



The Daylight Observation

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DAYLIGHT DIVISION FALL MEET

MEET ME IN SAN LUIS OBISPO

BY **GEORGE GIBSON**

Daylight Division will hold its next meet on Saturday, November 16, 2013, in San Luis Obispo as guests of the [San Luis Obispo Railroad Museum](#). We will be meeting in the newly-restored 1894 Southern Pacific Freight-house and permanent home of the San Luis Obispo Railroad Museum. The SP Freight House is located at 1940 Santa Barbara Avenue (or Street, depending on your map or GPS, either will get you there), in the heart of the San Luis Obispo Historic Railroad District. Thanks to Daylight member Andrew Merriam and the SLORRM Board for hosting us in their new home.



Daylight Call Board

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Meet registration starts at 9:00 AM (note earlier than usual start time) and continues until 10:00 AM, when the meet begins with two clinics. The registration fee is \$4.00 for [NMRA](#) members and \$5.00 for non-members. Two dollars from each registration will be donated to our hosts to help defray the expenses they incurred for hosting our meet.



Continued Next Page

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SAN LUIS OBISPO MEET

Be sure to visit the San Luis Obispo Railroad Museum's Pacific Coast Railway HOn3 layout located on the mezzanine of the Freight House. This layout will only be open from 9:00 to 10:00 AM before the clinics start.

For those getting to town a little earlier, there are a number of fine café style coffee shops within a small radius of the Railroad District. One in particular is the [Del Monte Café](#), just across the street from the Freight House, at 1901 Santa Barbara Avenue.

Contest categories for this meet are: Models - Diesel Locomotives; Photographs - Passenger Trains. Check in contest entries before the meet starts with Contest Chair Steve Biggs. Winners will be determined by popular vote, so be sure to vote for your favorite model and photo before the business meeting starts. Plaques will be awarded to the winners. Non-NMRA members may display their models and photos, but may not enter the contests.

We have two clinics lined up for your enjoyment and edification. Andrew Merriam's presentation is about the history of railroads in the San Luis Obispo area and the development of the San Luis Obispo Railroad Museum. George Gibson will present one of three clinics, determined by popular vote of the attendees from these choices: "60 Tools in 60 Seconds", "The Henry Ford Method of Freight Car Building", or "From Swap Meet Trash to Layout Treasures." The choice will be yours.

Following the clinics and a short break to get setup, the Daylight Division business meeting will be called to order. Once our regular business is concluded, the raffle and our "world-famous" White Elephant Auction will be held. Be sure to bring your plain-wrapped goodies and your spending money. And don't forget about the door prizes. Be sure to buy those raffle tickets from Mike O'Brien.

Upon conclusion of the business meeting and auction, we'll adjourn for layout tours and lunch at your choice of restaurant. There are several eating establishments adjacent to the Railroad District and throughout San Luis Obispo and the County.

As of this writing, we have 4 layout tours arranged for you to visit. The first layout is the San Luis Obispo Railroad Museum's Pacific Coast Railway HOn3 layout located on the mezzanine of the Freight House. This layout will only be open from 9:00 to 10:00 AM before the meet starts. Don't miss this museum-quality layout! George Gibson's new DK & Pacific Mountain Railway HO/HOn3 layout is based on a freelance railroad trying to make a go of it at the height of the Great Depression. Trains are powered by steam, so there are no diesels on this layout. Andrew Merriam will also have his outstanding HO layout open for us, as will Logan Bertollette. Check the website for more information on these layout tours: <http://www.pcrnmra.org/daylight/nextmeet.html#outside>

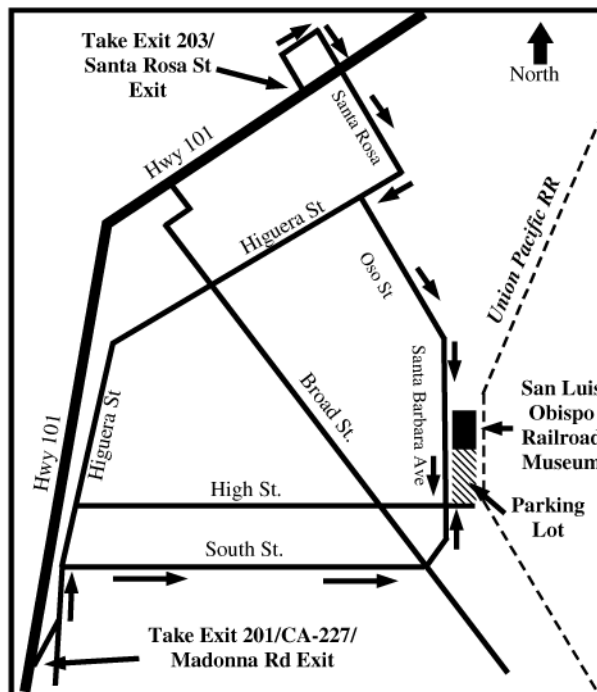
As an additional bonus, for those of you that lost their neighborhood hobby shop, don't forget we still have one of the very best regional hobby shops in the nearby town of Atascadero, [Central Coast Trains](#). It's about as close to the 101 Freeway as you can get. If you're looking for something special, be sure to call Anita at (805) 466-1391

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SAN LUIS OBISPO MEET

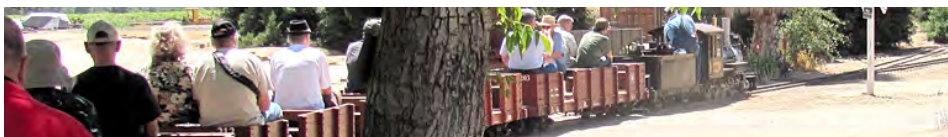
or e-mail her at cctrainsa@hotmail.com and see if she can get it ordered and delivered before November 16th. You'll have a good chance of being able to pick it up and take it home with you after the meet.

From the north: Take Hwy 101 south. Take Exit 203A/Santa Rosa St. onto Olive St, (CA-1). Turn right onto Santa Rosa St (CA-1). Continue on Santa Rosa St. for about 1/3 mile. Turn right onto Higuera St. (just after Monterey) for about 500', then turn left onto Osos St. After 4/10 mile, Osos St, turns into Santa Barbara Ave. Continue on Santa Barbara Ave. 2/10 mile and the museum will be on your left. Continue past the Freighthouse. Turn left onto High Street at the 2-story building. Turn left into the south parking lot and park there. The Museum will be straight ahead. Parking areas north of the building are reserved for Amtrak parking.



From the south: Take Hwy 101 north. Take Exit 201/CA-227/Madonna Rd. Bear right onto Madonna Rd/CA-227. After 2/10 mile, turn left onto Higuera St. Take the 1st right onto South St (CA-227). After traveling 8/10 mile, South St. turns into Santa Barbara Avenue after crossing Broad St. Continue on Santa Barbara Ave 2/10 mile. Turn right onto High Street at the 2-story building. Turn left into the south parking lot and park there. The Museum will be straight ahead. Parking areas north of the building are reserved for Amtrak parking.

And remember, San Luis Obispo and the adjacent area is a great place to bring the entire family for a little get-a-way. Make a weekend trip out of it, enjoy the beach, enjoy some fine dining experiences, and enjoy some great wines. There's something special and exciting to do in all the communities along the Central Coast. From Paso Robles, to Templeton, to Atascadero in the northern part of the County, to San Luis Obispo and the beach communities in the southern part, there is more to do than a weekend of time will allow. So come on over the hill, drive up or down along the 101 and spent some time on the Central Coast. Hope to see you all here.



DIRECTOR'S REPORT **PCR CONVENTION IS APRIL 30 TO MAY 4** PAUL DEIS

This year's Pacific Coast Region Convention is hosted by our own Daylight Division. Paul Deis is the convention chairman and promises a fabulous time for reconnecting and improving our relationships and our hobby skills.



Don't forget the National Convention. This year it is in Cleveland, Ohio. This is your excuse to visit the Midwest Region and the Great Lakes area of the glorious U S of A.



COMING EVENTS

Future Division Meets:

Winter, 1st Quarter 2014: February, 2014, date and location to be determined.

Spring, 2nd Quarter: April 30, San Luis Obispo at the Coast Rails 2014 PCR Convention (Business meeting only)

Summer, 3rd Quarter: August 2014 – TBD.

Other Events

November 22, 2013 - 8:00 to 10:00 pm, November 23 & 24, 2013 - 11:00 am to 6:00 pm Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 23 & 24, 2013 - 10:00 am to 4:00 pm, The Great Train Expo, Alameda County Fairgrounds, Pleasanton, CA.
Adults: \$7.00 - Kids under 12: Free!

West Bay Model Railroad Association November 27, 2013 - 7:00 to 10:00 pm, Open House, West Bay Model Railroad Association, 1090 Merrill Street, near the Menlo Park Station, Menlo Park, CA / Lauren Mercer 650-322-9335 or Tom Vanden Bosch 650-369-8305

November 29, 2013 - 2:00 to 10:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 30, 2013 - 11:00 am to 6:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

December 1, 2013 - 11:00 am to 6:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

December 8, 2013 - 9:00 am to 5:00 pm, Coast Division Meet, 1001 Davis Street, San Leandro, CA (at SF Bay Area Council Office of Boy Scouts of America).

December 27, 2013 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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SUPERINENDENT'S REPORT

DAVE'S DISPATCH

BY DAVE GRENIER



We had our Summer Meet August 17, 2013, at the Spike 'n' Rail Steakhouse, 2910 Pea Soup Anderson Blvd, in Selma, just off CA-99 at the old windmill. There were 21 members and 9 non-member visitors, for a total of 30 attendees.

After enjoying a plated breakfast, we broke for registrations, model and photo contests, plus socializing until the meet itself started at 10:00 AM. Since there were no clinics at this location, we went right into the quarterly business meeting.

Election results were announced by Suzie Paff, helping Election Chair Doug Wagner, since he was busy handling the model and contest entries for Contest Chair Steve Biggs, who was ill at home. Thirty-nine ballots were returned, unanimously re-electing myself as Superintendent and electing Bob Sexton as Chief Clerk/Paymaster. Doug reported that this was the most ballots ever returned in any Daylight Division election. Not bad for an unopposed election. Thanks to everyone that voted. Thanks also to Suzie and Doug for stepping up to help out.

Because of continuing technical problems since late January, the last 3 issues of the *Daylight Observation* newsletter could not be sent to the printer and have only been published in digital format on the Daylight Division website. After being discussed at length at the last three business meetings, a motion was made and passed unanimously to eliminate the printed version of the newsletter altogether and only have it available on the website in digital format.

For future issues of the *Daylight Observation* newsletter, E-mails will be sent to members with e-mails on file notifying them of the next meet date and that the new issue of the newsletter has been published on the website. Postcards with the same information will be mailed to members that do not have e-mail addresses on file. Address changes should be sent to Doug Wagner, CarlDW@aol.com or mailed to him at 14008 Tierra Blanca Ave, Bakersfield, CA 93314. Changes may also be sent directly to the NMRA at: <http://www.nmra.org/member/content/member-info-update>

The current issue and back issues of the *Daylight Observation* may always be found on the Daylight Division website at www.pcrnmra.org/daylight/newsletters.html and the upcoming Daylight meet date and location will be at www.pcrnmra.org/daylight/nextmeet.html.

The Favorite Model Structures contest was won by Chuck Harmon for his combination tower-station, while the Favorite Photo Maintenance of Way contest was won by Vince Cody for his velocipede photo presentation. Since we didn't have the prizes at the meet, they will be awarded at the next meet.

The business meeting wrapped up with a drawing for the \$25 door prize, won by Suzie Paff, and our "World Famous" White Elephant Auction, conducted by auctioneer Dan Seames.

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COMING EVENTS

January 4 - 5, 2014 - 10:00 am to 4:00 pm,
The Great Train Expo, Craneway Pavilion,
Marina District, Richmond, CA. Adults: \$7.00,
Kids under 12: Free!

January 18, 2014 - 150th Anniversary Cele-
bration of San Francisco to San Jose Rail
Service, Santa Clara Caltrain Depot, 1005
Railroad Ave, Santa Clara, CA.

January 24 to 26, 2014- Bay Area Layout
Design & Operations Weekend, Sponsored
by Pacific Coast Region-NMRA , Layout De-
sign and Operations Special Interest Groups.

O SCALE WEST / S WEST February 6 - 8,
2014 - 8:00 am to 11:00 pm - O-Scale West /
S West Meet, Hyatt Regency Santa Clara,
5101 Great America Parkway, Santa Clara,
CA

Go to the PCR Calendar on the
Web for active links to these
events and more information
about them.



Stay up to date in your hobby. Go
to the On Line sites of the NMRA,
the magazines and the manufactur-
ers. Start with www.nmra.org and
connect to the manufacturers listed
there. Don't forget to check in on
Your Division Web Site also at
www.pcrnmra.org/daylight

DAVE'S DISPATCH

Meet host, Steve Fischer, then briefed us on the two layouts that would be open for us to visit, starting with the [Fresno Model Railroad Club](#) layout, located in the historic Selma Depot at the nearby Pioneer Village. The HO layout has been extensively rebuilt by the club members and looked great. The second layout was the [Hillcrest & Wahtoke Railroad](#) at the Hillcrest Tree Farm in Reedley. The H&W is a 15 inch gauge live steam railroad spread out over 20+ acres. We not only got to ride the train, but some of us even got to actually run the #13 locomotive, a 2-8-0 Consolidation. Except for it being nearly 100 degrees in Reedley, it was a lot of fun.

The next Daylight Division meet will be Saturday, November 16, 2013, at the newly restored [San Luis Obispo Railroad Museum](#), 1940 Santa Barbara St, San Luis Obispo. Check the Daylight Division website "Next Daylight Meet" page at www.pcrnmra.org/daylight/nextmeet.html for the latest up-to-date information.

See you at the next meet! Come join us for an unforgettable day of Daylight Division hospitality! All PCR/NMRA members are welcome! See you in SLO!

WHAT CLINIC SUBJECTS ARE YOU INTERESTED IN?

The Daylight Division Clinics Committee is looking for your help. We are asking all the members of the division to complete the following survey and submit their responses to the newsletter editor before the next meeting. Copy and paste the survey into an email and submit your answers to: gmpisching@netzero.com

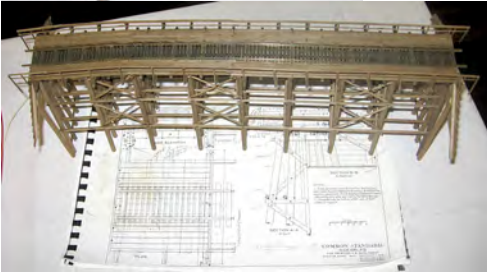
Here is a list of ten clinic topics. Please rank the importance or value of your interest in each subject from 1 to 10 with 1 being the most valuable and 10 as the least.

1. _____ Scenery techniques
2. _____ Structure modeling
3. _____ Painting and lettering
4. _____ Operations and dispatching
5. _____ Engine and rolling stock modeling techniques
6. _____ Layout design
7. _____ Prototype information and history
8. _____ DCC advanced techniques
9. _____ Application of other electronics to model railroads
10. _____ Lighting your model railroad

Thank you for your response. It will help us provide better suited clinics for our meetings.

OCTOBER MEET
STEAK-N-RAIL
MEET IN SELMA
 BY **GEORGE PISCHING**

We had a surprise opening, a Breakfast was served in the meeting room. Prizes and Auctions were won and business conducted. We had a great time again.





OCTOBER MEET TOUR
NO. 1
SELMA DEPOT
AND THE FRESNO MODEL
RAILROAD CLUB DIS-





OCTOBER MEET TOUR
NO. 2
HILLCREST & WAHTOKE
RAILROAD
15" GAUGE TRAIN RIDES
AND WORKSHOP DISPLAY



L/O DESIGN CHALLENGE **WHAT CAN YOU DO IN 36 SQUARE FEET?**

BY [GEORGE PISCHING](#)

In an effort to encourage interaction and exchange between our members, I am initiating an Annual Challenge or Contest (*so to speak*). This is based on the very effective Layout Design Challenge held at the Oklahoma Region's conventions.

To start this series of challenges I ask "what can you design in 36 square feet?"

Here are the rules or guidelines:

1. You are limited to the defined space/size for the layout design. The layout can be any shape up to the specified size limit.
2. The layout can be any commercial model scale.
3. The author must write a 200-400 word descriptive and explanatory narrative. This is to advise us on what you intended the design to accomplish.
4. The author must include a layout schematic diagram of the layout in 3/4"=1' scale.
5. Additional staging on additional levels or extensions are OK, but not counted in the design evaluation.
6. Additional drawings and photos depicting the layout operation or references to the design are permitted and encouraged.
7. A \$25 prize or gift certificate will be awarded – if we get more than three entries else a recognition certificate will be awarded. So get your buddies to participate to bring out the money!

REBIRTH OF THE 4014

News collected from Classic Trains blog by [George Pisching](#)

Recently the [Union Pacific Railroad](#) announced that they had acquired Big Boy #4014 to be restored to operating condition. The locomotive which stood cold and silent for over half a century will once again take on the UP rails.

There were 25 of those huge 4-8-8-4 engines. They were the ultimate in steam function and design.

The news is great enough to even be posted here. I wonder what [John Allen](#) would think of this. I am so glad to hear they will restore one.



No. 4014 climbing Wyoming's Sherman Hill, behind helper No. 4021, on June 25, 1949.
Photo by R.H. Kindig

THE BIG BOY STORY BEGAN IN 1940

THE WORLD'S LARGEST STEAM LOCOMOTIVES RECEIVED AN ACCIDENTAL NICKNAME

BY STEVE GLISCHINSKI

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When Union Pacific 4-8-8-4 Big Boy No. 4014 takes to the rails again following restoration by Union Pacific, admirers of the huge machine would do well to remember two names: Otto Jabelmann and William Jeffers. It was Jeffers who, as president of Union Pacific in 1940, told Jabelmann's Research and Mechanical Standards Department to

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CALL FOR VOLUNTEERS

HELP WANTED!

FROM **DAVE GRENIER**

The Daylight Division will have a table to promote the Division and the hobby at the GEHAMS Annual Train Show in Bakersfield, March 8 & 9, 2014. Daylight members are needed to staff the table both days. If you're planning on attending the show, why not spend an hour or two meeting other train-lovers to help them learn more about the Daylight Division, PCR and NMRA? Volunteers get free admission to the show.

Feel free to bring small projects to work on during the show that visitors can watch and ask questions about what you're doing to learn more about the hobby. Painting figures, assembling models, or other activities that you can work on using part of the table would work out great. Electricity will be available. Bring your extension cord.

We need someone to setup the table on Saturday morning before 10:00 AM and someone else to tear it down after 4:00 PM Sunday afternoon, plus several volunteers to staff the table over the two days of the show. The show runs 10:00 AM to 5:00 PM on Saturday and 10:00 AM to 4:00 PM on Sunday. There will be two tabletop literature racks and a couple of pamphlet racks and maybe a few magazines.

If you can volunteer to help out your Division or have any questions, e-mail Dave Grenier at grenida@pacbell.net or call (559) 297-1345. We need commitments by Feb 14, 2014. If not enough people volunteer, we'll have to cancel the table. Don't let this happen, volunteer! Thanks in advance.

THE BIG BOY STORY

design and construct larger motive power to conquer the grades not of famed Sherman Hill in Wyoming, but the Wahsatch Mountains east of Ogden, Utah.

While the majority of UP's Overland Route from Omaha to the Southern Pacific interchange in Ogden was relatively grade free, the Wahsatch Mountains were a significant barrier, with eastbound 1.14 percent grades from Ogden to Wahsatch, Utah. Since the opening of the transcontinental railroad in 1869, UP designed larger and larger steam power to conquer the Wahsatch range. The Big Boy would be the culmination of those designs.

According to the seminal book "Big Boy" by the late William W. Kratville, the Research and Mechanical Standards Department was established in 1936 under Vice President Jabelmann. Jeffers order to Jabelmann was to develop a locomotive capable of pulling 3,600 tons over the Wahsatch unassisted. To do so, Kratville recounts, the locomotive would have to have 135,000 pounds of tractive effort and an adhesion factor of four. Engineers concluded to meet Jeffers demands would require an eight-wheeled articulated with four wheel lead and trailing trucks – thus the 4-8-8-4-wheel arrangement was born.

Within three months a design team was assembled with the builder, the American Locomotive Company, with UP furnishing members of the Research and Mechanical Standards Department to assist. Because UP had accumulated a great deal of research data, the entire project only took about one year to complete: six months to design, fabricate and acquire parts, and another six months to build the first locomotive.

Union Pacific initially ordered 20 Big Boys from Alco at a cost of \$265,174 each. The engines were deliberately overdesigned. For example, they were built to run at speeds up to 80 mph, although they would never be moving freight at that speed. This was done to ensure that rotating parts, such as the rods, would not break in daily service.

While the new engines were being built, UP prepared for them. Bridges had to be rebuilt to handle their weight, curves realigned, and new 135-foot turntables installed at servicing points. Heavier 130-pound rail was laid between Ogden and the Wahsatch summit. While the normal Big Boy haunt would be between Ogden and Evanston, Wyo., as World War II progressed, the Big Boys' operational territory was extended east from Evanston to Green River, Rawlins, Laramie, and Cheyenne. They were also cleared to operate between Salt Lake City and Pocatello, Idaho, and Salt Lake City and Los Angeles, although they likely never did.

Naming the new locomotive came by accident. While under construction, an Alco machinist chalked the name "Big Boy" on the smokebox of the first engine, No. 4000. The name stuck, although it was rumored that UP had considered naming the class "Wahsatch." The Big Boys were 132 feet long, roller bearing equipped, and weighed 1.2 million pounds.

No. 4000 was shipped dead via the Delaware & Hudson, New York Central, and Chicago & North Western to Council Bluffs, Iowa. A UP switch engine towed the engine across the Missouri River to the Omaha

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THE BIG BOY STORY

Shops where it was officially accepted on Sept. 5, 1941. Later that month, No. 4000 was steamed up for the first time, and then put on display at Omaha Union Station. It traveled light to Council Bluffs for servicing, then back to Omaha to pick up a train of 100 empty Pacific Fruit Express reefers. The locomotive made several stops as it traveled west across Nebraska for water, fuel and crews, arriving in Cheyenne early the following day.

No. 4014, along with Big Boys' 4004 and 4016, was involved in a test against a three-unit diesel in April 1943 between Ogden and Evanston, Wyo. According to Kratville, on April 2, 1943, No. 4014 took 65 cars and 3,479 tons out of Ogden. All the way upgrade the throttle was open less than full, and yet No. 4014 accelerated at points on the grade from 1.8 to 4.5 mph per minute. A top speed of 42 mph was recorded on level track, while the minimum speed was 13 mph on a three-degree curve on a 1.14 percent grade. Following tests with the other two Big Boys and the diesels, the internal combustion power proved to do no better than the steam engines had, and the railroad concluded that steam would remain on the route.

As World War II raged in 1944, UP received authority from the War Production Board to build five more Big Boys, Nos. 4020-4024. They were identical to the other locomotives except for the use of heavier metals in the boilers and rods. One member of this class, No. 4023, survives on display in Omaha.

The last Big Boys operated on July 21, 1959. Most were stored operational until 1961. Unfortunately the first Big Boy, No. 4000, was scrapped in Cheyenne in August 1961, but eight other Big Boys escaped No. 4000's fate – almost one third of the fleet. No. 4014 was retired in December 1961 after 1,031,205 miles, and was presented to the Southern California Chapter of The Railway and Locomotive Historical Society. Since 1962 it has been displayed by the society in Pomona, Calif., but now will see new life, extending the Big Boy story begun by Jeffers and Jabelmann well into the 21st century.

Watch for *Trains* magazine's special issue, "Big Boy: On the Road to Restoration," which will be published in April 2014.

RAILROAD EDUCATION **TRAINMASTER DUTIES**

POSTED BY DAVID
SPRAU ON OPERATIONS
YAHOO GROUP

Having read all the responses, guess I should say that the ones written in serious vein are pretty succinct descriptions of what a trainmaster's responsibilities are.

It's sort of a chain of command thing, with the Superintendent being in charge of the division, the Assistant 'Super' helping him with issues or things the 'Super' doesn't have time or inclination for, and the trainmaster helping both of them with things that neither have time for, or are of lesser importance.

That said, I have seen extremely good trainmasters and a few extremely bad ones. The good ones stayed in the background, monitored and looked after all the things already mentioned in other posts and did a good job. Usually they said very little to anybody (other than kudos) if things were going alright. They led by example: If they saw something being done incorrectly they'd approach the offenders politely, and with a view toward education and often if the offense was light enough, would even "look the other way" after calling the offenders attention, offering a better method, and warning that this time will be overlooked - but the offense must not be repeated. Often they were quickly promoted up the ladder. This does include lying in the weeds and making signal tests, etc., because those tests are federally mandated. Someone had to do it.

Irish Tracklayer O Gauge Track Products



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TRAINMASTER DUTIES

The bad ones micromanaged the crews, the operators, the agents, even the section foreman and the train dispatchers even though those people technically work for someone else. They stuck their noses into almost everything that came within their line of sight, interfered, and tried to line up things involving train operation without cutting the dispatcher in on what they were doing. Or if they did cut him in, instead of asking "how would this work out?" their attitude was "this is what we are going to do." If anybody had the temerity to question or stand up to them, instead of discussing the matter, they pulled rank to settle it.

When they found someone violating a rule, they generally were delighted to say "You are out of service," rather than using some educational opportunities combined with tact. Some of them even violated operating rules when it suited their purpose. I know of one who was 'rawhiding' a switch crew and wanted them to make a move across a busy main line "immediately." In his zeal to expedite this crew, he operated an electric locked switch on a main line on his own initiative after a dispatcher refused, with good reason, to give him permission. It wound up causing delay to many other trains and quite a debacle, and he got in trouble over it.

There is an old joke about a trainmaster whose abilities greatly exceeded his ambitions. He spent a whole day sitting in the depot at some station, bird-dogging a switch crew. At the end of the day the crew was able to joke to their peers that they switched the very same boxcars, back and forth, for several hours right in front of the station where the trainmaster was sitting, without him even noticing it.

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OPERATING RULE BOOK; RULE 14.

ENGINE WHISTLE SIGNALS

EDITED BY GM PISCHING

The signals prescribed here are illustrated by "o" for short sounds; and "—" for longer sounds. The whistle sound should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

SOUND INDICATION

- (a) o Apply brakes. Stop
- (b) — — Release brakes. Proceed
- (c) — o o o Flagman protect rear of train
- (d) — — — — Flagman may return from west or south*
- (e) — — — — — Flagman may return from east or north*
- (g) o o Answer to 14(k) or any signal not otherwise provided for
- (h) o o o When standing, back. Answer to 12(d) and 16(c).**
When running, answer to 16(d).***
- (j) o o o o Call for signals.
- (k) — o o (SINGLE TRACK) To call attention of engine and train crews of trains of the same class, inferior trains and yard engines and of trains at train order meeting or waiting points, to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause unless otherwise provided.

(TWO OR MORE TRACKS) To call attention of engine and train crews and yard engines, to signals displayed for a following section.
- (l) — — o — Approaching public crossings at grade.
To be prolonged or repeated until crossing is reached.
- (m) — — — — — Approaching stations, junctions, railroad crossing at grade, and _____, as may be required.
(Blank to be filled in by using railroad.)
- (n) — — o Approaching meeting or waiting points. See Rule S90.****
- (o) o — Inspect train line for leak or for brakes sticking.
- (p) Succession of short sounds Alarm for persons or livestock on the track
- (q) — o Where there are two main tracks on which movements are made in either direction by signal indications, trains on left track will sound this signal preceding signal 14(d) or 14(e).

When running against the current of traffic:

- (1) Approaching stations, curves, or other points where view may be obscured.
- (2) Approaching passenger or freight trains and when passing freight trains.
- (3) Preceding signals prescribed by (d) and (e).

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RULE 14 WHISTLE SIGNALS

(CONTINUED)

For additional tracks the following signals may be used (blanks to be filled in by using railroad):

SOUND INDICATION

- (r) - - - - - o Flagman may return from east or north on _____ track. *
- (s) - - - - - o
| Flagman may return from west or south on _____ track. *
- (t) - - - - - o o Flagman may return from east or north on _____ track. *
- (u) - - - o o Flagman may return from west or south on _____ track. *
- (v) - - - - - o o o Flagman may return from east or north on _____ track. *
- (r) - - - - - o o o Flagman may return from west or south on _____ track. *

* As prescribed by Rule 99 (flag protection rule).

** Signal 12(d) is a hand, flag, and lamp, and signal 16(c) is a communicating whistle signal, both indicating "back."

*** Signal 16(d) is a communicating whistle signal to stop at the next passenger station.

**** Rule S90: "The engineman of each train will give signal 14(n) at least one mile before reaching a meeting or waiting point."

This information was taken from the Standard Code of Operating Rules, Block Signal Rules, and Interlocking Rules, adopted March, 1949, and with authorized revisions up to October 1, 1953, as published in Rights of Trains, by Peter Josserand (Simmons Boardman Publishing Corp., 1957).

TRAINMASTER DUTIES

Another joke, in the form of a poem, is 'bout a trainmaster going out to make signal tests but putting his shunt down on the wrong track with the result that the train he wanted to test went whooshing past and left him in a cloud of dust. I don't know if either or those stories are true; they might only be "railroad urban legends." But usually, in spite of all their posturing and threatening etc., the only thing trainmasters like this earned is a reputation for being the "division buffoon."

One of the best trainmasters I knew was an old fellow who had been a conductor. He fit most of my previous qualitative description of a "good" trainmaster. But when he had had enough of any particular thing, he would stiffen, his eyes would narrow and darken, and he would tell the offenders, "Don't try to fool me, or fool with me. I have been in your shoes a time or two and I know a lot more tricks than you even THINK that you know. Now (do this) and (do that) and get back to work. The delivery was "just right," and the shenanigans stopped.

Bottom line, trainmasters are very useful, valuable employees. But like everyone else, only when they do a good job.



NOVEMBER IS NATIONAL
MODEL RAILROAD
MONTH

YOUR LAYOUT CAN HELP US PROMOTE MODEL RAILROADING

Got a good layout? Can you write a good story about it and take a few pictures of it? If so, you could be published in the Daylight Observation or the Branch Line. We want to see your creative work. Help us out and brag a bit. You deserve it.

We announced this call to arms last quarter and we are pleased to say we had a great response! But we need more submissions! For those of you who have submitted, thank you for your time.

We still need some more layouts for consideration. We are looking for at least 10 more modelers to prepare layout articles and photos that can be used in the Observation and the Branch Line.

These don't have to be museum-quality layouts, just layouts in any scale that you are proud of. It doesn't even have to be finished.

Your write-up doesn't have to be the exact text used in the article. The write ups we're looking for are purely your descriptions of your layouts. (i.e. history, back story, scale, challenges, operations, etc.)

Please send at least two photos of your layout and your write-up to the editor at: gmpisching@netzero.com

ACHIEVEMENT PROGRAM

GOLDEN SPIKE AWARD

BY [DAVE GRENIER](#), AP CHAIRMAN

What's 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); 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.

Continued Next Page

GOLDEN SPIKE AWARD

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 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 <http://www.nmra.org/achievement/pdf/2006-golden-spike.pdf>, the PCR Branch Line newsletter, or on the Daylight Division website at <http://www.pcrnmra.org/daylight/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 Chairman who will 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 working on getting our [Golden Spike Awards](#). Please note that I include myself here!

ACHIEVEMENT PROGRAM

I'm happy to announce that the following Daylight members earned Achievement Program Certificates of Accomplishment since the last business meeting:

Chuck Harmon

[Master Builder Cars](#)

Andrew Merriam

[Master Builder Cars](#)

Andrew Merriam

[Master Builder Structures](#)

Both Chuck and Andrew have completed 6 of the 7 certificates needed for MMR. Both are diligently striving to complete their 7th and final certificate.

Also, Giuseppe Aymar, a member of the GEHAMS club in Bakersfield and RED member, has been awarded Master Model Railroader #513 and Coast Division Superintendent Frank Markovich has been awarded MMR #514.

Congratulations to all for your accomplishments.



See what is new on the national web site: www.nmra.org

DAYLIGHT DIVISION
**PAYMASTER
 REPORT**

BY [BOB SEXTON](#)

Checking Account Balance Sheet

Date	Category	Amt	Balance
8/17	Beginning Balance		<u>3758.76</u>
8/17	Meeting Room	-171.32	3587.44
8/17	Postage/Mailings	-219.28	3368.16
8/28	Deposit	252.00	3620.16
9/13	Deposit - PCR-NMRA membership rebate Mar 2013	64.50	3684.66
9/13	Deposit - PCR-NMRA membership Rebate Sep 2013	63.00	3747.66
9/22	Ending Balance		<u>3747.66</u>

Cash Balance Sheet

8/17	Cash On Hand		54.00
8/17	Income Meeting Registration	135.00	189.00
	Income Raffle	37.00	226.00
	Income Auction	51.00	277.00
8/17	Income breakfast pays	218.51	495.51
	Expense breakfast	-218.51	277.00
8/17	August door prize prizes	-25.00	252.00
8/28	Checking Deposit	-252.00	0.00
9/22	Cash Balance		<u>0.00</u>
9/22	Total Cash and Checking		<u>3747.66</u>



MEMBERSHIP REPORT OCTOBER 2013

“OK, SO I’VE JOINED THE NATIONAL MODEL RAILROAD ASSOCIATION. WHAT DO I GET FOR THE DUES I PAY?”

BY [DOUG WAGNER](#)



Most everyone wants to know what they get for paying for something, right? You pay an auto mechanic, and in return, you expect him to repair your car or truck. You pay AT&T, Verizon or T-Mobile, and you expect to get a new phone and the ability to use it. You pay money to go to Disneyland, and you expect to have a good time (Well, most of us do have a good time at Disneyland!). Well, you probably want to know the same thing about your dues to the [NMRA](#)—what bang do I get for my bucks? Hopefully, I can help answer that question in this article.

OK, most of us of have all heard the stock answers when you ask what do I get for joining the NMRA—the comradery of fellow model railroaders, get to attend the meetings and conventions, etc., etc., etc. I also know that not all of you use the internet for one reason or another. If the one reason you don’t do the Internet is because you don’t like it, well the Internet is here to stay—like it or not! But you are really missing out on some great railroading on the Internet—from getting information on a specific railroad or visiting a model railroad layout. And that is where part of the bang for your bucks comes from—the [NMRA](#)’s web site for Members Only.

At the NMRA’s [Members Only](#) site, you can find articles from other NMRA Division and Region newsletters pertaining to anything from how-to articles to model railroading in Afghanistan. You can purchase items such as the really handy track gauge tool, t-shirts, hats, and books, by visiting the [Company Store](#) at the [Members Only](#) site. Need to [renew your NMRA membership](#) or update your contact information? You can do that from the comfort of your lounge chair—no more having to fill out forms and mailing them in. There is promotional material available to help your club promote [National Model Railroad month](#), which is coming up in November. Want to know the latest in what is going on inside the NMRA? That is there, also, with the site [News of the NMRA](#). You can download photos of model railroad layouts to use as a reference photo or wallpaper or screen saver for your computer. Probably one of the most useful items on the [Members Only](#) site is the [Data Sheets](#). One of the benefits of membership in the NMRA is access to the series of Datasheets which have been compiled over the years. The practice was discontinued for some time, but has now been revived, with new datasheets being published in [NMRA Magazine](#) and on the members-only section of the website. If you are looking for standards on a certain item, this would be the place to look—from rolling stock to soldering irons.

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BUILT IN THE DAYLIGHT

DOUG'S LAYOUT ODYSSEY, PART 3

BY DOUG WAGNER

It's been a while since I last wrote an article concerning the Perils of Pauline type adventures I have incurred since starting the construction of my N scale layout, based on the Santa Fe's Porterville-Orosi Branchline. Besides, George Pisching has been bugging me to do an update article concerning my layout, and I hate to see a newsletter editor beg on his knees!

To refresh your memory, all of you have heard the saying, "a layout is NEVER finished." But I had a problem trying to decide what type of layout I was wanting; until I figured out I wanted to do more switching than watch long trains traverse through the scenery - thus, the basis for my branchline layout. Yeah, I'll cheat, and run the Santa Fe's Golden Gate and San Francisco Chief passenger trains and the Santa Fe's Bakersfield-to-Chicago Potato train, the "Spud Express," complete with 50-plus map reefers, over my layout, but I wanted the emphasis to be on switching, because as I've gotten older, the more I have learned to appreciate operations.

One thing I have found as I construct my layout is that you will want to change things on the layout, no matter how much planning you went through to get everything right! I've also found out you can change your strategy in the middle of construction. In my last article, after I had

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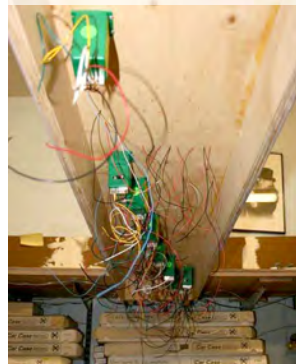
MEMBERSHIP - WHAT DO I GET?

On the Region and Division lever, the Internet can be very useful as far as being able to contact members to keeping you up-to-date about meets and other Division and Region events, conventions, etc.

OK, I've touched upon some pluses to being a member of the [NMRA](#). Will you get a chance to win a million dollars from being a member of the [NMRA](#)—of course not? But if you enjoy model railroading, you can have a blast. From a personal stand-point, I enjoy attending the meets to talk to other modelers about their technique for doing something on their layouts and getting to see other layouts that will hopefully help me in the construction of my layout. I know I mentioned using the Internet several times in explaining what benefits members receive. Do you have to have access to the Internet to receive benefits from the [NMRA](#)? The answer to that question is, no, you don't have to have the Internet to receive your member's benefits—but it does help! You can [give the NMRA a call](#), in Chattanooga, and the staff there will be helpful in answering your questions or other needs. But if you have access to the Internet, you can increase your learning from the thousands—if not millions—of web sites to visit. From model railroad manufacturers to a modeler's personal web site, you can visit several layouts from the comfort of your own home. So, love it or hate it—the Internet can offer a lot as far as model railroading goes. So, give it a try, you might learn to like surfing the web for model railroading ideas, and one of the first sites you can start is by visiting www.NMRA.org, to get you started! But, you can also give them—or me—a phone call, and we'll be more than happy to help you!

Be this guy! After selling some junk on Ebay and better organizing the space below the layout, I was able to have an area, free of clutter, to comfortably work on the Bakersfield Yard to Porterville area.

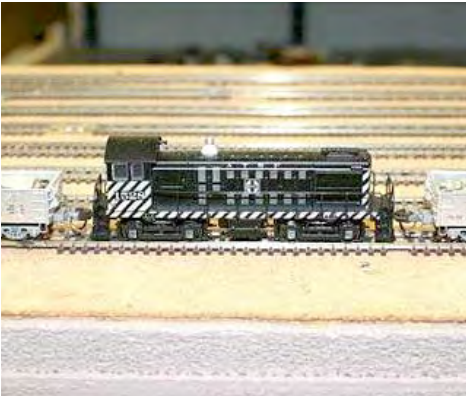
Make your work nice and neat. These are the Tortoise Switch Machines that were first going to be installed on the mainline. With my strategy change of concentrating on the Bakersfield Yard—instead of the mainline—these switch machines were installed for the turnouts in the yard.



Don't be this guy! Too much junk on the layout makes it almost impossible to work on your layout. Maybe selling some junk on Ebay might clear things up!



DOUG'S ODYSSEY, PART 3



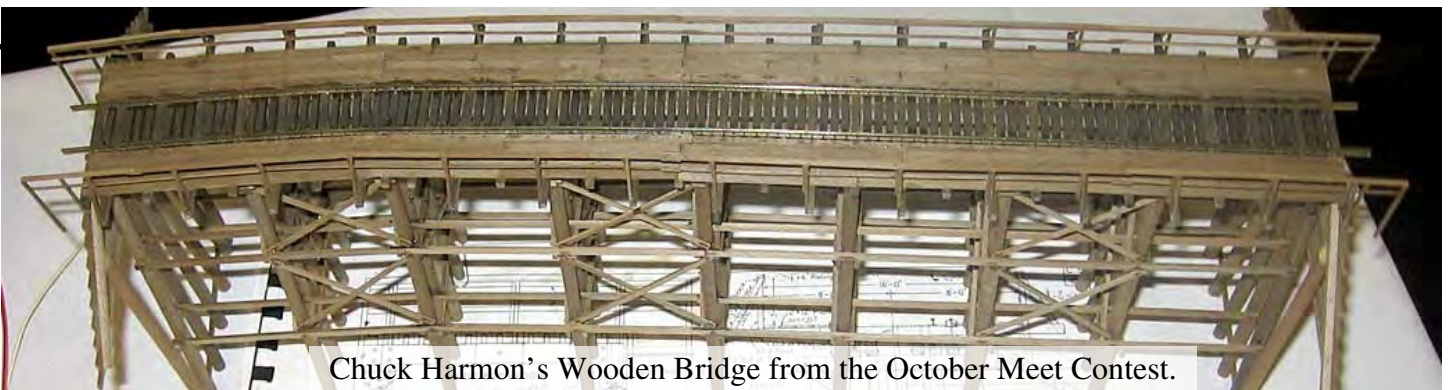
The first train to operate out of the Bakersfield Yard was appropriately a Maintenance of Way train—AKA a track cleaning train.



And even though we may be a little bit too serious when it comes to model railroading, remember to kick back and have some fun—after all,

constructed a peninsula, so that I could have a real working yard, I had laid track for about half of the mainline, with industrial sidings included. My plan was to get the entire mainline in, and then start having fun operating over the layout. Well, you know how much REALITY interferes with your best laid plans of mice and men! With baseball season upon me, in April, I found I was watching more baseball than actually working on the layout. I would cheat the baseball bug by bringing in projects, like structure kits, into my “*Man Cave*,” to work on, so that I could at least say I was doing stuff for my layout. But I wanted to do some work on the layout and to start operating by doing some switching on the layout. So, I developed a plan that would maybe buy me some more time working on my layout, other than putting structure kits together for the layout. The plan was that in the early morning - after my wife went off to work - was to do some work on the layout, then when the baseball games came on - usually around 4:00 PM - I would then work on my structures for the layout. In other words I was developing a time schedule to better organize my time for model railroading. I would put in about an hour each morning actually working on the construction of the layout. So, the strategy change was to look at getting operations going as soon as possible. Not wanting to wait until I had the entire mainline down, I decided to change my emphasis on getting the Bakersfield Yard operational as soon as possible. This way I could at least start making and breaking down trains, and kicking some cars around in the yard. This plan meant I had to reassign the Tortoise Switch Machines that were designated for mainline use, to instead be installed for operating the turnouts in the Bakersfield Yard. And with the yard at least operational, I could start taking locals out and switching out the industries in the town of Porterville, which is the first area of operations after departing the Bakersfield Yard. I will have to start making up some car cards, for waybills, and I’m going to use the system that was introduced to me at a [Daylight Division](#) meet, by a clinic given by Chuck Harmon on the method he uses to move cars around on his Southern Pacific layout. See, there are advantages to attending Division meets!

So, the bottom line is to make your goals so rigid, that you can’t or won’t be flexible enough to make changes on anything - either to the layout or to your strategy - during the construction phase of your layout. The changes that you make might mean that you can start enjoying your layout before you thought you would. The only trouble is, I hope I’m not having too good of a time, not to do some work on the layout!

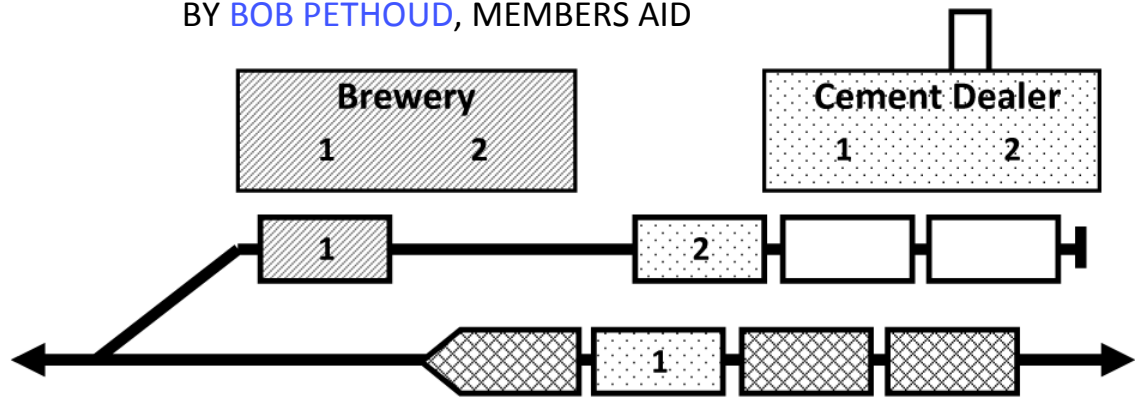


Chuck Harmon’s Wooden Bridge from the October Meet Contest.

THE ANSWERS ARE OUT THERE:

LESS IS MORE

BY BOB PETHOUD, MEMBERS AID



MY SOLUTION:

Uncouple the locomotive and pull ahead past the switchpoints. Back onto the spur, couple to the car at the brewery, and haul it forward onto the main. Back this car onto the train, couple it to the car destined for the cement dealer, and uncouple that cement car from the rest of the train. Pull these two cars forward to clear the switch, and then back onto the spur and couple to the three car string spotted there. Pull all five cars onto the main clear of the switch, back them onto the waiting train, and uncouple just ahead of the two empties. Now pull the three loads past the switch and once again back onto the spur, pushing the car destined to the cement dealer's spot 2 nearly to the end of track. Uncouple that car, then pull forward to leave the other cement car at spot one, and finally respot the brewery car. Now the locomotive is free to return to the train and continue on its way. Who knew a single spur could generate so much operation?]

Use the Division, Region and National Web Sites to get all that you can to be the best Model Railroader you can be!

Yes, what you see above is a switching puzzle, anathema to many modelers. When was the last time you saw one in the hobby magazines? But this one is not the usual "gotcha" type of unrealistic situation requiring a lengthy series of complicated maneuvers. Rather, this one is the ordinary sort of chore faced by train crews daily. There are no worries here about the spur not being long enough, and the main extends for miles in both directions. Also, there are no other trains expected in the next several hours.

Here's the deal: the local freight has just arrived with a hopper of cement to be left at the cement dealer's spot 1. The two empties now at the dealer are to be picked up and the off spot car is to be placed at spot 2 for unloading. The only complication is that the car at the brewery, which has to be moved to gain access to the cement dealer, will need to be replaced at its current location before the freight train may proceed on its way. So, if you were the conductor on this job, how would you do the work? My answer, not guaranteed to be the optimal solution, appears at the end of this column.

I present this puzzle because I get a kick out of this type of activity. I used to think that I am just weird (Pipe down, George), but I've discovered that many people—model railroaders and non-hobbyists alike—share my penchant. There is a visceral satisfaction which comes from successfully completing the assigned pick ups and set outs. In fact, my primary motivation for building Fall Creek Branch, my portable switching layout, is to promote and share this joy of peddler freight switching.

That layout and this column's puzzle also demonstrate a "less is more" philosophy which posits that challenging and satisfying operation can be achieved with minimal trackage: my layout uses a total of six turnouts and this puzzle employs just one. In truth, one could create a series of very engaging puzzles to be solved on a railroad with but a single turnout. This is great news for model railroaders who have small spaces for layouts, but also can enable the owner of an empty aircraft hangar to design an enormous pike which is both fun to operate and easy to maintain.

As always, you can reach me at pethoud@comcast.net.

UPDATES

DAYLIGHT DIRECTOR NOMINATIONS OPEN!

Paul Deis has announced that he will not be seeking a second term as Director. Nominations for Daylight Division Director are now being accepted.

Duties of the Director are:

1. Attend all PCR Board of Directors meetings, held two times each year in October and April, usually at the convention hotel.
2. Conveying and presenting the wishes of the Division members at PCR Board of Directors meetings.
3. Report to the members on matters affecting the Division.
4. Assist the Superintendent when requested to do so.
5. E-mail access is required.

Nominations may be submitted to Bill Kaufman, Nominations Committee Chairman, at Bill@statebelt.org. Nominees must consent to being nominated. The deadline for submitting nominations is November 30, 2013.

Nominees must submit a candidate statement by December 10, 2013 to be published in the 1st Quarter 2014 issue of the PCR Branch Line newsletter, which will include the ballot and be mailed to all PCR members.

The elected Director will take office at the April 30, 2014, Board of Directors meeting in San Luis Obispo as the first item of new business.

- Submitted by [Dave Grenier](#), 10/24/13

Layout Tour and Open House Coming Soon

The fifth installment of the Division's Annual Layout Tour and Open House in the Fresno/Clovis area will be Saturday, December 7, 2013. Gary Saxton is coordinating the event. We typically have 8 to 10 layouts open for your viewing pleasure.

This event is open to the public, so bring your friends and relatives. Layout description and driving directions will be published soon and available from links on the Daylight Division website, www.pcrnmra.org/daylight, and on the PCR Master Calendar, www.pcrnmra.org/pcr/calendar/mastercalendar.htm.

- Submitted by [Dave Grenier](#), 10/24/13