



The Daylight Observation

Official Publication of the
Daylight Division, PCR / NMRA
Volume 34, Issue 2
Apr-May-Jun 2020

Call for Daylight Division Leadership

by **Chuck Harmon, MMR, Observation Editor**

Contents

Call for Daylight Leaders	1
Call Board	2
2021 Convention	2
Membership Report	2
Membership Gauge	3
Contest Report	4
Observation Schedule	4
Members by County	4
Member Aid	5
Achievement Program	6
2021 Clinic Appeal	7
Daylight Calendar	8

There is a need for a couple of Daylight Division members to fill the positions of Division Superintendent and Division director. Here is an opportunity to put Daylight Division back on the track and earn some Achievement Program credits at the same time. These officers serve 2-year terms.

Both of these jobs are easy to do, but are very important to the prosperity of our Division. I want to urge you to step up to the plate if you are available, regardless of your experience. There are veteran members who will be glad to assist anyone who is willing to volunteer.

First is the office of Division Superintendent. His (or her) duties are spelled out in our by-laws, but I can put it simply: Get 8 members to host meets in their areas. Usually we hold quarterly meets in the North Valley (i.e.: Fresno area), South Valley (i.e. Bakersfield area), Central Coast (i.e.: San Luis Obispo area) and South Central Coast (i.e.: Santa Barbara area). The hosts get the location, set the day and schedule clinics and tours. Our by-laws specify the approximate dates for our meetings. Each meet is to conduct a business meeting where we pay bills, have reports and vote on any other business. The Division Superintendent chairs the business meeting, hopefully a short one. It would be appropriate for the Superintendent to have an article in the Observation each quarter.

Next is the office of PCR Director. He is to attend the PCR Board of Directors' meetings twice a year. One of the meetings is held during the PCR Convention and the other is held mid-year, often in conjunction with another division's meet. At these meetings the Director represents the members of Daylight Division and votes on PCR business. The Director keeps the Division member informed about PCR happenings, usually with a verbal report at each meet, and hopefully with an article in the Observation.

I have held both of these offices, so they can't be too difficult. The office of Director earns points for Association Official Certificate and the office of Superintendent earns points for Association Volunteer Certificate. 🚗



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2021 PCR Convention

By John Houlihan, 2021 PCR Convention Chairman

Work on the 2021 convention has started. Doug Wagner has produced a registration document. I will see if it can be reproduced in the next Daylight Observation. I am looking for someone to take charge of the non-railroad activities. Keep in mind that some of the non-rail activities attract model railroaders, especially is it involves food including chocolate.

The committee needs a layout coordinator so our guests can see the best of model railroading in the central valley. Many of us have enjoyed conventions in other areas of the state. Now is the time to be excellent hosts for our out of town visitors.

Convention shirts can be purchased starting late next month. Bob Pethoud has created the logo and arranged for production of the shirts.

Dave Grenier will be working on web site exposure for the convention as soon as some of his duties for the 2020 convention have been completed. The treasurer for the convention is Milton Sans Soucie.

If you can contribute, email me at
(oscalejohn@gmail.com)

Lets make this "mini convention" a memorable one. 🚂

Membership Missives

By Doug Wagner, Membership Manager

Greetings, fellow Daylighters! I hope you all are staying safe and healthy in these unprecedented times we are currently facing. But I believe that us model railroaders will shine through this perilous time, as we know how to hunker down and isolate ourselves. I mean a lot of us spend weekends to ourselves, working on our trains. If you feel as if the world is ending because you are under quarantine, don't fret as now is a time that will work for you in getting some of those model railroad tasks that have been piling up on your workbench all these past years. There is no end to the list in what you can accomplish---from installing those decoders, weathering your rolling stock and locomotives, getting started on that layout, or what I'm finally getting around to----scenery on my home N scale Porterville-Orosi Brand layout. Just have to make the effort to get started.

Folks, you know I don't sugarcoat things and like to tell it as it is. I don't hold anything back. Blame that on being in the Fire Service for 35 years. Some folks may say I shoot from the hip. I like to think of it as being experienced in the operations of the NMRA/PCR/Daylight Division over the past 25 years that I've been a member of this fine organization.

Continued on Page 3

Membership Missives (Cont.)

Now, on with the news. As all of you are aware of, the Daylight Division is currently without a Director and Superintendent. As to those who actually looked at the virtual election of Daylight Director that was emailed to you, you noticed that there were no names associated with anyone running for the position of Daylight Director. It was a “write in” vote for Daylight Director as we couldn’t find anyone willing to run for the office of Daylight Director. I want to thank those that had enough confidence in



me to vote for me as Director of the Daylight Division. However, as you’ve heard the saying, “Been There---Done That”. Now for the ‘shoot from the hip’ part. Back in the early days of this century, yours’s truly was not only the Daylight Director, but he was also serving as Daylight Superintendent, Daylight Paymaster/Clerk and also doing the Observation newsletter. I swore I’d

never do that again! And I’m keeping to my promise! Some may say I’m being a jerk, but I’ve been called every name in the book--and a lot that aren’t in the book--so you aren’t going to hurt my feelings!

The NMRA/PCR/Daylight Division is a volunteer organization and we need help from everyone! We appreciate the members of this great organization, but it takes effort from everyone---not just a few members. If you’ve

noticed, when we have meets we’ve only been able to have about 5 members show up. And this is very frustrating, especially after planning these meets for a couple of months. It doesn’t make sense for someone from Bakersfield to organize a meet for San Luis Obispo or Fresno—and vice versus! If you have any suggestions for improving the meets, please don’t keep your thoughts to yourself! Let us know! But, please, don’t just criticize---be a part of the solution!

Getting back to the Daylight Division vote, the names that were written in were the same folks that are already serving in some capacity in the Daylight Division. Folks, we have 105 members! We just can’t keep recycling the same members to keep filling the positions of the Daylight Division. We have a life, also. We’d like to work on our layouts, too. If everyone would step up and offer to take up some of the work, it would make life a lot easier on all of us.

I’m afraid the Daylight Division is heading toward a name only division, and not a division where we have meets and layout tours. I would hope that some of you folks would step forward and help us in our efforts to make the NMRA, PCR and Daylight Division an active unit. As you’ve heard, “Model Railroading Is Fun”, so that’s make it fun! Please think about taking part next time you are asked.

This has been my opinion—I welcome yours!



Daylight Division Membership Gauge

- February 28, 2019—110
- March 31, 2019—111
- April 30, 2019—112
- May 31, 2019—112
- June 30, 2019—109
- July 31, 2019—108
- August 31, 2019—108
- September 30, 2019—109
- October 31, 2019—109
- November 30, 2019—109
- December 31, 2019—108
- January 31, 2020—105
- February 29, 2020—105

In Memoriam

Member	City	Joined PCR
Guy Krivanek	Tehachapi	1/1/1962
Bill Winter	Bakersfield	12/1/2013

Contest Suspended Awaiting Meet

By **Chuck Harmon, Daylight Contest
Chairman**

When we finally have another meet there will be a model and photo contest. When a meet is scheduled I will announce the contest categories.

If anyone needs to have a model judged for Achievement Program points contact me by



phone or e-mail (see Call Board on page 2) and I will arrange to have your model judged. 🚂

**The Daylight Observation
The Official Publication of the
Daylight Division,
PCR/NMRA
Volume 34, Issue 2
2nd Quarter, 2020**

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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Daylight Membership by County

County	#Members
San Luis Obispo	26
Kern	21
Fresno	20
Santa Barbara	17
Tulare	12
Madera	5
Merced	2
Mariposa	2
Total Members	105

Observation Schedule

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

The Answers Are Out There Weathering with PanPastels

By Robert Pethoud

No two freight cars weather exactly the same. When we finish our models, we can enhance their realism by employing a variety of weathering techniques, the more the better. The latest one I've begun experimenting with uses PanPastels.

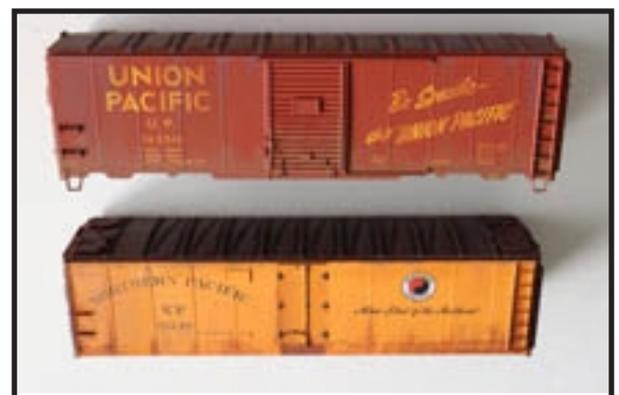
PanPastel colors are artists' quality soft pastel colors packed in a unique pan format. They can be applied with a brush, a makeup sponge, or a Sofft Tool applicator made by PanPastel. 92 colors are available, including just about every hue and shade you might want for weathering railroad rolling stock.

The first photo shows a few PanPastel colors, applicators, and the two HO scale freight cars I used in my first attempts. The only preparation needed was to spray the cars with Testors Dullcote (#1260) to create a flat finish with enough tooth to hold the pastels in place. After the Dullcote had set, applying the pastel colors was easy and quick. I used the small makeup sponges for the sides and ends, simply brushing one against the color in the pan, then transferring it to the car. The same sponge can then spread the

color out on the car and feather the edges. I used the larger Sofft Tool applicator for applying color to the roofs of the cars, where I wanted to cover a larger area with a single hue.

The UP boxcar (Atlas Trainman #21000015) first received random patches of Red Iron Oxide Shade (PanPastel #380.3) on the sides. Next, the road grime often seen along the bottom edges of freight cars was provided by Raw UMBER (#780.5). I applied this by drawing the sponge along the bottom edge to put a dark stripe of this color in place, then brushing the sponge upward all along the stripe to feather the edge into the car side. Finally, I applied Paynes Grey (#840.3) all over the roof and in a few spots on the side near the roof to represent soot.

I found photos of a Northern Pacific reefer with rusty areas along the bottom of the sides and decided to replicate this on my model NP steel reefer (Accurail #8316). The rust color was a good match for PanPastel #380.1, Red Iron Oxide Extra Dark, so I applied this with a small makeup sponge. To duplicate the different hues often found on different panels of the same car, I brushed Orange Shade (#280.3) onto some of the panels. The roof received a heavy application of Neutral Grey Extra Dark (#820.2). Check out the second photo to see the results.



I discovered that it's not necessary to use a fixative or overcoat to hold the PanPastel colors in place, at least with normal handling. Touching the sides does not remove the pastels, although rubbing vigorously can blend or remove some. On the other hand, an artist's

Continued on Page 6

April-May-June 2020

Continued from Page 5

kneaded rubber eraser can remove them pretty well, and this makes PanPastels more versatile than many weathering techniques.

To highlight the value of PanPastels in weathering, I used only them on this experiment. Combining them with washes, drybrushing, colored pencils, Bragdon chalks, or airbrushing expands the possibilities enormously, making it possible to duplicate

almost any effect you may find on a photograph or actual freight car. Weathering with PanPastels is easy, requires no special equipment, and is quick: each of the car sides in the photo took about 5 minutes. I recommend you give PanPastels a try.

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

Master Builder – Structures Certificate

By Dave Grenier, AP Chairman

In this article we will review the requirements for the Master Builder – Structures certificate. When you think of “structures”, don’t just think of buildings and bridges. The NMRA definition of structures is anything man-made that is not motive power or rail cars. Structures include all kinds of houses, garages, stores, factories, stations, bridges, signals, signal towers, docks, power line towers, cranes, ships, and so forth.

To qualify for this certificate you must build twelve (12) scale structures with at least six (6) different types of structures represented. The modeler must demonstrate the ability to construct a variety of structures reflecting the variety of structures in the prototype environment. A brick depot and a wood depot would qualify as different types of structures, as would a depot and a water tank, even if both were built from wood.

One of the six types must be a bridge or trestle. Don’t panic and start thinking of long elaborate curved wooden trestles.

Remember there are many different types of bridges out there. Bridges include rail, automobile, and pedestrian bridges. A simple automobile bridge over a creek would be sufficient. The idea is to demonstrate that you know how to build a bridge that looks like it can support the intended load. There is no requirement that the bridge has to be installed on your layout; you can

build it as a separate model. Sorry, but a well-detailed 2x12 across a gully won’t qualify!

At least six (6) of the structures must be scratchbuilt, which means that at least 90%

of the model’s pieces were sized and constructed by the modeler. The only commercial parts allowed are light bulbs, electronics, paint, decals, figures, and basic wood, metal, or plastic shapes.

Note that you can use commercial scribed wood or styrene and still meet the scratchbuilt requirement. If you make your own plans, be sure to document that so you can earn extra points for it.

If the thought of “scratch building” intimidates you, remember there is little difference between scratch building and assembling most craftsman kits that have provided you with the plans and materials. If you take these same plans to the hobby shop, buy the materials yourself and assemble them, that qualifies as scratch building. If you draw your own plans, that’s even better. Be sure to mention that in the model’s description.

The remaining six structures can be scratchbuilt or a kit that is super-detailed with scratchbuilt or commercial parts. To be considered “super detailed”, the model must have considerably more detail of excellent quality than is usually expected. There are all sorts of ways to super detail buildings. Look closely at photos of prototypical buildings and notice the details such as electrical fixtures, gutters, downspouts, signs, ladders, roof details, and so on. For buildings, include an interior with furniture, wall coverings, drapes, etc. Also provide a way to see it with a removable roof and/or interior lighting. A battery and a push-button switch provide a simple way to power it. Document any scratchbuilt parts you made to increase your score.



Structures (Cont.)

The models can be any scale. Here's a perfect opportunity to try a scale different than your usual scale. After all, the Achievement Program is about learning more about the hobby. What better way to learn something new than to try a different scale? Who knows? You might just be pleasantly surprised by the experience. Give it a try!

Finally, you must earn 87½ or more Merit Award points on six of the twelve models. Note that the other six models don't even have to be judged! The six 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.

AP Merit Award judging can be done in one of two ways: 1) during an NMRA-sponsored contest at a convention or division 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 the Daylight Division AP Chairman (me!) to arrange a time and place. You can e-mail me at grenida@pacbell.net or

call me at (559) 375-1935.

For more information, see the NMRA [Achievement Program Structures category](#) webpage. Also refer to the online articles "[Master Builder - Structures](#)", and "[The Building Inspector](#)", both from the NMRA Bulletin, August 1991. Forms available for this category: 2019 SOQ Form: ([PDF](#))([DOC](#))

2019 Evaluation Form: ([PDF](#))([DOC](#))

Once you have completed all of these requirements, prepare a Statement of Qualifications (SOQ) form and an attachment giving detailed descriptions of each of the twelve models. The detailed descriptions for all models should identify all scratchbuilt features, all commercial parts used, all materials used in building it, operational

features, kit manufacturer (if applicable), and copies of at least six Merit Awards (or the signed Judging Forms). Photos of the models are helpful, but not required.

Submit the completed SOQ, attachments, and a **photocopy of your NMRA membership card** to the Daylight Division AP Chairman and you are on your way toward another certificate! Contact me for the mailing address. If you have any questions about the AP requirements or completing the paperwork, don't hesitate to contact me at grenida@pacbell.net.

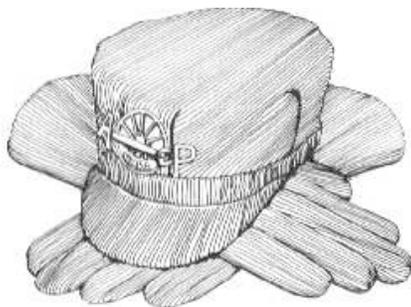
Next installment: Master Builder – Scenery 🚂

Convention Clinic Appeal by Bruce Morden, Clinics Chairman, 2021 PCR Convention

Have you learned a special technique for your model railroad or while building or weathering some of your rolling stock? Would you like to share some of that learning with other model railroaders? Please consider giving a clinic at a model railroad convention.

Clinics are typically 45 to 50 minutes long which usually is not enough time, but if you are uncomfortable standing in front of an entire clinic room for an hour, you could try the mini-clinics to get your feet wet with a small group for half the normal duration.

And if you really enjoy giving clinics and want to step up to the next level, the National NMRA convention is coming to Santa Clara July 4, 2021-July 10, 2021. You have more than a year to prepare. We are looking for clinics with a definite prototype flavor so anything about your favorite prototype is fair game. If you have an interest in presenting a clinic at Santa Clara, please contact Bruce Morden at bdmorden@sbceo.org 🚂



CANCELED - **April 4, 2020** - 16th Annual Pacific Model Loggers' Congress, Camp 18 Restaurant and Museum, U.S. Highway 26, Elsie, Oregon. Rescheduled to April 3, 2021. See you next year! View the website for complete details.

April 24, 2020 - MAY BE OPEN. Check their website for current status. • 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

May 16 – 17, 2020 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • Phone: (925) 937-1888

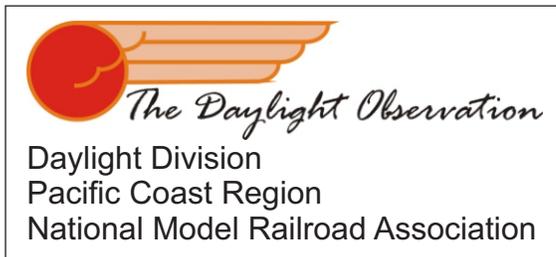
May 16 & 17, 2020 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

May 29, 2020 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

June 6 & 7, 2020 - 10:00 am to 4:00 pm, Summer Model Train Show & Open House, San Leandro Historical Railway Society, 1302 Orchard Ave (in Thrasher Park), San Leandro, CA.

June 7, 2020 - 9:00 am to 5:00 pm, Coast Division Meet. See their website for location.

June 26, 2020 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. 🚂



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