



The Daylight Observation

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This Quarter's Meeting

SPRING MEET SET FOR SANTA BARBARA ON MAY 21

By Bruce Morden



The 2011 Spring Daylight Division meet returns to Santa Barbara on May 21. The meet host will once again be Gary Siegel.

Gary has two "world class railroads" The indoor L&N Eastern Kentucky Division has been 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 scenicked. <http://www.pbase.com/rbarnes11/lnekdiv>

Wanting to move outdoors, Gary is currently working on the Southern Pacific Santa Cruz Division which is an operations oriented 1:32 standard gauge layout. 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 mainline is 1000 feet long with five passing sidings. The railroad design is point to point. Gary has planted over one thousand dwarf Alberta spruce trees as part of the scenery. Since the last Daylight Division Meet at Gary's he has extended the Boulder Creek Branch.

Meeting Schedule:

9:30am: Check-in, Registration and Contest/Show items set-out. We will also have a large scale switching layout up and running so you can test your railroading skills without straining your eyes.

Daylight Call Board cont.

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From the Superintendent's Desk

DAVE'S DISPATCH

By Dave Grenier



It's hard to believe that another quarter has gone by and it's time for another Daylight meet already. Just a few weeks ago in February we had a great meet in Exeter at the Exeter Scout House, just across the street from the San Joaquin Valley Railroad shops. Don Smith and Brewster Bird planned a full day of activities for us. Thanks to everyone that had a hand in the meet. Your efforts are much appreciated.

The day started with a presentation by the folks from Friends of the Historic Kingsburg Depot telling us of the history and restoration process of the Kingsburg Depot, built in 1876 and originally called Kings River Switch. They have undertaken a huge effort to restore the old depot and create a Living Museum and Learning Center. It will serve as a regional education resource for the counties of Fresno, Kings, Madera, and Tulare. Additionally, it will become a transportation terminal for local bus and Amtrak services. Their website is: <http://kingsburgdepot.org/>

Scott Hampton of Visalia and member of the Visalia Electric Model Railroaders & Historical Society demonstrated how to build trees using rope fibers and twisted wire. Afterwards, he assisted several attendees with building their own trees to take home.

Following the clinic, we enjoyed an all-you-can-eat railroad-style brunch prepared by Sally and Brewster Bird to round out the morning's activities.

After brunch, we had the quarterly business meeting. Jay Smith announced he was stepping down as Industry Liaison, a position he has served in since October 2008. Jay has contacted and procured many donations from vendors for prizes at Daylight meets.

I made a call for volunteers for someone to take over from Jay. The response (as of this writing) has been underwhelming to say the least; I have had ZERO members say they wanted to help. Nobody has come forward! Like I said at the meeting, this means we won't have prizes at future meets. If you want to have prizes at the meets, someone has to come forward and fill the position.

Everyone needs to keep in mind that everything in Daylight Division is run by volunteers. Without volunteers, nothing happens. If you'd like to help, contact me. My contact information is on page one. I'll get off my soapbox now.

After the business meeting and world-renown White Elephant Auction, we adjourned to the Exeter Historical Museum for a presentation about the former Visalia Electric Railroad, headquartered in Exeter, and to view several historical displays about the railroad.

This was followed by three layout tours. The first was at the Tulare County Museum to view an HO gauge traction layout depicting the Visalia Electric Railroad. Next, we went to view the American Flyer collection and layout of Butch and Charlene Cowdrey and HO modular layout of

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Daylight Directors Report

THINK ABOUT THE POSSIBILITIES

John Houlihan

In about a week, the PCR mini-convention will take place. I expect a lot of yapping about things that won't matter ten years from now. Maybe its time to look to next year, 2012, when the PCR-PNR joint-convention will take place. For most of us, it is too late to construct something for the NMRA convention in Sacramento. But, now is the time to start a project that could win a ribbon in the two divisions. Think of the possibilities that can take place in Medford, Oregon. Get up to the challenge and flood the joint convention with quality models.

In about a year, a new director will be elected. The present one is termed out. In thinking of the possibilities, I would like to see representation from the Santa Barbara and San Luis Obispo area step forward. I know it's a pain to travel to the valley for meetings but, I and several others regularly make the trip to the coastal meetings.



Winter Meet Report

EXETER MEET

By George Pisching

The Daylight Division met in Exeter California on February 26th for another great event.

The meeting was held at the Exeter Scout Shack just across the street from the San Joaquin Valley Railroad Repair Shop which had been the Visalia Electric's Shop before.

We were enthralled by the presentation on the historic Kingsburg Depot restoration. A monumental effort to restore a bit of Southern Pacific Railroad history and create a "living museum" is underway. The site and then village was originally Kings River Switch which grew into Kingsburg, California.

Next, Scott Hamilton of Visalia demonstrated his tree making skills and let several attendees build some for themselves.

Then brunch, expertly prepared by Brewster and Sally Bird, was a tasty hit to cap the morning.

After lunch our next stop was the Exeter City Museum with its displays of the Visalia Electric Railway and narrative by two of its former employees.

I had not realized the railroad historic value of Visalia and Exeter towns. I have read of the Visalia Electric Railroad and seen diagrams of the routes when it was bought by the Southern Pacific. But, to actually walk and see the rails and one of the engine maintenance facilities was eye opening. The small town atmosphere also gives me some more to model.

Following that historic adventure we followed the list of layouts open to us in Exeter, Visalia and Kingsburg. What a great day.

Industry Liaison

EXITING AT EXETER

by Jay Smith

I am sorry to inform you that I am stepping down as Industry Liaison for the Daylight Division. My last meet, serving in this capacity, was Exeter on February 26, 2011. It has been an honor, and privilege, to serve the Daylight Division and I had more fun than any one person should be allowed to have. My sincere hope is that someone interested in helping this hobby and industry to grow and stay strong will step up and serve. A strong desire to play Santa Claus can't hurt (you don't have to look like him or smell like a cookie).

The donor list for the Daylight Division meet in Exeter on February 26, 2011 is as follows:

- 1) Geoff Worstell/Tom's Trains of Fresno: Santa Fe Porcelain Enameled Advertising Sign.
- 2) Doug Wagner of Bakersfield: 2 books entitled 'Essential Model Railroad Scenery Techniques' and 'Classic Railroads You Can Model.'
- 3) John Houlihan/Irish Tracklayer of Fresno: HO scale CP Valves (right hand, left hand, center point).
- 4) Roy Ogle/Roy's Trains & Things of Clovis: Walthers Gold Line HO scale Thrall 89' Tri-Level Auto Carrier (2-Pack: BNSF).
- 5) Dave Grenier of Clovis: HO scale SBHRS 2005 Commemorative Boxcar x 2; book entitled 'How to Build Realistic Layouts 4.'
- 6) John Roberto/Central Valley Brick Cleaning of Fresno: Tenshodo Switch Machine x 2; Throttle Pack.
- 7) Dave and Terri Baker/Terri's Timeless Treasures of Clovis: #80 .0135 Diameter Drill Bits (2 PK); HO scale Accurail 50' AAR Steel Boxcar Kit (MOPAC).

Please take the time to contact these donors and let them know how much you appreciate their support and in return, please support them.

Upcoming Events

- Sonoma Short Line 2011 mini-PCR Convention, May 13-15, 2011, Santa Rosa. <http://www.pcrnmra.org/conv2011>
- Daylight Division Spring Meet, May 21, 2011, Gary Siegel's home, Santa Barbara.
- X2011 West Advance Section, July 1-3, 2011, San Francisco Bay Area. <http://www.x2011west.org/advsect.html>
- Extra 2011 West NMRA National Convention, July 3-9, 2011, Sacramento. <http://www.x2011west.org>
- Daylight Division Summer Meet, August, 2011. Date and location: TBA
- Daylight Division Fall Meet, October 8, 2011, San Luis Obispo at Central Coast Railroad Festival

Be sure and tell our advertisers you saw their ad in the Daylight Observation.

HEY MOUSEKETEERS!

I found this interesting Amtrak excursion by the Walt Disney Carolwood Foundation to Santa Margarita Ranch in May. The Carolwood Foundation will bring their restored combine to run with the Disney coaches at the ranch:

"Together Again" 2011 Carolwood Foundation Rail Trip

The Carolwood Foundation is excited to announce the 2011 Rail Trip on May 21 and 22. This excursion will feature some of the elements that made our May 2010 event wildly successful — outstanding guest speakers, tantalizing cuisine, excellent company, all aboard beautifully restored private rail cars. But what will make this trip a once-in-a-lifetime experience is a chance for our guests to actually ride aboard the original Santa Fe & Disneyland Railroad's combine coach!

By special arrangement with the Pacific Coast Railroad, we will re-

unite the combine with the other passenger cars of the fabled "Retlaw 1" consist. This is something that has not happened in over 35 years, and there are no guarantees that it will ever happen again after the combine moves to its permanent home by Walt Disney's

Carolwood Barn in Griffith Park. The combine has not carried passengers since 1974, so this event presents a very rare opportunity to ride aboard what Walt himself proclaimed to be his favorite part of the SF&D railroad. More information here: <http://www.carolwood.org/event.html>



MEMBERSHIP REPORT

By Doug Wagner

This report I present our Division's Newest Members. That is in the past 12 months. I hope you have had the opportunity to meet them and welcome them to our model railroad enthusiasts group. If not, you need to attend our quarterly meetings. Get to know all our members and even visit their layouts. Great ideas are to be gained and exchanged.

- Bill Laidlaw, Arroyo Grande, June 2010
- Gary Vejmola, Clovis, June 2010
- Mike Angelos, Fresno, July 2010
- Allen Doran, San Luis Obispo, December 2010
- John Kirk, Coarsegold, December 2010
- Patrick Wade, Santa Barbara, January 2011
- Gregory Mizuno, Reedley, February 2011
- Kevin Mizuno, Reedley, February 2011
- Walter Mizuno, Reedley, February 2011
- Dennis Pearson, Nipomo, February 2011



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Achievement Program

WHAT IS THE AP?

By Dave Grenier

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

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

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

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

Railroad Equipment	Master Builder – Motive Power Master Builder – Cars
Railroad Scenery	Master Builder – Structures Master Builder – Scenery Master Builder – Prototype Models
Railroad Construction and Operations	Model Railroad Engineer – Civil Model Railroad Engineer – Electrical Chief Dispatcher
Service to the Hobby and NMRA Member	NMRA Member Association Official Association Volunteer Model Railroad Author

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

This may seem daunting to some of you, but please don't get discouraged. There is also a “starter” award for those modelers that are new to the AP, the Golden Spike Award. We'll go over the Golden Spike Award in the next installment of the series.

For more information on the Achievement Program, visit the NMRA website at <http://nmra.org/education/achievement/>

ACHIEVEMENT PROGRAM REPORT

By Dave Grenier,
AP Chairman

I'm happy to announce that Ron Baker of Clovis has been awarded The Golden Spike Award. Also, Rick Fulkerson of Grover Beach has been awarded an AP certificate for Chief Dispatcher, as has Edwin Hall, MMR, of Henderson, Nevada. Ed is a frequent visitor to Daylight Division meets from the PSR. Congratulations to all of you!

Note that although Ed has already achieved his MMR, he can still continue to earn additional AP certificates. It only takes 7 Certificates to earn the MMR Rating. That leaves 4 others still to earn!

Good job all!

What do you do for National Model Railroad Month?

By Gerry Leone

The NMRA is going to try to really promote National Model Railroad Month this November. So we'd like any Region or Division who does something special for it to please write up a 200-word description of what you do. We'll compile everyone's story and run it in NMRA Magazine this summer.

Besides printing those ideas, we're going to have a very cool downloadable National Model Railroad Month logo, a poster template, a flyer template, and some press releases you can run, and which can be sent to your local newspaper. There may be more... we're still working on everything!



Paul Deis using a Topside Creeper to install a 6 diamond crossing at the Stockton Tower area. Michael Haworth Photo.



The 6 Diamonds at Stockton Tower that Paul is installing. The Stockton Yards for both SP & WP are to the right with the Santa Fe mainline looking east to Mormon Yard. On the other side of the wall to the left is the helix to the staging yards at Sacramento for both the SP & WP. Terry N Taylor Photo.

In the Daylight

A TYPICAL NIGHT WITH THE THURSDAY NITE BOOMERS AT TERRY'S

by Terry N Taylor

A typical night with the Thursday Nite Boomers starts with that weeks host preparing dinner for a bunch of Boomers to dine at 6 pm. Our culinary talents run the gamut from the superb dining that most of you who have sampled from Mary & Hilding Larson at the past Daylight Division Meets in San Luis Obispo to those of us who are lucky to remember to turn the oven on before we try warming up some items that we purchased at Costco or in the frozen section of a nearby grocery store.

The Thursday Nite Boomers group started in 1998 with Paul Deis, Hilding Larson & Terry Taylor who were members of the San Luis Obispo Model RR Club and wanted to build their own layouts. We quickly decided to meet on every Thursday night in rotation at our homes, pool our talents in building our respective versions of the Southern Pacific, Union Pacific and Santa Fe, not to have any officers or dues etc and to have some fun at the same time. Currently our youngest member is Michael Haworth (a student at Cal Poly) who is turning 21 in April and our oldest member is Glenn Geissinger who turned 84 in Feb. In between are Rick Anderson, Paul Deis, Matt Hoffman, Hilding Larson & Terry Taylor.

Dinner this night (3 March 2011) was a simple meal of lasagna, salad, rolls, corn and applesauce since I was the host. During dinner, we discussed recent events and the upcoming activities we planned to partici-



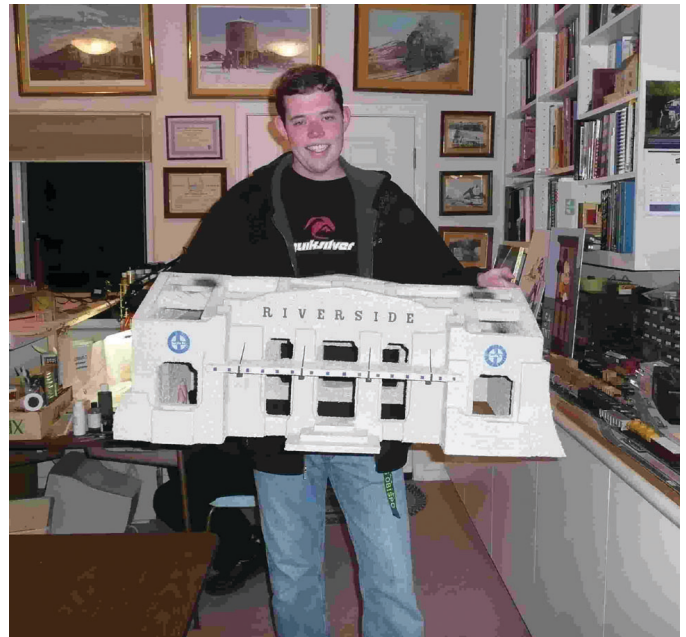
Hilding Larson wiring track feeders in the mountain helix area. Prominently displayed is the groups survival rations of chocolate covered raisins. In fact one evening a short train of ore cars full of the chololate delights was sent to a track near the area he was then working. Somehow the train did not make it beyond that area. ;) Terry N Taylor photo.

pate in. As soon as the dishes were rinsed and in the dishwasher, we went back to the layout area. The attached photographs show what each person was doing this night working on the layout which represents the Santa Fe's Coast Lines Valley Division 2nd & 3rd Districts in 1953.

Unfortunately the photograph of Matt Hoffman also did not turn out well when he was working on installing tortoisés at the town of Burnham. Matt has become very good at building turnouts and installing torts.

About 10 we went back to the kitchen dining area for dessert. This night we had a birthday cake. Responding to a bunch of comments about his seniority, Glenn responded with dignity that since his birthday was in 1927 he was now only a slightly soiled senior citizen. We went on to the usual discussions that probably every group like ours has and broke up at about 11. While the activities at each house varies from operation at Hildings (and lately also at Paul's outdoor layout) to laying down new bench work at Matts, the basic idea is the same. Good Fellowship.

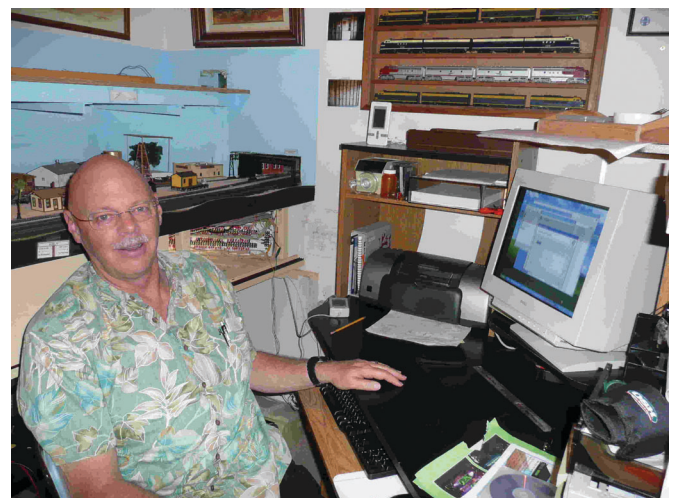
We have no officers, no dues, no written rules or any of the other items that sometimes get in the way of having fun. We are just a group of friends who like to model together. Sometimes we take a break and watch a video or two and sometime we plan how best to put on an activity like the local Division meets or once even a PCR convention. Speaking of which we are starting to spend some time planning for the PCR convention in 2014. If you are not a member of a similar group. Why not see if there are others in your area who also interested in building their own layouts or at least getting together. You will not regret it. I know that Thursday night is the highlight that I look forward to each week.



Michael Haworth showing off the progress made so far on his Riverside Depot in G Scale. Unfortunately the photo of Michael soldering track feeders at the SP Stockton yard did not develop well. Terry N Taylor photo.



Glenn Geissinger doing some more of his magic with wood structures as those of you who saw his breathtaking model of a sawmill at the SLO Division meet last year can well testify about. Terry N Taylor Photo.



Rick Anderson at the Dispatchers area working on software. Behind him is the town of Holt. Plans are to put a short test track on the desk for using Decoder Pro and isolate a section of the main line at Holt so it can be used to set the speed tables. Terry N Taylor photo.

In the Daylight

DOUG'S LAYOUT ODYSSEY, PT 2

By C. Doug Wagner

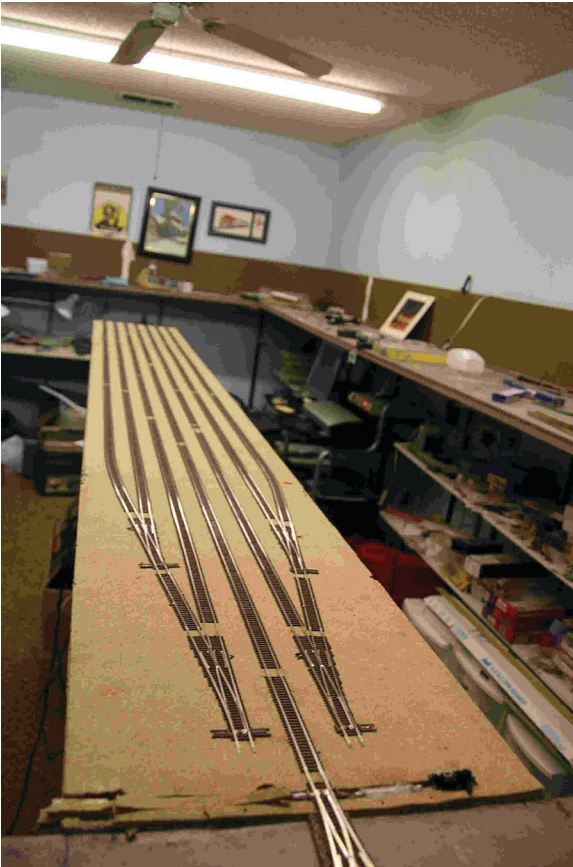
Continuing from the last edition of *The Observation*, being retired for 2 years now, the first thing I have definitely found out, is although being retired, is that you aren't going to be able to work on your home layout as much as you thought you would. The hours you put in working does not equate to retired hours being worked on your layout. So, get that out of your mind right off. And one rule I have reinforced—and you have all heard this one—is that no layout is ever complete. Shoot, it seems like I can't even get out of the starting block! I've had this layout room for 20

years, but didn't get to work on the layout until about 2 years ago—after finally figuring out what type of layout I wanted. That's one problem with model railroad design software program—it's soooooo easy to design new layouts, so I have approximately 350 layout designs for my room.

I have found that the older I've gotten, my attention has stirred toward switching and branch line operations, and away from the big freights and passenger trains running aimlessly around the layout. So, I figured if I like switching, to base my layout upon the Modesto and Empire Traction Railroad—the MET. OK, I retired, and after designing my 351st layout, I started laying track for my MET-based layout. OK, I got the “mainline” in and some industrial sidings. After doing some initial test running of the track, one of the things I found is that I needed a staging yard and the only spot I had for a staging yard was a peninsula style yard down the middle of the layout room. I got the staging yard built (which is the photo that was in the last edition of *The Observation*). I test-ran the layout again, but didn't like the feel or the track plan—the MET was just too urbanized for me. I have always liked a railroad that ran through orange groves and had that rural feel. I figured I had all this Santa Fe equipment, and most of it being from the 1940's and 1950's, maybe I could model something from Southern California. But then, it hit me when I was looking over a past issue of the Santa Fe Historical and Modeling Society's magazine, *The Warbonnet*.

The article was about the Santa Fe's eastern San Joaquin Valley branch lines that ran basically from Bakersfield to Corcoran or Fresno, via Porterville, Exeter and Tulare. OK, great, I finally found that branch line railroad that ran through orange groves.

OK, now it was time to get to work on it and design a new layout plan. Once that was done—in about a week—it was time to start tearing out all that track I laid down for the MET layout. After tearing out all that track, I started looking at the staging yard, and didn't like it. Remember earlier that I had mentioned that I like to do switching? Well, I wanted a real yard—not just a staging yard. It took me a while to find and develop a classification yard for a stub-ended peninsula-style freight yard, but finally found it. Well, now I had to start tearing out the staging yard track and re-lay it to a real classification yard track plan. Remember, I also



The peninsula staging yard as first designed. Photo by Doug Wagner

said it was tough for me to even get out of the starting blocks? Well, after laying the freight yard track, you see the finished product in the second photo—the first photo being the original staging yard.

The moral of the story is to don't be afraid to make changes to your layout. Don't wait until it's too late and you have to do a lot of re-designing. I was lucky to realize early enough in my layout construction what changes I wanted. And I'm sure that I'll make many more changes as I go along on the new layout design. But you'll never find this out until you start working on your own layout. I was a quarterback layout builder up until a few years ago.

Ok, I guess that's it for now. I promised to get this article to George yesterday, but things got in the way—like building a layout.



The peninsula staging yard as redesigned into a classification yard. Photo by Doug Wagner

In the Yahoo Group

LED LIGHTS

On Mar 5, 2011, "Tony Burgess" wrote:

I have questions about LED's, how they're hooked up, what sizes (I see so many confusing numbers T-1, T-1-3/4, Reverse Current, Luminous Intensity, Power Dissipation, Peak Forward Current, Continuous Forward Current, then there's SMD LED's, [like what are these?] and so on), types of power sources, (all I see mentioned is 12 volt; I take it you are talking about those large 12 volt batteries the size of a coffee cup), and how best to mount them in a structure, are the pre-wired ones better?

Jerry Jankura wrote: To answer your questions:

An LED is a diode with a relatively high forward voltage drop that just happens to give off light when current passes through it.

T-1, T-1 3/4: Diameter of the LED expressed in eighths of an inch (BTW, Fluorescent lamp diameters and some incandescent lamp diameters are expressed in the same units.)

LED Lights *Continued.*

SMD: surface mount device basically the naked chip with some solder bumps on the bottom. In actuality, the chip will be passivated which means that it will be coated with glass or some other substance.

Luminous Intensity: how much light comes out. Most likely related to current passing through LED.

Continuous forward current: average highest current you should pass through the LED. Key word is AVERAGE.

Peak forward current: maximum momentary current you can pass through the LED before it let's the magic smoke out.

The LED will also specify a forward voltage drop. You can use any power supply whose output is greater than the forward voltage drop. Values of forward voltage drop are in the neighborhood of three volts. There should also be a value of peak inverse voltage which is the value of backwards voltage the diode can stand off before the magic smoke is ejected.

LED's are not current limiting, so it's customary to insert a resistor in series with the diode. You calculate the resistance value by subtracting the forward voltage drop of the LED from the power supply voltage and dividing the result by the LED's average forward current. You then calculate the resistor's power dissipation by squaring the LED's current and multiplying by the resistance.

You don't need a DC power supply. If you choose to use a simple transformer, put a standard diode in reverse polarity across the LED.

Hope this answers your questions and, since it isn't a LED vs. Incandescent lamp discussion, doesn't raise Ralph's hackles.

Made in the Daylight **SEMAPHORE SIGNALS**

John Houlihan, The Irish Tracklayer

Irish Tracklayer is now producing the US&S Style B semaphore and working on a Great Northern upper quadrant semaphore. The US&S A-5 electropneumatic switch machine is now available in O, S and HO scales, with a right hand, left hand and centerpoint machine. Some of these machines were shown at the meet in Exeter. I am working on a traveling display to show off the signals, turnouts and track that is being offered for those that want detailed track work with great looking signals.



visit: www.irishtracklayer.com

HELP WANTED! Industry Liaison

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

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

Chief Clerk's Report **MINUTES OF EXETER MEET** By Suzanne Paff

Daylight Division Meeting February 26, 2011

The February meet was held in Exeter. The business meeting was called to order at 12:29 pm by Superintendent Dave Grenier. A motion was made by Kevin Jung and seconded by Doug Wagner to accept the minutes of the previous meeting as published in the Daylight Observation. The motion carried. A motion was made by Kevin Jung and seconded by Doug Wagner to accept the Treasurers report as published in the Daylight Observation. The motion carried. The following bills were submitted: George Pisching \$481.44 for the Observation, Don Smith for \$14.65 for Copies, Jay Smith \$13.20 for postage and raffles and, Dave Grenier \$127.39 for flowers for Joe Paff's funeral. A motion was made by Doug Wagner and Seconded by Jeff Trimble to pay the bills. The motion carried.

Dave Grenier reported that Ron Baker received the Golden Spike Award. He also announced that Jay Smith is stepping down from the industry liaison position. Anyone interested in the position please contact Dave Grenier.

The next meet will be on May 21, 2011 at Gary Siegel's home in Santa Barbara. The August meet will be somewhere in the North Valley. The meet that is usually in November will be in October this year in conjunction with the Central CA RR Festival in San Luis Obispo. There were no contest entries at this meet. The raffles were held and the meeting was adjourned for the White Elephant Auction.

Respectfully Submitted, Suzanne Paff, Chief Clerk/Paymaster

PAYMASTER'S REPORT By Suzanne Paff

DAYLIGHT DIVISION TREASURY REPORT AS OF 2/26/2011

DATE	TRANSACTION	DEBIT	CREDIT	TOTAL
2/26/2011	ADJUSTED BALANCE FOWARD			\$3,075.56
2/26/2011	Registration		\$ 65.00	\$3,140.56
2/26/2011	White Elephant Auction		\$ 68.50	\$3,209.06
2/26/2011	Raffle		\$108.50	\$3,317.56
2/26/2011	Obervation - George Pisching	\$481.44		\$2,836.12
2/26/2011	Copies - Don Smith	\$ 14.55		\$2,821.57
2/26/2011	Flowers Joe Paff - Dave Grenier	\$127.39		\$2,694.18
2/26/2011	Postage & raffle - Jay Smith	\$ 13.20		\$2,680.98
2/26/2011	ENDING BALANCE			\$2,680.98

Daylight Division Yahoo Group
www.groups.yahoo.com/daylightdivision
Division Web Site:
<http://www.nmra.org/daylight/>

Dave's Dispatch *continued*

the Visalia Electric Model Railroaders & Historical Society. On the way home, we visited Ed Matheny's HO California Central System layout in Tulare. He was having his monthly operating session this day, so we were invited to operate as well.

All in all, it was a great meet! We visited a lot of neat places and learned a lot more about the local history. Exeter is definitely on my list of places to visit again.

The next Daylight Division meet will be May 21, 2011, at Gary Siegel's home in Santa Barbara. Registration starts at 9:30 AM, along with the usual refreshments and an extra-fare brunch. The meet starts at 10:00 AM. Bruce Morden is planning a full slate of events for us. (See his write-up elsewhere) Be sure to mark your calendars and make the trek to Santa Barbara.

We are just a few months away from having a National Convention up the road. The Extra 2011 West, www.x2011west.org, in Sacramento July 3rd to 9th promises to be "The Unconventional Convention." As with any convention there is a lot to do and a lot of people are needed to make things run smoothly for our visitors from literally around the world. If you are planning on attending, please consider volunteering a few hours of your time to help out. Contact Karen Kiefer at: volcoord@x2011west.org

There is a new X2011 WestAttendees Yahoo! Group for those attending the X2011 West convention to get in touch with other attendees to line up roommates, carools, dinners, or whatever. Just sign up at: <http://groups.yahoo.com/group/X2011WestAttendees/>

Other upcoming activities:

- Sonoma Short Line 2011 mini-PCR Convention, May 13-15, 2011, Santa Rosa. <http://www.pcrnmra.org/conv2011>
- Daylight Division Spring Meet, May 21, 2011, Gary Siegel's home, Santa Barbara.
- X2011 West Advance Section, July 1-3, 2011, San Francisco Bay Area. <http://www.x2011west.org/advsect.html>
- Extra 2011 West NMRA National Convention, July 3-9, 2011, Sacramento. <http://www.x2011west.org>
- Daylight Division Summer Meet, August, 2011. Date and location: TBA
- Daylight Division Fall Meet, October 8, 2011, San Luis Obispo at Central Coast Railroad Festival

The PCR Master Calendar has even more events at: www.pcrnmra.org/pcr/calendar/mastercalendar.htm

The former Kalmbach Model Railroad Magazine Index is back as the NMRA Magazine Index! For now, it is at: <http://www.olimpia.com:8084/SearchPage.html>

See you in Santa Barbara!

Dave Grenier, Superintendent, PCR Daylight Division

Next National Board of Directors' Meeting

Editors can get the word out about the next national board of directors' meeting.

It will be held in Sacramento on Friday and Saturday before the X2011 West convention.

Let's see some more members in the room.

And please take time to introduce yourself to the rest of us. We're usually chatting among ourselves, but feel free to butt in to say hello, offer suggestions, constructive (!) criticism, and so on.

Tony Koester, Dir. at Large

EXTRA 2011 WEST



2011 NMRA CONVENTION
SACRAMENTO, CA

Call for Volunteers

NOW is the time for you, the members, to sign up to help out. We need all types of volunteers for Registration Booth, Company Store, Contest Room, Bus Tour Guides, and more. If you can volunteer a few hours, please contact the X2011 Volunteer Coordinator, Karen Keifer, at:

kkkay@sbcglobal.net

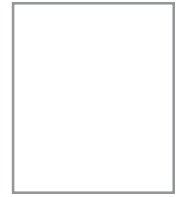


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Label

Santa Barbara Meet, May 21

We are still working on several clinics and hope to have one of them be a hands-on clinic where you can try out some new skills and take something home for your layout.

10:00am: Clinic One.

11:00am: Clinic Two.

Noon: A lunch will be served and you can enjoy Gary's back yard surrounded by trains which will, I am sure, be running and engineered by some of us who would rather run a train than eat.

1:00pm: Daylight Division business meeting. This will include the usual business as well as door prizes, and white elephant auction. Directions to the layout tours and other local attractions will be distributed after the meeting.

Layouts tour:

In addition to Gary's two wonderful layouts we will have a few other layouts available for touring on your way home.

Art Sylvester continues to add more track to his outdoor G-gauge garden railroad.

Bruce Morden continues to work on his Southern Pacific Santa Barbara Subdivision and has added a second level since the Daylight Division last visited. You can see progress at

<http://spsbsub.blogspot.com>

There are several other layouts that we are trying to include in the Layouts Tour.

Directions to the Santa Barbara Meet

Gary's is at 1143 Camino Viejo, Santa Barbara. Use your GPS. Alternatively, from the north exit Hwy 101 at Coast Village Drive, navigate the traffic circle taking the second exit onto Hot Springs, turn left at the first stop sign onto Sycamore then turn left at the next stop sign onto Camino Viejo. From the South exit Hwy 101 at Olive Mill Drive. Turn right proceeding up Olive Mill. Turn left at the first stop sign onto Hot Springs then right at the next stop sign onto Sycamore then turn left at the next stop sign onto Camino Viejo.

