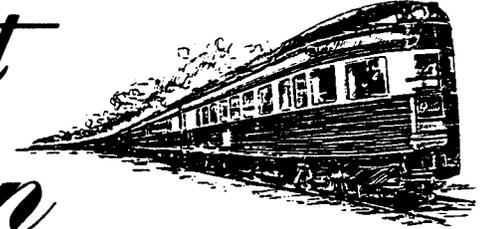




The Daylight Observation



The Official Publication Of The Daylight Division

Volume 14; Issue 3

3rd Quarter, 2000

Daylight's Summer Meet Returns To Merced

Rudi VonPrittwitz's Southern Pacific Layout To Host Meet

The August meet of the Daylight Division will be returning to Rudi VonPrittwitz's home, and his Southern Pacific HO scale home layout will be hosting the meet. Rudi's layout is based on the famous Tehachapi Loop route of the Southern Pacific. Most of you have had been privileged to visit Rudi's layout—and we never tire of it! And for those that have never visited Rudi's layout, you are in for one great treat!

The meet will begin at 10:00 AM with registration and contest entries. Coffee will be made available. We've had a drop in favorite contest entries, so please folks, bring your favorite model and photos for attendees to vote on. Also, don't forget to bring those items for the White Elephant auction. Doug Wagner is thinning out his N scale collection, so there will be some N scale stuff for door prizes and the White Elephant auction. How about you HO guys? Will you bring anything for the White Elephant auction and door prizes?

Besides Rudi's layout on tour, Charlie Pigott's layout, based on the Baltimore & Ohio (*editor's note*: I hope I guessed the right road!) will be on display. Both of these fine layouts will be on tour for the National Convention coming up July 30th—August 6th.

More layouts are being planned for the Division's meet, and have not been finalized at time of publication. Directions to the layouts will be made available at the closing of the business meeting.

To get to Rudi's house from north or south of Merced, you'll take Highway 99 to the Highway 140, which is also the Yosemite Park Way. Take that off ramp and travel east for 1½ miles. Turn left onto East Santa Fe Ave and travel 0.4 miles to McKee Road. Turn right onto McKee Road and go north for 1 mile until you come to East North Bear Creek Drive. Be sure you go across the bridge before turning right onto East North Bear Creek Drive, because the road before you get to the bridge is East South Bear Creek Drive! Turn right to go east on East North Bear Creek Drive for 0.2 miles, then turn left onto Greenfield Drive and travel 200 feet and Rudi's house will be on your left on the corner of Greenfield Drive and Blue Grass Lane. If you are coming to Merced the back way on Highway 140 (Yosemite Park Way), you'll be heading west on Highway 140 and turn right onto East Santa Fe Ave, and follow the directions above after you get onto East Santa Fe Ave (see map on page 11). See you in Merced! 🚂

Daylight Division Superintendent Position Up For Election

Because of the Daylight Division's by-law rule that elected positions can not be held for more than two consecutive terms, current Superintendent Bob Randall, of Bakersfield, will not be able to run for re-election in this up-coming year. So we will need someone to run for Division Superintendent. So, if anyone is interested, nominations will be taken at the November meet in Los Osos, and the votes will be tallied at the February, 2001 meet. This is a chance for anyone that wants a leadership role to step forward! 🚂

Daylight Division Meet Minutes

May 13, 2000

Santa Barbara, Calif.

- ◆ Meeting called to order by Superintendent Bob Randall at 2:45 PM
- ◆ Motion/second/carried to accept then minutes of the February meet as published
- ◆ Treasurer's report for the period 2/26/00 to 5/12/00:
 - ◆ Forwarding Balances
 - ◆ Checking: \$804.50
 - ◆ Cash: \$ 99.36
 - ◆ **Total** **\$903.86**
 - ◆ Expenses: \$133.19
 - ◆ Income: \$140.50
 - ◆ Ending Balances:
 - ◆ Checking: \$784.50
 - ◆ Cash: \$126.67
 - ◆ **Total:** **\$911.17**
- ◆ Bills submitted:
 - ◆ By Doug Wagner
 - ◆ \$81.10 for publishing/ mailing the Observation newsletter
 - ◆ Motion/second/carried to pay bills submitted
- ◆ Announcements:
 - ◆ July – NMRA national convention in San Jose
 - ◆ August – Daylight Meet in Merced
 - ◆ September 9&10- San Luis Obispo Model RR Club train show
- ◆ Committee reports
 - ◆ Contest
 - ◆ Favorite Models
 - ◆ 1st place went to Danny Seames
 - ◆ 2nd place went to Doug Wagner
- ◆ Old Business
 - ◆ None
- ◆ New Business
 - ◆ Motion by Frank Zila, second by Joe Heumphreus to loan the group hosting the San Luis Obispo PCR 2001 convention up to \$750.00, if they request it (Carried)
- ◆ Discussion on help still needed on the 2001 PCR convention
- ◆ Meeting adjourned at 3:11 PM

Respectfully submitted,

Doug Wagner,

Daylight Division Chief Clerk/Paymaster 

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CCOG Visits

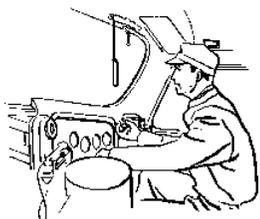
By Verne Alexander

Reprinted with permission from the July 2000, Issue of San Luis Obispo Model Railroad Club's newsletter

What is a "CCOG?" Sounds a little like a part designation in an assemble-it-yourself project, but actually it is the acronym for "Central California Operators Group." OK, so what is an operator, other than the end-destination of a frustrating tour through a large organization's voice mail options?

In the context of model railroading, an operator is someone who has a strong interest in the operation of model trains. "Operation," as used here, is a field of interest in model railroading that has only recently emerged as a definable activity, and there is probably a lot more to be thought and written before a definition can be put in a dictionary. But there are certain characteristics of operation that may be described, and it is the activity in these descriptions that captures the interest of a CCOG member.

Operation is not just running trains and enjoying the resultant visuals. Operators agree that trains look great in motion, especially through well executed scenery. But operators generally will not turn a wheel without having a non-aesthetic purpose in mind. Way too abstract? Here it is.



Freight cars move from where they are only for a good reason. There are lots of good reasons. One is that a boxcar is full of rolls of newsprint, and the newspaper is about out of newsprint. Another is that a grain hopper is empty and the agent at the West Boondock grain elevator says he has grain to ship. Another is that the coach is full of crotchety commuters who want to go home after a hard day's work. Still another is that the car has been bad ordered and the car shop foreman has room and personnel to get at it tomorrow morning if someone would just bring it over to the shop. A very common reason, in a yard, is that the car is in the way of other cars that have to move, so the car in the way needs to be moved out of the way! Pretty simple. And the rest of the story is that if the car is not going anywhere at the moment, and is not in the way of other cars that are, it simply doesn't move.

Continuing the theme, motive power moves the

cars-with-purpose to the locations where their purposes can be fulfilled. Or motive power may have a purpose within itself, like needing more fuel, sand, running repairs, etc. No purpose? No movement. A model railroader may send out a caboose hop behind a steam engine because it just looks soooo cool (oh, yeah, it does!), but an operator sends out a caboose hop because the engine has gotten its class repairs and has completed its break-in period and needs to run back up the branch where it can resume its assignment of pulling cars off the interchange and switching the mills. Purpose!

Things begin to diverge at this point, because there needs to be an orderly way to coordinate all the purposeful movements into trains that share a layout and need to be coordinated in such a way as to minimize the possibility of a DCC-enabled cornfield meet. And there needs to be a way to keep track of the cars and their loads, and to decide when and where purposes arise and to determine how best to fulfill those purposes. How much paperwork will there be, and what will it look like? How will communication among and between crews be carried on? A common train of thought (ouch!) is that the model is of an entire transportation system, and that the visible layout in front of us is only a small portion of that system. This brings up the question of "staging." Staging may loosely be described as where the traffic that has traversed the visible layout portion of the transportation system goes, and where the traffic coming onto the other end of the layout comes from. How much staging capacity is needed? How accessible does it need to be? An operator gets REALLY excited over these kinds of questions!

Here is one final (and hopefully useful) contrast. Imagine an operator and a non-operator, both avid model railroaders, confronted with the same situation on an incomplete layout. There is only so much time available, and there is a dynamite laser-cut depot kit that will go great in that last town, and there is a pile of track and turnouts. A non-operator might choose to build the kit and give the town the depot it so clearly needs. However the operator is likely to put a

(CCOG Visits—continued on page 4)

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(CCOG Visits—continued from page 3)

3 X 5 card that says "Depot" in the town, install a turnout to a spur and put down a second 3 X 5 card saying something like "Widget Works," and then put down a few feet of track around the curve and lay down a third 3 X 5 card with still another industry name on it. Three more sites for the completion or generation of a purposeful movement!

So, 10 members of the CCOG spent varying portions of a three-day weekend visiting and operating on other folks' layouts. Some of our names may be recognizable to you. Others may not. Some of us have home layouts, and others do not. Many of us have plans for a layout percolating wherever we individually brew our ideas. Some of us see a lot of each other on a regular basis. Others see each other only on one of the tour weekends. We try to have these quarterly. They are our only functions. We do not have meetings or elect officers or assess dues. We are the brainchild of Steve Hayes, and we informally consider him to be our fearless leader. He arranges for places to go, and collects our annual contributions for postage. He and a fistful of pieces of paper represent our entire organizational structure. Thus far he has done very well by us, and has only gotten a lot of (good-natured) grief in return (Steve, thanks!). If you are interested in our group, you can contact Steve at hayeswp@hotmail.com. What we share in common is an interest in the operation of model trains.

Our current tour began right here in SLO, with the layouts of Paul Deis, Terry Taylor and Hilding Larson. We stopped first at Paul Deis' 1949

Southern Pacific layout, which will model the area between San Luis (I hope this is not like calling SF "Frisco!") and Paso Robles. This of course includes Cuesta grade (I know that is a redundancy), which Paul is building with a 2½ to 3%

grade so as to REQUIRE the use of helpers. Operators love that! Construction really isn't far enough along to do anything but run a train back and forth. Does this mean we were disappointed? Absolutely not. Those of us who are building layouts or thinking of building a layout were able to



see the basic methods that Paul is using. We learned things about steel benchwork and laminating masonite for sub-roadbed. We saw the projected operating scheme. So even though we were unable to grab a throttle and move a train purposefully, we each took away something to think about with reference to our own situation.

Then it was off to Terry Taylor's stage-o-rama. Terry blew our minds with 1200' of staging track with 100 turnouts! This is his infrastructure for his ATSF Coast Lines Valley Division, which extends from Fresno to Richmond, but



which actually models only about 35 miles. The rest is what all that staging capacity is about. The focus of the layout will be on Stockton, and Mormon yard. In Stockton one will eventually encounter a railroad called the

Tahoe 'N Tidewater, the acronym of which looks suspiciously like the initials of its owner! In town the TNT will kind of duplicate the operations of the real life Central California Traction. Once out in the countryside, the top deck of Terry's club sandwich layout, the TNT will be suggestive both of the Sierra and of the Yosemite Valley. This kind of modeler's license brings great comfort to someone such as myself, as my whole projected railroad will be suggestive of the Northern Pacific and the Great Northern, while bearing the name of neither. Finding kindred types of thinking is another benefit of a CCOG weekend. Terry did a little quick improvisation in anticipation of the CCOG invasion, and devised a simple but interesting way for three crews at a time to move freight cars on the completed staging tracks in a purposeful manner. It was fun.

Then it was off over dale and up hill to Hilding Larson's UP layout, with its side order of

NP. In overall concept Hilding has the UP from Hinckle Yard in Oregon up to Spokane, Washington, the "Washy" line. At Wallula there is a branch line running up the Yakima valley, through Zillah, to Yakima. This is the visibly modeled portion of the layout. This branch



(CCOG Visits—continued on page 5)

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(CCOG—continued from page 4)

interchanges with the NP at Yakima, and has a lot of adjacent trackage with the NP in Zillah. Hilding put three crews to work moving cars purposefully. There was this big two-tone green snake called the "North Coast Limited" moving through the scene periodically, and this formed the context within which NP and UP crews switched cars and moved freight. There was an extra thrill in this for me, an NP guy who was raised in Spokane and who has passed through this area annually for 40+ years! Hilding also spent some time introducing the group to a computer program to assist in generating and maintaining traffic on one's layout.



Thus ended the first day. After being amazed by the J manifest speed of a motel clerk, we were off the next morning to the star of the show, Gary Siegel's L&N 1970s layout in Santa Barbara. This layout is HUGE, and the lion's share of it is completely scened in very striking fashion. It is a coal-hauling railroad, with one major and several minor yards, and a lot more purposeful movement available than our relatively small crew could handle. The layout looks orderly and uncluttered. The drawing of the layout looks like the work of a demented scientist on met amphetamine! It was comforting to learn that the plan did not spring forth as a whole, but is the product of gradual accretions to the original main line route. The small yard at Dent is in its sixth iteration. The branch lines were added as means were seen for them to exist. The railroad runs north and south, with branches to the east and west but everything is staged from a single point behind the visible layout—the lair of the infamous "Mole." Coal is king on this railroad, and everything else gets out of its way. We began our orientation to the layout at about 12:30 PM and operated until a break for dinner, and then back for a second session that broke up around 12:30 AM. Do the math. This is a fantastic layout, one of the best in the nation, and CCOG members are near-fanatics when given a chance to operate. It is hard on the feet and legs, but soothing to the soul!

Then it was back to Motel 6 for some more yard speed clerking followed by snoring contests. The next morning we caravanned north to Oceano, and Jack Parker's NP layout. This is a layout that began as a scenic background over

Which to run beautifully modeled trains. The primary modeled area is Logan, Montana, with other typical NP scenery on the end and other side of the layout. You have seen pictures of it in magazines a few years back. In my opinion no other layout photographs as well as this one. In more recent times Jack has begun to hear the siren call of operation, and one of the results is a substantial addition to the original layout that encompasses the huge yard and shops at Livingston, and the branch line from Livingston to the Gardiner entrance to Yellowstone Park. Jack has been on the sidetrack for a couple of years due to some very disconcerting events occurring in his personal and family life. He was not able to put throttles and an operating scheme into our hands. However he was able to whet our imaginations by giving us a preview of a new product line (Jack is Central Valley Model Works). That was exciting news, and combining that with the stunning visuals offered by the layout and the little ideas we picked up from seeing how he did this and that, we came away with plenty to take to our own various projects.

All good things do come to an end. We headed north to our various home terminals. Most of us stopped and dropped some money at Central Coast Trains in Atascadero, a recommended practice if this is not a hobby shop that you already know. Our activity took a three-day investment of time, and did cost some money, but we were all smiling at the end. It was just a lot of fun, and speaking for myself, I came away with some ideas about steel benchwork, various types of throttles, things to look for in staging, scenes to emulate, configurations to avoid and a few more things that don't spring immediately to mind, but will in the future. And did I mention fun? It was fun. A lot of fun.

Note: If readers would like to receive an email copy of future issues of San Luis Obispo's Model Railroad Club's monthly newsletter, please e-mail Terry Taylor at jtntaylor@thegrid.net. 



Sierra Railroad Dinner Train Offers Gourmet Meals & Trip

Experience first-class dining in an elegant and romantic atmosphere aboard the Sierra Railroad's "Golden Sunset" Gourmet Dinner Train. You're guaranteed a memorable adventure you take in the novelty, beauty and history of the Sierra Railroad.

The Sierra Railroad, commonly known as "The Movie Train" has been seen in over 300 movies, commercials and television programs. It is the spectacular scenery that brought movie producers time and again here to film. Now, Sierra Railroad is pleased to announce its *Golden Sunset* Dinner Train that offers the public a chance to view spectacular scenery that only the railroad and movie producers has had the opportunity to see before.

This three hour train ride begins at Sierra's station in Oakdale where you are invited to view cowboy and railroad memorabilia. Once you board the train, our friendly staff escorts you to your table and we are off. Passing on the outskirts of Oakdale, the track winds past orchards and starts a quick climb up Sand Hill to the cattle country of the eastern Stanislaus County. Your gourmet meal is served as we pass the lost town of Occidental, which is only a memory now. We continue through miles unspoiled rangeland to Cooperstown, our midpoint where it is time for a delectable dessert as our train begins your journey back to its Oakdale station. After your meal, stroll down to our "Mirror Lake" lounge car where you can dance the night away or just enjoy the golden sunset descending among the unspoiled rolling hills.

Open year round, The *Golden Sunset* Dinner Train travels 38 eight miles along the Sierra Foothills to Cooperstown and back to Oakdale. The leisurely trip takes approximately 3 hours. Friday's trips cost \$69.00 per person and is scheduled to operate from 6:00 PM – 10:00 PM. But many Fridays are special events so pricing and details may change. Saturday's trip also costs \$69.00 per and is scheduled to operate from 5:00 PM – 9:00 PM. The train leaves early to ensure hours of daylight and sunset. On Sundays, enjoy brunch while the *Golden Sunset* takes you through the countryside to the Sierra Foothills. The

\$59.00 per person fare includes meal and train trip. Drinks from the bar and gratuity are not included in the price. Reservations and payment are required in advance. Trips are non-refundable within 4 days of the trip.

The Sierra Railroad would like to cordially invite you and your club to experience the romance of the rails with them, and they would be more than happy to work with you on any special needs your group may have. If you would like more information on the *Golden Sunset*, contact Karen Foreman at 209-848-2100 or e-mail at karen@goldrush.com. You may also visit the Sierra Railroad's web site at sierrarailroad.com for further information. 

Coming Down The Line



September

9 & 10 – San Luis Obispo. San Luis Obispo Model Railroad Club's 11th Annual Model Train Show. Admission \$3.00 adults, NMRA members \$2.00. Children under 12 free. For more info contact Jim Jonte at 805-544-6333, e-mail: jjonte@earthlink.net.

October

7 & 8 – Tulare. San Joaquin Model Railroaders train show & swap meet. Seller's tables \$12.00. Admission \$5.00 individual, \$3.00 children under 12.

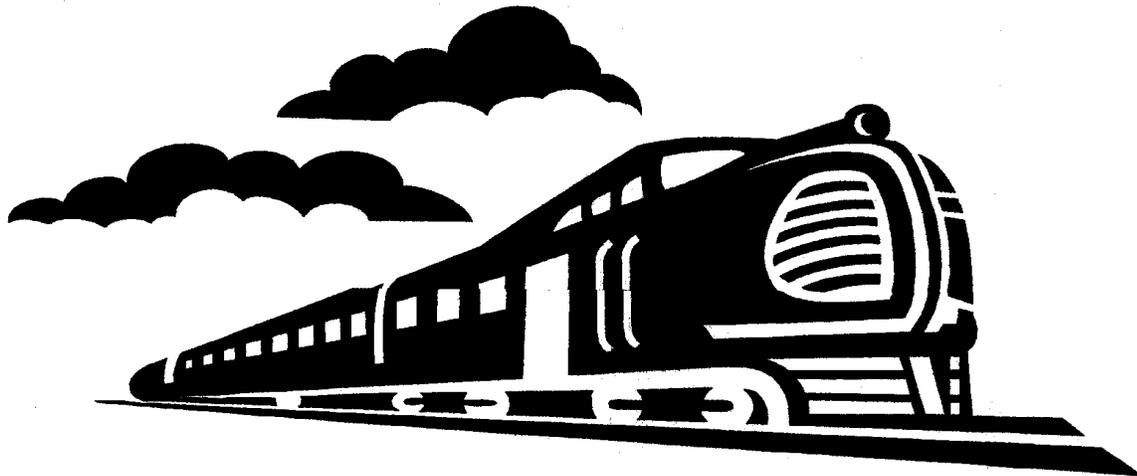
November

4 & 6 – Los Osos. Daylight Division meet hosted by Paul Deis' home HO layout.

11 & 12 – Roseville. Winter Railfair.

Let me know if our group has something going on. Contact Doug Wagner at 661-589-0391 or by e-mail at carldw@aol.com.

The San Luis Obispo Model Railroad Club
Presents Its
11th Annual
Model Train Show



Veterans Memorial Hall, Grand Ave at Monterey
San Luis Obispo, CA

Saturday, September 9th 10 to 5 PM
Sunday, September 10th 10 to 4 PM

Layouts of several scales, vendors, raffles,
clinics and a lot of family fun

Join us for our clubs first show of the 21st Century!

Admission \$3.00 adults – N.M.R.A. Members \$2.00
Children under 12 are free

Questions? Contact:
Jim Jonte at 805-544-6333 or jjonte@earthlink.net
Ed Stoneback at 805-543-1210 or EdSTrainz@msm.com
Terry Taylor at 805-595-9535 or jtntaylor@thegrid.net

The San Luis Obispo Model Railroad Club

presents the

Pacific Coast Region NMRA 2001 Convention



2001: A Train Odyssey

Veterans Memorial Hall,
Grand Ave at Monterey
San Luis Obispo, CA

Wednesday, May 2 thru Sunday, May 6

A typical PCR Convention: Layouts, Tours,
Clinics, Vendors, and a lot of family fun!

Full Fare \$65 - includes Saturday BBQ
Youth Fare \$30 - includes Saturday BBQ
Day Fare - \$35 (no BBQ)

Questions? Contact:

Paul Deis at 805-528-4230 or curlyp@best1.net
Hilding Larson at 805-543-1133 or Hlarson@uphs.org
Terry Taylor at 805-595-9535 or jtntaylor@thegrid.net
Club Website at <http://www.trainweb.org/pcr2001/>

- or write -

Terry Taylor, Registrar
575 Bassi Drive
San Luis Obispo, CA 93405-8039

New "San Joaquin Daylight"
BETWEEN SAN FRANCISCO AND LOS ANGELES

TO LOS ANGELES
\$5.93 . . . One-Way \$10.70 . Round-Trip
In Streamlined Chair Cars from Richmond

SCHEDULE
Lv. Richmond . . . 1:48 A.M. Ar. Bakersfield . . . 2:53 P.M.
Ar. Fresno . . . 12:49 P.M. Ar. Los Angeles . 7:40 P.M.

S•P The Friendly Southern Pacific

Change Of Address Form

Please Mail To:

PCR Member Services
C/O Bob Ferguson
530 Fig Tree Lane
Martinez, CA 94553

NEW ADDRESS

NAME _____

PCR# _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Reminder

If your organization would
like to have any event
published in the *Observation*,
please contact Doug Wagner
at
(661) 589-0391 or e-mail him
at carldw@aol.com. It's
REALLY that easy!



Classified

Nothing for sale!

asdfghjx



2001 A TRAIN ODYSSEY
May 2-6, 2001
San Luis Obispo County Veteran's Hall
Corner of Monterey and Grand, San Luis Obispo



Registration Form

Name				Date	/	/
Address						
City						
State	Zip	E-mail	Phone #			
NMRA #	PCR #	Other NMRA Region #	region			

Full Fare	includes Sat. BBQ	#	@ \$65.00	\$
Youth Fare	includes Sat. BBQ	#	@ \$30.00	\$
Day Fare	circle the day	#	@ \$35.00	\$
BBQ not included			Thur. Fri. Sat. Sun.	
Extra BBQ tickets		#	@ \$10.00	\$
Sunday Breakfast		#	@	\$
HO Convention Car		Price to be determined		\$
Tour #1				\$
Tour #2				\$
Tour #3				\$
Tour #4				\$
Tour #5				\$
Tour #6				\$
*Non-NMRA Member Fee		#	@ \$40.00	\$
**Non-NMRA Region Member Fee		#	@ \$6.00	\$
Total Fees				\$
Paid by	Check #	Cash		

Registration #		
FOR STAFF USE ONLY		

Please return completed form with Payment made out to "2001 A Train Odyssey", To
Terry N. Taylor Registrar
575 Bassi Drive, San Luis Obispo, CA 93405-8039
jntaylor@thegrid.net

Additional Tour information will be mailed or emailed before convention
The Convention Car will be a Southern Pacific Drop Bottom Gondola from Red Caboose in HO. Price to be determined

For updated information check our website at <http://www.trainweb.org/pcr2001/>

* if you are not a member of the National Model Railroader Association (NMRA) you must pay \$34.00 dues to join the NMRA and \$6.00 dues to join the Pacific Coast Region (PCR)

** if you are a member of the NMRA but not a member of any NMRA region you must pay \$6.00 dues to join the Pacific Coast Region (PCR)



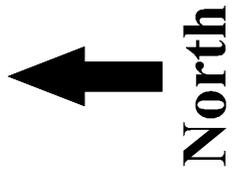
2001 A TRAIN ODYSSEY
May 2-6, 2001
San Luis Obispo County Veteran's Hall
Corner of Monterey and Grand, San Luis Obispo



For Hotel Reservations, Contact the Hotels Directly. Make sure you mention the Model Railroad Convention for special Convention Rates

The Convention Headquarters and Clinics will be located at the **Sands Suites and Motel**

Sands Suites and Motel 1930 Monterey Street 805-544-0500 800-441-4657	Room with 1 Queen bed	\$53.00	This is the convention headquarters and is 1 block from the trainshow
	Room with 1 King bed	\$62.00	
	Room with 2 Queen beds	\$80.00	
	Large Suite with King and Fold out	\$98.00	
Apple Farm 2015 Monterey Street 805-544-2040	Call for Rates		1 block from convention headquarters and 2 blocks from trainshow
Days Inn 2050 Garfield Street 805-549-9911	Single	\$79.00	1 block from convention headquarters and 2 blocks from trainshow
	Double	\$89.00	
Holiday Inn Express 1800 Monterey Street 805-544-8600	Single	\$109.00	½ block from convention headquarters and 1/2 block from trainshow
	Double	\$119.00	
La Cuesta Motor Inn 2074 Monterey Street 805-543-2777 800-543-2777	Single	\$105.00	1 block from convention headquarters and 2 blocks from trainshow
	Double	\$105.00	
Peach Tree Inn 2001 Monterey Street 805-543-3170	Call for Rates		1/2 block from convention headquarters and 1 1/2 blocks from trainshow
Quality Suites 1631 Monterey 805-541-5001	Single	\$135.00	2 blocks from convention headquarters and 1 block from trainshow
	Double	\$135.00	
RV Parks El Chorro Regional Park Hwy 1 at Cuesta Collage 805-781-5219	Full Hookups No Reservations www.slocountyparks.com	\$22.00	6 miles from convention
Pismo Coast Village 165 S. Dolliver Pismo Beach 805-773-1811	www.rvbeach.com call or check web for rates		12 miles from convention



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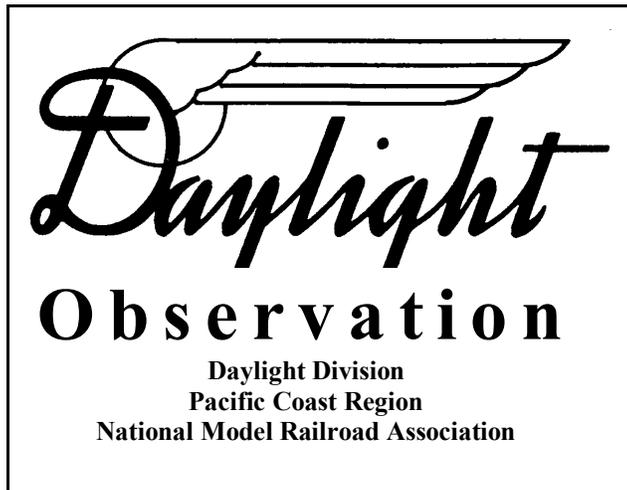
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