

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

Or go to our Web Site at
www.pcrnmra.org/conv2008/

*Full fare increases to \$105.00 on June 1.



Richard Contrell shows what sort of scenery is possible in HOn3 with twin-trestles spanning a canyon. There is also a standard guage HO layout beneath the HOn3 layout. (Maybe that's where Doug is hiding.)



Meets like this can be seen several times a day from the vantage point at John Bell's house. (Still looking for Doug? Sorry, he prefers not to be photographed)

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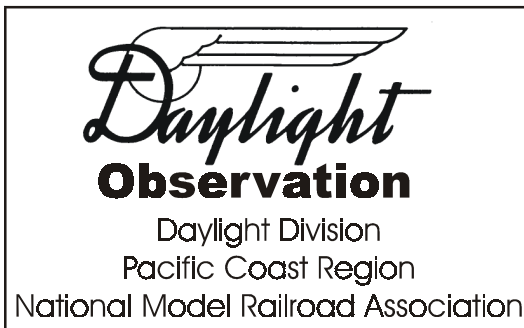
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2008 PCR CONVENTION

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