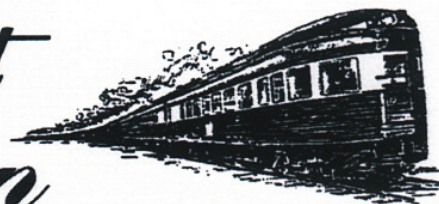




# The Daylight Observation



THE OFFICIAL PUBLICATION OF THE DAYLIGHT DIVISION

Volume 19, Issue 4

Fourth Quarter, 2005

## Bakersfield Daylight Meet November 19<sup>th</sup>

by Doug Wagner

The Daylight Division's fall meet will be hosted by the Golden Empire Historical and Modeling Society, in Bakersfield, at their downtown Bakersfield clubhouse, on Saturday, November 19<sup>th</sup>. The meet starts promptly at 10:00 AM, with attendee sign-ins, and contest entrees.

We have a clinic on making your own cast resin parts, given by one of GEHAMS members, Kelly Cruise, who is owner of Mocalova Model Works. Kelly specializes in HO narrow gauge engine shells and rolling stock, besides detail parts for both HO and N scale. Kelly just recently marketed an N scale sugar beet car and sugar beet load. Kelly's web site is located at <http://mocalova.tripod.com/>. Kelly's clinic will start at 10:30 AM.

We'll break for lunch immediately following the conclusion of Kelly's clinic, with a lunch provided by Brewster and Sally Bird. The lunch will consist of a meatball and spaghetti entrée, including a salad, garlic bread and drinks consisting of ice tea, Pepsi and Diet Pepsi. Dessert will consist of a cheesecake. The cost of the meal is an additional \$5.00. If you would like to have this lunch, just pay for it with your meet entry cost, which will be \$2.00. So if you want the lunch, the total to attend the meet will be \$7.00. If you don't want the lunch, it'll cost you only \$2.00 to attend.

Immediately following lunch, will be the Daylight Division's quarterly business

meeting with it concluding with our always fun White Elephant Auction. For those not familiar with our White Elephant Auctions, we ask that anyone who has a model railroad related item that they no longer want, or never used, and wrap it in anything they want, and bring it to the meet to be auctioned off. This is a great moneymaker for the Division—besides a lot of fun for the attendees. We have had even a brass car that was one a few meets back. So, please, don't forget to bring an item for the White Elephant Auction.

At the conclusion of the White Elephant Auction, there will be tours of 2 local layouts and a replica of a Southern Pacific Standard 22 depot, built in the bedroom of a residence! Of course, GEHAMS two club layouts—HO and N scales—will be up and running. The club's HO layout, located on the third floor of the building, is a whopping 30-foot wide by 100-foot long layout. The N scale layout, which is 18-foot wide by 80-foot long, has had a lot added to it since the last Daylight Division meet was held in Bakersfield. The N scale layout has added an additional staging yard and peninsula—which will depict the Edison to Tehachapi Loop area. We haven't started on any scenery in the Loop area, but we are able to operate 20-foot long N scale trains over it. The HO layout has had a lot of scenery work completed on it, also since the last Daylight Division meet was

held in Bakersfield.

The home layout tours will be of layouts depicting Southern Pacific and Baltimore and Ohio operations. Larry Saslaw, who is involved with the GEHAMS HO group, and his son, Joel, built the Southern Pacific HO scale layout. Joel is an avid N scaler and is involved in GEHAMS N scale group. Larry's layout depicts Southern Pacific operations over Dunsmuir-to-Sacramento in the years 1954 or 1996—depending on what mood Larry is in on the day he operates on his layout! The layout is built in Larry's garage and is 12-foot wide by 20-foot long in size. It consists of 3 levels, with the bottom layer being a staging yard. There is a hard-shell scenery base over the entire layout with about 3 scenes on the layout completed with scenery.

The second home layout belongs to Guy Gatusso. Guy's HO scale layout

*See Bakersfield Meet on page 2*

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## ***Bakersfield Meet (Continued)***

takes up half of his home garage and is 11-feet wide by 22-feet long and it's representative of the Baltimore and Ohio in the 1950s on its Buffalo Division in western Pennsylvania.

The third tour is not of a layout, but of a Southern Pacific Museum. The museum was founded as a tribute to one of the greatest "fallen flag" railroads of all time. It is modeled after a typical Southern Pacific #22 station of the year 1939, and it is recreated in one of the bedrooms of the owner's house! The artifacts seen are all operational, and the colors are authentic for the period. As a work in progress, the museum is continually changing as more artifacts are added. The museum's web site is located at <http://www.spmuseum.net/>, if you'd like to view some photos and contact the museum's owner.

And if there is enough time after all this, you can head on up to the Tehachapi Loop for some prototype railroading.

The GEHAMS clubhouse is located on the second and third floors of the green building, located on the northeast corner of the intersection of 19<sup>th</sup> and "Eye" Streets, in downtown Bakersfield.

If you are coming into Bakersfield from either the north or south of Bakersfield, on Highway 99, you will take the Highway 178-East/Rosedale Highway Exit. Travel east from this interchange. Highway 178-East is also 24<sup>th</sup> Street as it travels through downtown Bakersfield. Travel east on 24<sup>th</sup> Street until you come to "Eye" Street. Turn right to travel south on "Eye" Street. After crossing over 20<sup>th</sup> Street, you may park on 20<sup>th</sup> Street.

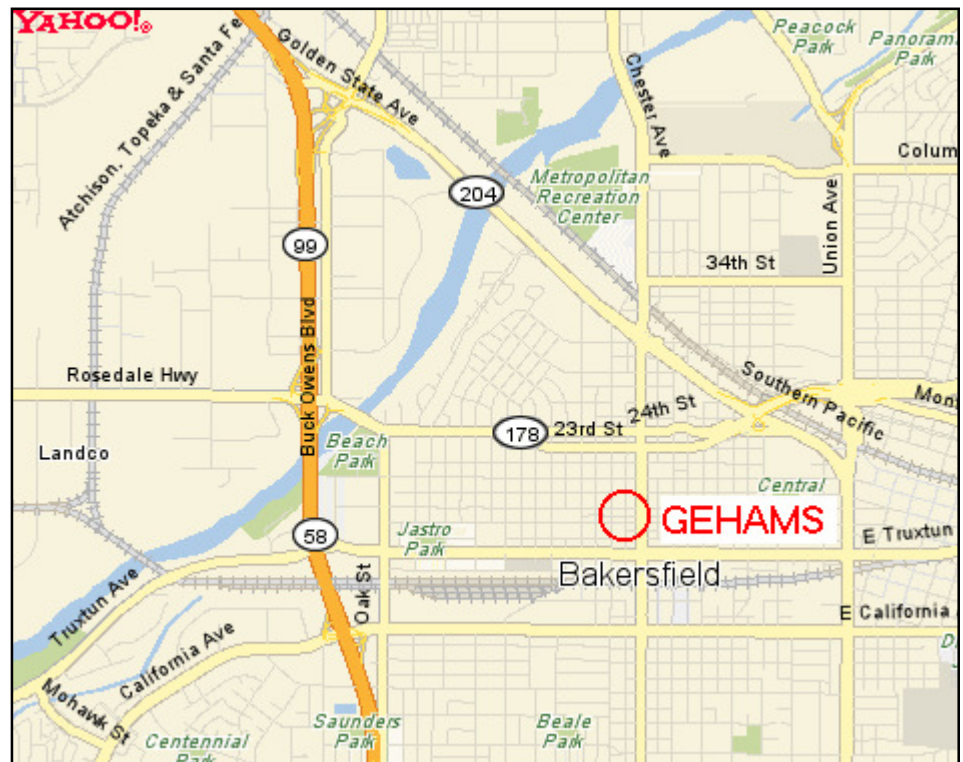
If you are coming from the east of Bakersfield, on Highway 58, from the direction of Tehachapi, take the Chester Ave./H Street exit. Turn right onto Chester until you come to 20<sup>th</sup> Street. Turn left onto 20<sup>th</sup> Street and travel one block to "Eye" Street. Turn left and park on "Eye" Street.

If you are traveling from the Lake Isabella area, on Highway 178, continue

traveling west on Highway 178 as it travels through downtown Bakersfield, until you come to "Eye" Street. Turn left to travel south on "Eye" Street. Once you've crossed over 20<sup>th</sup> Street, park on "Eye" Street.

Once you've parked, the alley that runs to the north of 19<sup>th</sup> Street and east from "Eye" Street toward Chester Ave., you will see a door behind the green building, and it will be open. Just come in through the door and walk up the flight of stairs. If you are unable to walk up the flight of stairs, there is a red doorbell next to the freight elevator that is situated just to the left of the rear door that you walk through. Just push the red button to ring the bell and we'll bring the elevator down to get you.

We hope to see a lot of you at the Bakersfield meet and visit our club to see what we've been up to since your last visit. Besides, you'll also see a couple of great home layouts and a in-home Southern Pacific museum! If you need more information, contact Doug Wagner at (661) 589-0391, before Saturday, November 19<sup>th</sup>, or by email at [carldw@aol.com](mailto:carldw@aol.com). See you in Bakersfield!



## **The Daylight Observation The Official Publication of the Daylight Division, PCR/NMRA**

Volume 19, Issue 4

4th Quarter, 2005

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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## The Answers Are Out There

Bob Pethoud, Member Aid

What looks better than a tall timber trestle across a valley or a long steel deck truss spanning a rocky gorge? Bridges of many types are focal points on most model railroads, immediately drawing the eye of any visitor. A well-modeled and appropriate bridge goes a long way toward establishing the realism of the whole scene; but a bridge that looks wrong can just as readily spoil an otherwise believable picture. We have all seen bridge models that didn't quite work—maybe the truss members were too heavy or too spindly or misplaced or perhaps it was just the wrong type of bridge for the particular location. Sometimes it's hard to put your finger on what's wrong; it just doesn't look right.

Short of going back to school to get a degree in civil engineering, what can one do to model bridges convincingly? Specific prototype bridges are often featured in the model press, but what if you don't want that particular bridge? And what about basic information on what type of bridge—deck girder, through girder, deck truss, through truss, and so on—is appropriate for a given spot on the railroad?

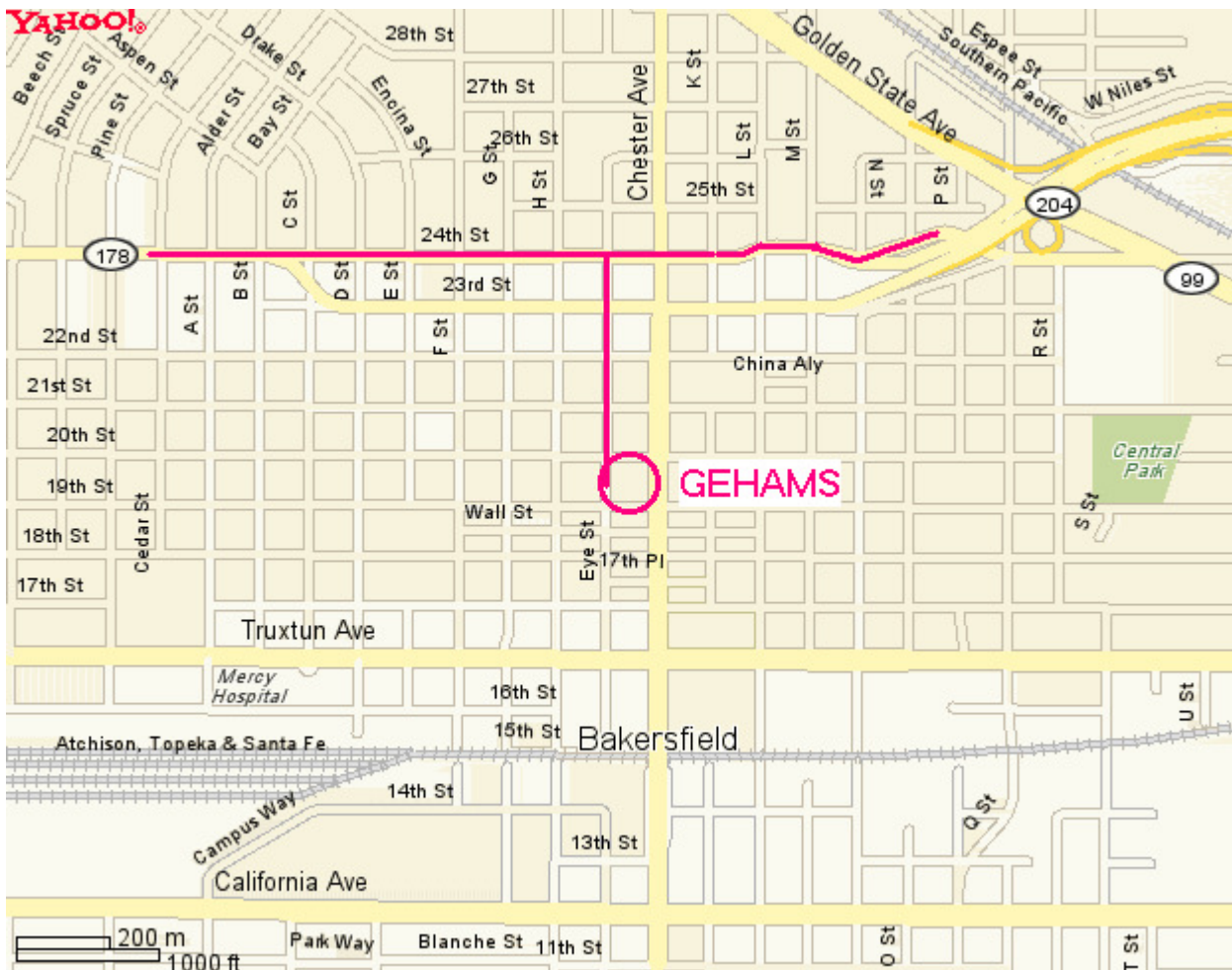
Paul Mallery's [Bridge and Trestle Handbook for Model](#)

[Railroaders](#) fills the bill nicely. It has been around at least since 1958, when it was published by Simmons-Boardman. A revised third edition, with some new drawings but fewer photos, was published by Boynton and Associates in 1976. The book is still in print, now being published by Carstens.

Strengths of the book include many line drawings illustrating nomenclature and modeling techniques, tables of dimensions for various spans and loads, and a clear exposition of the basic principles of bridge design. Even if you use only kits or built-up bridges, you will need the chapters on abutments, piers, and pedestals; bridge floors; selection of bridge type; and bridge miscellany (third edition and later), which has valuable information on refuges, telltales, signs, catenary, using mirrors on models, and a comedy of glaring errors to avoid.

Paul Mallery's [Bridge & Trestle Handbook](#) has become a classic model railroad reference book. Consider adding it to your personal library.

As always, send your comments and/or questions to your member aid chairman at [pethoud@comcast.net](mailto:pethoud@comcast.net).



# Minutes and Financial Report of the Summer Meet

Daylight Division meet: 27 August 2005, San Luis Obispo, CA, Hilding Larson's 7050 Lewis Lane, SLO, CA

Meeting Started at : 1320 Hours ( 1:20 PM PDT),

Attendance: 25 at opening, 32-35 after ten minutes

Minutes : Accepted as published in Observation (minutes rendered by Doug Wagner)

Treasurer's Report : Accepted as appeared in Observation (submitted by Brewster Bird)

Superintendent's report: Paul Deis reported on NMRA News and deferred to Bill Scott who acted as proxy for Division Director Doug Wagner at the most recent PCR Director's meeting. What followed was discussion on "subscriptions" vs. 'dues'. Paul placed the discussion under Old Business, which follows:

Old Business: Paul handed out a sheet of FAQs (frequently asked questions) on the "Post September 2005 PCR Membership Treatment". George Gibson, Frank Zila, and others asked very clear questions, and received honest answers from Bill Scott about the lingering controversies of the new Master Plan. Questions placed before the Parliamentarians present led to discussion about the membership committee meeting between the regular membership meetings. Paul addressed Bill Scott, Doug Wagner, Chuck Harmon, himself, Terry Taylor and Brewster Bird as being on the committee. Members are invited to attend the meeting to be held in SLO at a later date, but before the November meet at Bakersfield (19 November), and before publication of the Observation. The Super mentioned that this discussion was started last meet and wondered out loud how many times we had to mention the changes prior to making decisions. (Parliamentarian's note: mention the item three times then vote).

New Business: Doug Wagner reported that the next Daylight Division Meet would be held at Bakersfield November 19 at the Golden Empire Railroad Modeling and Historical Society, 19<sup>th</sup> and "I" Streets downtown Bakersfield.

Paymaster's addendum for 08/27/2005: We grossed \$87.50 at the White Elephant Auction, \$56.00 for the 1997 Convention cars, and \$280.00 for luncheon and meet registration.

Payouts were as follows:

David Chong: \$27.00 for donuts (cash paid out)

Steve Presnal: 6.50 for presentation costs (check #1016)

Hilding and Mary Larson: \$190.00 food and drink expenses (check #1017)

Net income: \$200.00

35 of the 38 participants purchased lunch

We hosted 11 guests ( non-members)

Clerk's addendum: Four great clinics were held: Mary Carole Larson on painting trees on backgrounds, Hilding Larson on recent moves by UP's Big Boys, Steve Presnal's presentation on virtual model railroading featuring a CD of the switching program "Yard Duty", and Kurt Brown's superb Manual Powerpoint presentation on DCC sound systems ( Doug Wagner provided the manual part of the powerpoint ).

Meeting Adjourned: 1356 hours ( 1:56 PM PDT)

Respectfully submitted,  
Brewster Bird  
Chief Clerk-Paymaster

# Now the Director is Ranting and Raving!

Doug Wagner, Daylight Division Director (among other things, as you will discover when you read this)

My term of 2 years will be ending at the end of this year, and I don't mind running for the Director of the Daylight Division again. If elected in 2006, I will not be able to run in 2008, which means someone else, who hasn't already served as Director, will have to run for the office. PCR policy is that you cannot serve more than 2 terms. I'm just finishing up my first term. Consider this a warning!

With the new NMRA single membership concept taking effect, the good news is that the Daylight Division's membership will increase from around 85 members to a whopping 190-something!

The bad news is that this may take its toll on our cost of the Observation publication. This might mean an increase in meet admission, but this will probably have to be discussed at the next business meeting.

If you have any problems concerning your membership, please contact Doug Wagner at [carldw@aol.com](mailto:carldw@aol.com), or by phone at (661) 589-0391. See you at all the meets!

## 2008 Convention Update

The PCR convention will be held in Fresno in about 30 months. Layout tours are a big event at each convention. At least six layouts are under construction in Fresno. Layout tours don't have to be confined to this area. An hour's drive is not an inconvenience for viewing layouts in Merced, Mariposa and Visalia.

Keep working on those layouts. Get them "show ready". Preventive maintenance might repeal parts of Murphy's Law.

If you have an interest in adding your layout to the tour, send me an e-mail with a description of the layout, including scale and gauge to "[john@irishtracklayer.com](mailto:john@irishtracklayer.com)".

If you want to head the layout tour committee, just add the interest to your e-mail.

John Houlihan, Convention Chairman

Since I was not able to attend the great convention in Concord last May, I really don't have anything to add than what you've seen in the PCR's Branch Line newsletter. The next meeting of the PCR's Board of Directors will take place in November. I believe it will be held in Santa Cruz.

In case someone missed it in the last couple of issues of the Observation, I volunteered to be the Clinic Chairman for the Daylight Division. What I want to do is to get a list of people that would be willing to give clinics at each Daylight Meet. I hope to contact the folks who offered to be the contact point in each major city where we have Daylight Division meets to maybe get a list of members who will be willing to give clinics at the meets. You may ask, what are the major cities? My answer is Santa Barbara, Bakersfield, Fresno, San Luis Obispo, Tulare/Visalia and Merced. That's about it for now. Bet you haven't seen a report from the Clinic Chair for the Daylight Meet in a long time, huh? Until next time, this is yours truly, Doug Wagner, from Bakersfield, signing off for now!

## February 2006 Meet Slated for Fresno.

Watch for the date in the next  
Observation.

## Welcome New Daylight Members!

With the new single dues structure taking place September 1, all NMRA members living in the Daylight Division boundaries become PCR and Daylight members.

Hope to see you at the Bakersfield meet!

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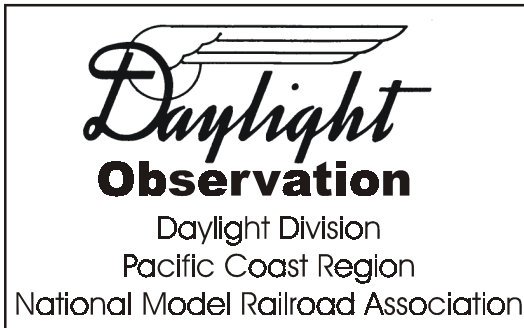
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