



The Daylight Observation

Official Publication of the
Daylight Division, PCR / NMRA
Volume 33, Issue 3
Jul-Aug-Sep 2019

Daylight Division Summer Meet in Goleta

by Bruce Morden

Something old and something new – that should be the theme of the July 27, 2019 meeting of the Daylight Division at the South Coast Railroad Museum in Goleta at the historic 1901 SP Goleta Depot, 300 North Los Carneros Road, just north of US-101. The railroad museum will once again be our host. Registration begins at 9AM with refreshments and viewing the contest entries. This meeting’s contest categories are: Models: Structure, and Photos: Model Black & White. Be sure to bring your models and photos.

Something new this meeting: Chris Palermo, Pacific Coast Region President will be joining us. Chris very much desires to have a discussion about the Region, the Division, and the 2021 Regional Convention in Fresno.

We have three clinics lined up and you don’t get to sit and watch! The first clinic will begin shortly after a welcome at 10am. We will be walking the tracks and talking about track work and repair. The museum has 7 ½ inch gauge track, 4 feet 8 ½ inch



Goleta Depot with Eucalyptus trees in the background

photo by Bruce Morden

track and HO scale track. Some of the 12 inch to the foot rail dates back to 1906. We even have a full-sized #3 ½ turnout! The second clinic will take us inside the depot to visit the HO scale display. Over the past year or so several local model railroaders have been improving both the operation and the scenery of the display and they would love to share what they have learned. The third clinic will be a hands-on tree making

Continued on Page 2

Contents

Goleta Meet	1
Call Board	2
Member Aid	3
Achievement Program	4
Director /	
Superintendent report	6
Observation Schedule	7
Contest Report	8
2021 Convention	9
Membership Gauge	9
Welcome Aboard	9
In Memorium	9
Railfanning in Greece	10
Membership Report	11
Daylight Calendar	12



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Goleta

clinic with both Eucalyptus trees and citrus trees. We will supply the material, you supply the hands and creativity. There are plenty of Eucalyptus trees at the museum to act as examples.

There will be a short meeting and of course we will have our

Division's famous white elephant auction, so if you have something you are willing to donate to the cause, wrap it up in newspaper and bring it. All proceeds go to support the Daylight Division.

We are not providing lunch but a Rusty's Pizza nearby recently opened with a railroad theme which might be a great place to gather after the meet. But don't leave the Santa Barbara area too fast. We will provide maps of some nearby model railroads that will be open in the afternoon, just waiting for you to come visit. Our local hobby shop, with an N-scale layout in the window, is also nearby and will be on the map available at the meet.

The museum shop opens at 1pm. Miniature train rides start at 1:15pm. The rides are now being pulled by the

museum's new SW1500. You can also visit the depot waiting room and freight office. Please contact meet coordinator, Bruce Morden, at bdmorden@sbceo.org or with any questions regarding the July 27th meet.



The museum's new SW1500 with the 1901 depot in the background
 photo by Bruce Morden



Learn to make some citrus trees like these on the museum's HO railroad exhibit

photo by Bruce Morden

Better Division Meets

By Robert Pethoud, Member Aid

Daylight Division meets have changed over the 40-plus years I've been a member of NMRA. Attendance has gradually declined, activities have been pared back, and, apparently, young and even middle-aged people have been banned.

The recent PCR convention in Sacramento was exciting and engaging. A full complement of clinics, contests, vendors, modular displays, home layouts to visit, and old friends to catch up with kept Sylvia and I busy and entertained for several days. Even there, though, I noticed that very few young people had managed to sneak in.

Division meets should provide the same benefits as conventions, except on a smaller scale. Can our meets do that? Can less than a dozen members get together every few months and entertain, educate, and inspire one another to the extent that they will regularly attend and look forward with anticipation to the next meet?

I would like to propose a few changes and additions which could increase participation and interest. We can implement these and/or others that you may come up with.

Clinics

Preparing an hour-long clinic takes a lot of time and effort, and then there's the stress of actually presenting it. How about some clinics that require little or no preparation? There are video clips on YouTube and other sites which

can show us new modeling techniques. I've discovered that I own dozens of DVDs by such presenters as Allen Keller, Scotty Mason, Paul Scoles, and Joe Fugate which others may not have seen.

How about having half a dozen 15-minute clinics instead of one or two full-length ones? Magazine articles often educate and inspire me. Why not take a few minutes to describe the ideas gleaned from an inspiring article, especially if it's from a source most of us either haven't seen or have forgotten? Examples would be ancient issues of the standard model railroad periodicals (remember Frank Ellison and Jack Work?),

any publications of railroad historical societies, or foreign modeling magazines such as *Railway Modeller*, *Model Rail*, *Continental Modeller*, and *Narrow Gauge Downunder*.

New Activities

One PCR division schedules time for a "Model Railroad Roundtable," which sounds like a bull-session in which members' current projects are described and discussed, advice is sought and offered, and amusing anecdotes are narrated. Some of this takes place naturally anyway, but an organized or structured time for it may make it more productive.

While I enjoy our white elephant auction, I would also enjoy a silent auction of useful items we are willing (anxious?) to part with for a price. (This activity is not allowed at a meet being held at a public library.)

Many of us are familiar with the "Square Foot" diorama modeling challenge. Even that may be intimidating, so I propose a "Half Square Foot" challenge, in which the footprint is to be no larger than 72 square inches, of any shape, on which you create a realistic scene or tell a story using only inexpensive kits or nearly worthless items.

Publicize the Meet

Most model railroad hobbyists do not belong to NMRA. Perhaps we can be more intentional in inviting these people to our meets. *Model Railroader* still has its Schedule of Events and *Railroad Model Craftsman* still prints its *Craftsman Timetable* in each issue. Then there's social media and old-school newspaper and radio station announcements. Especially if we're able to put together meets with many activities, getting more first-time attendees to come out may pay off.

Virtual Meets

Would you be more likely to participate in a meet if you didn't have to drive hundreds of miles? Video conferencing platforms can make virtual meets possible. Business meetings and "Model Railroad Roundtables" would be naturals for this type of get-together, but clinics, showing off "Half Square Foot" or other models, and even layout tours should also be possible.

Do any of these ideas appeal, or do you have something better to offer? If our division meets are going to become more exciting and better attended, it's going to be up to us. Send your comments and suggestions to me at pethoud@comcast.net 🚂

July-August-September 2019



Achievement Program Golden Spike Award

By Dave Grenier, AP Chairman

What is the Golden Spike Award you ask? This is like a “starter” award for those modelers who are new to the Achievement Program. The Golden Spike Award is the easiest of the awards and usually the first modelers earn. It is designed to demonstrate familiarity with the different areas of the hobby rather than expertise or mastery of those areas. Many modelers in the normal course of building a home layout or module may have already met most, if not all, of the requirements for the Golden Spike Award.

To receive the Golden Spike Award, the modeler must complete the requirements in three areas of the hobby: Rolling Stock (Motive Power and Cars); Model Railroad Setting (Structures and Scenery); and Engineering (Civil and Electrical).

Let’s look at each area a little closer to see what needs to be done to qualify for the Golden Spike Award. I think you will be surprised and probably say to yourself, “Sheesh, I’ve already done all that!”

To meet the Rolling Stock (Motive Power and Cars) requirement, the modeler must display six units of rolling stock either scratchbuilt, craftsman kits or detailed commercial kits. Note that the keyword is “display”. Nothing says it has to earn any minimum number of contest points. Just having the rolling stock on your layout or even the display table at a meet counts as “display” and qualifies.

Some effort needs to be shown here, though. A “shake the box” kit straight out of the box would not be sufficient to qualify. However, by painting and decaling it, adding some details, and maybe some weathering, you will have a qualifying model faster than you can say, “Model railroading is fun!”

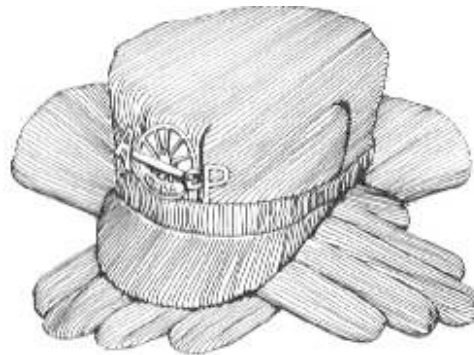
To meet the Model Railroad Setting (Structures & Scenery) requirement, the modeler must construct a minimum of eight square feet of layout including scenery and construct five structures either scratchbuilt, craftsman kits or detailed commercial kits. The eight square feet of layout could be as simple as a 2’ x 4’ module, or a switching layout on a 1’ x 8’ board! There is no requirement as to how elaborate your layout must be. You just have to “construct” it, but please, no loop of track nailed to a piece of plywood painted green.

The same comments for rolling stock also apply to structures. Just gluing a plastic building together straight out of the box isn’t enough to qualify, but add some paint and weathering and you’re on your way to a qualifying building. Remember that more than just buildings are structures. Bridges and trestles are also considered “structures”. Also, not all the structures have to be on the same layout or module. Separate structures may also be displayed.

To meet the final requirement, Engineering (Civil & Electrical), the modeler must display three types of trackage, properly ballasted and installed on proper roadbed, and wired so that two trains can be operated at the same time. An additional electrical feature is also required.

All right now, let’s break this down into bite-sized pieces so we don’t scare off anybody. The “three types of trackage” can be commercial store-bought trackage. You don’t have to handlay anything. The “types of trackage” can be just about anything: turnouts, crossings or a change in track elevation. The three types do not have to be different; even three turnouts would qualify. Installing track on a raised roadbed, such as cork or HomaBed™, and applying ballast meets the “proper roadbed” requirement.

The “wired so that two trains can be operated at the same time” is also easier than



Golden Spike (Cont.)

it sounds. This can be a double-track main, single-track main with sidings, block or command control, etc.). Note the part about “single-track main with sidings”. This means that as long as you can cut power to the sidings individually, you can run one train on the mainline and hold another in a siding, then park the first train on the other siding and bring out and run the second train. This meets the requirement. Needless to say, the advent of DCC has greatly simplified this requirement.

The last part, an “additional electrical feature”, could be something as simple as installing an Atlas turnout with a switch machine. Practically anything that runs off the “Accessories” terminals of your power pack meets the requirement.

Now here’s where some new challenges or opportunities arise. Not all of the requirements have to be met on the same

layout or module. They don’t even all have to be in the same scale. Here’s an opportunity to try a different scale! How about scratchbuilding a large-scale flat car?

You could even work with a friend by doing twice the required amount of qualifications (12 pieces of rolling stock, 10 structures, etc.) You can both get the award just as long as you can each show that you have each demonstrated the required skills. This is also true for other areas of the AP. Nowhere is it stated that you have to do it all alone. Work with a friend, teach each other, and both of you can earn a Golden Spike Award.

Once you’ve met all the requirements for the Golden Spike Award, complete the AP Golden Spike Award Application Form, available on the NMRA website at <https://nmra.org/sites/default/files/2006-golden-spike.pdf>, obtain the signature of the Divisional AP Chairman (me) or another

NMRA member designated by me. I’ll then forward the form to the Regional AP Manager, who will then issue your Golden Spike Award Certificate.

That’s all there is to getting your first AP award! So what’s stopping you from getting your Golden Spike Award? Now that we all know what we need to do, let’s

get going and work on getting our Golden Spike Awards. And I include myself here! 🚂



A Campbell “Grandma’s House” was one of the structures

Here are of some of the items the Observation editor submitted for his Golden Spike in 2005.



Six cars were built from craftsman kits

The Daylight Observation The Official Publication of the Daylight Division, PCR/NMRA Volume 33, Issue 3 3rd Quarter, 2019

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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Dark Territory - Superintendent/Director's Report

by Neil Fernbaugh, Daylight Division
Superintendent / Director

“Dark Territory” in Railroad jargon describes the sections of a railroad without signals. The title just seems more appropriate than the metaphor “Herding cats” that’s often used to describe being a leader in an organization as diverse and unique as ours. As sort of a depot agent, I feel like I’m scrambling to keep up with train orders, switch lists, and other paperwork.

First, I want to thank all of you who returned the survey we sent out in January. Almost half of our members responded, and I will include a summary of what we learned in the next Observation.

I especially want to extend thanks, again, to Chuck Harmon for taking the reins as editor of the Observation. There is going to be a lot going on in our division and the region in the next couple of years and I know he will be doing a great job keeping us informed and keeping me from “going beans” on you all. Thanks too, to John Houlihan, the Irish Tracklayer, for not only taking over as clerk/paymaster, but for stepping up to chair our regional convention when we host the 2021 PCR convention.

It was great to see a number of Daylight Division members at the Sacramento convention this year. Paul Deis and Bob Pethoud, along with yours truly, presented clinics alongside our honorary members Ed Hall and Bob Chaparro who, despite living far outside our boundaries, seem to make more of our meetings than most of the rest of us. Ed is now

the President of the Southern Pacific Historical and Technical Society, and Bob continues to create layout tours around the state and keep us all informed through his Railroad Citrus Industry and Model Railroads of Southern California websites (see below for sites). It was great to see Walter Mizuno and Mark Simonian, both of whom are looking to contribute and be more active in our division.



Bob’s group sites are:

ModelRailroadsofSoCalif@groups.io, and RailroadCitrusIndustryModelingGroup@groups.io.

I really enjoyed the opportunity to visit and operate on a variety of layouts at this convention. Every layout I visit gives me ideas or insights that I can incorporate as I continue work on my own. Modelers who open their homes to share their work are among the real saints of our hobby. I was lucky enough to operate on four different layouts at this convention and learned a lot from the guidance of some great operators.

Report from the regional meetings and discussions

Our new PCR President and Vice President are traveling around our region visiting local groups and divisions as part of a new campaign to find ways of better serving our membership. Elsewhere in this issue you will see invitations to meet with them - at Chuck Harmon’s home in Fresno on June 29th and at our summer meet at the Goleta Depot on July 27th. Please take a few hours to come and chat!

Several discussions took place at the convention that focused on creating new services to our membership and on improving some of our existing activities. Many of us have been frustrated that fewer and fewer members are showing off their modeling projects at our meets and conventions. But, around the state at “prototype modelers meets” dozens of folks show off their work, many just partially built. We’re looking for ways to encourage more modelers to show off their work. Some folks have suggested focusing less on the AP programs and more on categories like best of show, first-time entries, and show and tell sessions. We also discussed trying to get folks who can’t attend meets to compete by sending models with friends.

We also discussed a variety of other activities and services, among them:

1. Getting smaller groups of modelers together for what were called “section crews” instead of trying to get more members to travel the long distances to quarterly division meets.

2. Plan on more “build it and take it”

Continued on Page 7

events along the lines of the Modeling with the Masters clinics that have been featured at many conventions.

3. Using online technology like conducting meetings with video conferencing and developing a greater variety of online clinics for members to access.

The real pink elephant in the room is that many of us real serious modelers are also involved with a variety of more specialized and specific organizations: N Scalpers, garden railroad clubs, railroad societies, SIGs, and online presences like Joe Fugate's and the

Kalmbach websites. For newcomers and folks returning to the hobby after they retire, local meetings with other modelers may be the best way to get started. Hopefully our meets and conventions continue to serve that function.

Your input is welcome. If you have something to share, please let me know.



Photos by Neil Fernbaugh



David Houston's "SP Rocklin Sub" combines scenes from Shasta and Donner with a branch-line switching operation.



Portland's Union Station is a center of action on Tom Weissgerber's UP Columbia River Gorge layout.



The Sacramento Model Railroad and Historical Society's "Sierra Central" model's the SP and WP over the Sierra

Dunsmuir, on Walt Schedler's SP Shasta Route



Observation Schedule

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

Contest Report, July 2019

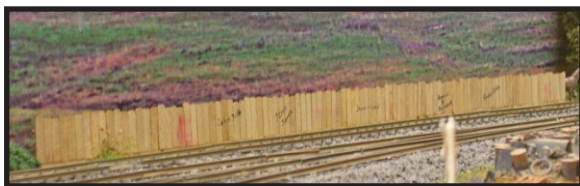
By Chuck Harmon, MMR, Daylight Division Contest Chairman

First I would like congratulate John Houlihan and Milton SansSoucie on their contest wins at the 2019 PCR Convention in Sacramento. John won 1st and 2nd place in Photo, Model Color and Milton took 1st and 2nd place in Model, Passenger car, and 1st place in model, freight car.

The contests for our summer meet in Goleta are Model: Structures, and Photo: Model - Black and White. These categories are for the popular vote contest, so no judging is required. Everyone who enters a model or photo will receive a ticket for the door prize drawing, one ticket per person. You must be a current NMRA member to enter.

Members are asked to mark ballots for their choice for first, second and third place. When the votes are counted the model with the most first place votes gets a plaque and first place ribbon. Entries voted second and third place receive ribbons.

The PCR Contest Directory defines structure as, "All structures, other than trackwork, without significant scenery. Scenery, if any, is not judged." Bridges and trestles are included in this category. The Photo, Black and White category is defined as, "Black and white prints of model subjects."



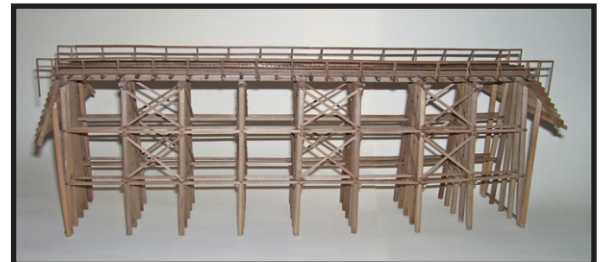
Fence



Cattle Pen



Small Shed (1-1/4" X 1-1/2")



Trestle

The Directory lists 5 model contest classes: Open, Kit, Novice, Teen and Youth. Daylight Division popular vote contests are open class. Entrant must be a member of the NMRA and a resident of Daylight Division.

Models of any category can be brought for Achievement Program judging to earn points toward Achievement Certificates for Master Builder Cars or Master Builder Structures. If you are working toward Master Model Railroader, these two certificates are obtained by almost all MMRs. Other certificates in the modeling area are for motive power, prototype modeling and scenery. This summer's contest category of structure would be an excellent one to enter, even if your structure is not ready for judging. Some of our experienced modelers can look at your model and suggest how you might get more points when it is judged. Any model that is judged to earn 87-1/2 points or more will receive a "Merit Award." Each modeling category in the MMR program requires a certain number of models that earn merit awards in judging. Judging can be done in a contest setting or on your layout, by special arrangement with the Achievement Program Chairman (Dave Grenier, in Daylight's case). For details about the individual certificate categories see the contest section on the PCR website. 🚂

Here are some examples of models that can be entered in the structure category. Photos by Chuck Harmon

2021 Convention


**by John Houlihan, Chairman PCR 2021
Save the Planet - Honoring Renewable
Energy Convention**

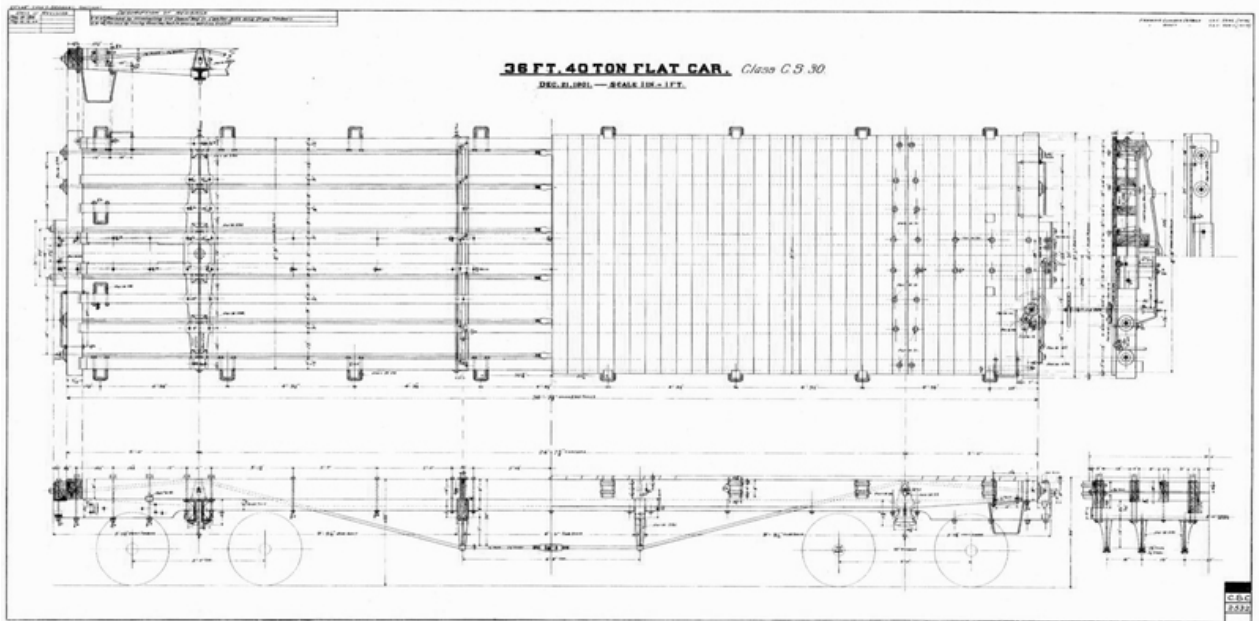
There has been no progress in getting a date and guaranteed room rate for the 2021 PCR convention to be held in the Daylight Division area. It seems that employee turnover has affected communication and follow up.

I would like to make the convention car Southern California Edison's strongback flat car as used to deliver the penstock to the power plant sites. These flat cars seem to be used Southern Pacific flat cars from the 1900 era. If anybody had useful information on the

dimensions of the strong back, send them to me. A drawing of the 36 foot car can be found in the freight car series of books produced by the SP Historical and Technical Society. I propose to laser cut the parts for the strong back. The car can be offered in any scale. If an existing kit for the 36 foot car exists, let me know the manufacturer and scale. What is the feeling of the members for such a car?

What would be a catchy name for the convention? Would a line drawing of the strongback car be useful as the convention logo?

The photo contest could encourage some of you to photograph the abandoned parts of the SJ&E right of way 



**Drawing of 36 foot flat car being proposed for the PCR 2021 convention car.
Drawing courtesy of California State Railroad Museum Library and Archives.**

Daylight Membership Gauge

- May 31, 2018—114
- June 30, 2018—115
- July 31, 2018—115
- August 31, 2018—115
- September 30, 2018—113
- October 31, 2018—112
- November 30, 2018—113
- December 31, 2018—111
- January 31, 2019—108
- February 28, 2019—110
- March 31, 2019—111
- April 30, 2019—112
- May 31, 2019—112

Welcome Aboard!

<u>Name</u>	<u>City</u>
Steve Gersch	Paso Robles
James Dale	Goleta

In Memorium

<u>Name</u>	<u>City</u>	<u>Joined</u>
Daniel Seames	Bakersfield	2/17/97
Jim Scott	Lompoc	3/21/05

Graveyard of Steam

by Bob Sexton

In June of 2004, I was in the northern Greek city of Thessaloniki, a place we visit often. Also known as Salonika, the city is a bustling port city quite unlike the more Mediterranean Athen, which is about 300 miles south. The comparison is not unlike the contrast between LA and SF in climate, politics, and culture.

On this particular occasion, we had been out for an excursion to the west where you can find the ancient city of Pella, the capitol of Alexander the Great, and a bit further west the spectacular tomb of Philip II, his father. Both sites have excellent museums attached and we have visited them more than once.

For some reason, we were taking the route through the city, rather than around as

we usually do. As we approached the city, we passed a large railroad yard and I spotted something quite unusual. In one section of the yard

were five large steam engines, basking in rusty splendor in the Aegean sun. I returned later to this location to take these photos and I am glad I did. Within the space of half a decade, they had all been removed.

There are two interesting things about them. First, the markings indicate that they had been US Army equipment. How and when they came to Greece I do not know but must have been as part of the war effort. They appear to be 2-10-2 type but I have never been certain as the view of them was obscured.

This also speaks to a major difference between US and European practices. The Greek railroads are state owned, where the US are decidedly not (the State of California to the contrary notwithstanding.) We often find ourselves lamenting the scrapping of equipment and demolition of facilities such as depots and roundhouses. But US railroads are constantly under pressure to minimize the

inventory of both, if for nothing else, because of property taxes. Railroads have a huge capital investment, all of it possibly subject to property taxes. The number of legal jurisdictions with which the railroads must contend is enormous. I do not know specifically how this

factor is handled but rare would be the business that wants to pony up large sums in taxes for the sake of sentiment.

The Greek railroads (and any state owned enterprise) are under no such pressure. It evidently has been the practice to simply abandon old equipment in place rather than scrap it or sell it. I would suggest you check the satellite pictures to the northwest of



Thessaloniki to see what I mean. When you locate the railroad yard, take a close look and you will find numerous railcars with conspicuously rusted roofs sitting among the trees that make it clear that segment of the yard has been long abandoned. 🚂

Photos by Bob Sexton

Notes from The Membership Manager

By Doug Wagner

I hope those of you that were able to make it to the 2019 Joint PCR/FRRS Convention in Sacramento were able to have a great time and see plenty of layouts. I was not able to make it for a couple of reasons. One, I got stuck on jury duty and my reliable “Ol Red” 2003 Ford Expedition decided to FINALLY give up the ghost. So, I was also out shopping for a new vehicle during that time. Anyway, I have a new vehicle so I’m looking forward to using it for its first Daylight Division get together, in Goleta on Jul 27th.



I just want to get you folks caught up on a couple of certain items that will affect everyone. Like it or not, the electronic digital age is fully upon us—from music, movies, and even publications. Everything has gone digital. Both the Daylight Division and Pacific Coast Region is trying to stay up with the times. Publications is the category I’m going to bring you up to date on. As most of you should know by now, the Daylight Division’s quarterly newsletter, the *Observation*, has been fully digital for the last handful of years. That means no more hardcopies are mailed out—only digital issues. This means you must

have internet capabilities to view the *Observation* online. This has cut the costs of publishing the *Observation* by a lot of money and has saved the Daylight Division a ton of money by not having to print the issue or mail out the hard copies to members.

Now comes the second part of the digital publication category. The Pacific Coast Region’s

quarterly newsletter, the *Branchline*, will be fully digital for the first quarter of 2020. This means that the fourth quarter issues, which is for the months of October-November-

December, will be the last hardcopy issue of the *Branchline*. Again, this means that you need to have internet access to view the *Branchline*. This is being done for the same reason every other PCR Division has done it—for financial reasons.

So, to be able to send out email notification—sorry we have to do that—we need to have everyone’s email. Do we have everyone’s email? The answer to that is simple—NO. As of the date of printing this issue, we do not have the emails of 18 members. Add that the 5 emails that keep bouncing back at us when we do an email to Daylight Division members, and that is a total of 23 members who we are not able to make with contact with emails. With a membership count of 112 members, that means we are unable to get any information via an email to 20% of the Daylight Division members.

To help rectify that, I will begin sending out letters to those 23 members so I can attempt to have on record a current email. And if that doesn’t rectify the situation, I guess I will have to make the dreaded phone call to those that I do not get a response from. And don’t worry, we do not give out any emails to anyone. They are solely used for NMRA business such as updating information and letting you know that the latest issue of the *Observation* or *Branchline* is available. But if you are reading this, there’s a good chance we already have your email address on file. If not, email me carldw@aol.com, with your current email and I’ll go through all the steps to make sure the NMRA, PCR and Daylight Division staff has it, also. Again, we use these emails ONLY to contact you concerning NMRA business and nothing else. They are not used outside the NMRA sphere of influence. If you ever have any concerns with your membership, please contact me.

Well, now that I have bored you to death with all this, I hope to see a lot of you at the July 27 Daylight Division’s get together, at the Goleta Railroad Museum. For those of us here in the Valley, I can bet we will be suffering from the summer heat and will look forward to the coolness of Santa Barbara.

Until then, may all your signals be green, so—Highball It to Goleta, July 27th! 🚂

Daylight Membership by County

County	# Members
San Luis Obispo	27
Kern	25
Fresno	21
Santa Barbara	20
Tulare	13
Merced	2
Mariposa	2
Madera	2
Total Members	112

June 29, 2019 - 12:00 pm, Chat with the Prez and VP in Daylight Division, Chuck Harmon's home, Fresno, CA. PCR's NEW President & Vice President come to Daylight Division! Join Chris Palermo and Frank Markovich for a pizza lunch and chat--about PCR, your Division, NMRA National, trains, models and anything in between. Hosted in the home of Chuck Harmon in Fresno. For the address and other details, email Chris at cjpalermo1964@gmail.com, or if you're in Daylight and know Chuck, contact him directly.

July 2, 2019 - 10:00 am, John Allen Memorial (JAM) Breakfast, International House of Pancakes (IHOP), 5687 Jarvis Avenue, Newark, CA.

July 7 – 14, 2019 - 2019 NMRA National Convention & National Train Show®, The Little America Hotel - Salt Lake City, 500 South Main Street, Salt Lake City, Utah.

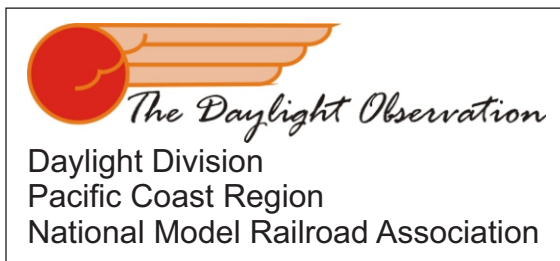
July 13, 2019 - 10:00 am – 4:00 pm, Redwood Empire Division (RED), Summer Picnic at the Penngrove Implement Museum Annual Power-up, 200 Phillips Drive, Penngrove, CA

July 27, 2019 - 9:00 am to 5:00 pm, Daylight Division Summer Meet, Goleta Depot, 300 North Los Carneros Road, Goleta, CA. (See complete write-up on page 1.)

August 10, 2019 - Sierra Division Summer Meet & BBQ. Morning activity: 9:30 AM to Noon at the Fair Oaks Public Library, 1601 Fair Oaks Blvd, Fair Oaks, CA.

August 10, 2019 (Saturday only) - 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.

September 4 – 7, 2019 - 39th National Narrow Gauge Convention, Sacramento, CA. See the website for organizer email addresses.



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

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