



The Daylight Observation

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Daylight Division

The Fall 2015 Event (Meeting)

By Bruce Morden

The Fall (4th Qtr) Daylight Division meeting is on November 7, 2015. It will be held at Gary Siegel's home in glorious Santa Barbara. We have a good program set for you to operate on both of Gary's wonderful layouts. Registration begins at 9AM with refreshments and contest entries.



This meeting's contest categories are: Models; Displays; *and* Photos: Model Color. Be sure to bring your models and photos. There will also be time to wander around Gary's indoor HO scale Louisville & Nashville RR, Eastern Kentucky Division layout.

<http://www.pbase.com/rbarnes11/lnekdiv>

or you can meander under the redwood trees around his outdoor 1:32 scale Southern Pacific Santa Cruz Division.

The first clinic will begin shortly after a welcome at 10:00am. Joe Heumphreus will be talking to us about the use of sectional track on layouts. The second clinic will be on "Interactive Timetable and Train Order Operation." This is a hands-on clinic utilizing Gary's large scale outdoor layout. Everyone will participate as we run 6 or 7 trains including scheduled freight and passenger along with extra trains. We will have station operators to convey train orders to the train crews. All will be explained.

The business meeting will follow the clinics. Just before lunch we will engage in our usually exciting white elephant auction. Bring some items to auction off. Wrap them in newspaper [remember that?] and let the bidding begin. All proceeds go to support the Daylight Division. Lunch will be available on site at minimal cost.

Following lunch we will have an opportunity to bring the HO Scale L&N Eastern Kentucky Division to life. We will run freight, passenger and local trains with a dispatcher, two man crews, yard jobs, and a chance for some photos of train action in Eastern Kentucky. Locomotives are all DCC. FRS radios are used for dispatcher communications. We will have experienced operators on hand to assist so even if you have never operated we will make it easy. There will not be a layout tour associated with this meet so stay and enjoy Gary's two wonderful layouts.

Continued on Next Page

Go to the Division Web Site at:
www.pcrnmra.org/daylight



Stay in touch with your hobby
and Daylight Division. Go to
www.pcrnmra.org/daylight/

Send your ideas and stories and
photos of your rail fanning and
of your model railroad. We are
always looking for the next
great story and photo.

Daylight Call Board

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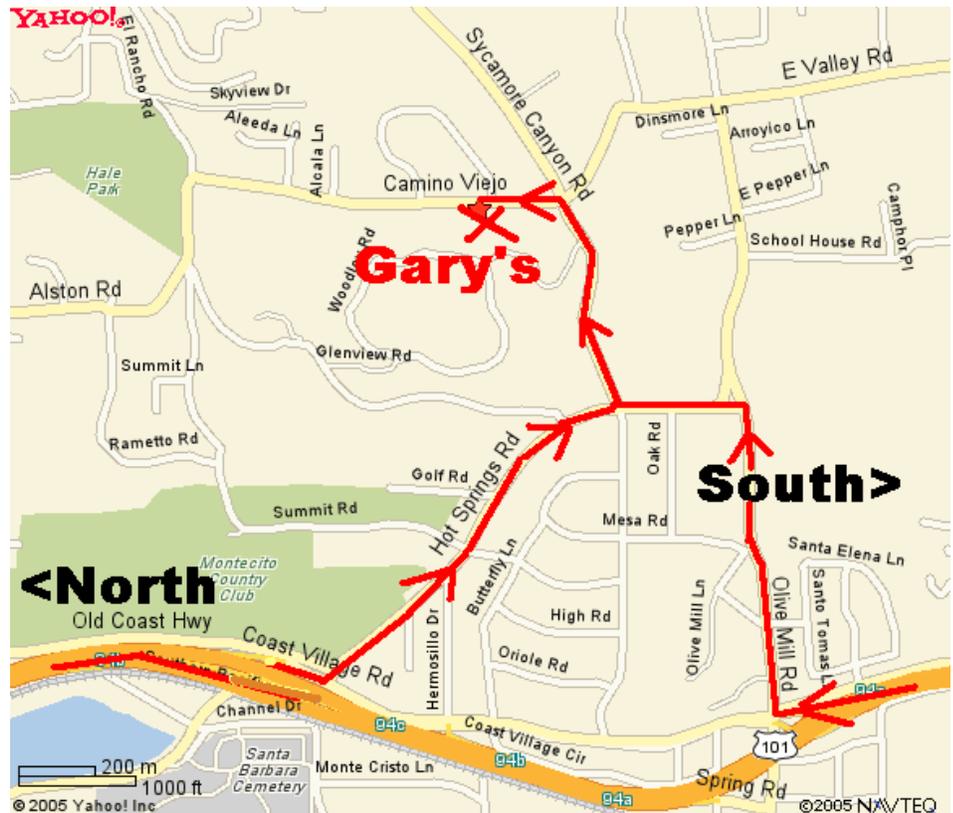
Support our State Parks ...



The 'Polar Express' comes to Railtown 1897

Fall Meet in Santa Barbara

Gary Siegel, 1143 Camino Viejo, Santa Barbara 805-969-7687



Director's Report

What is happening in the PCR

By Dave Grenier, Director, PCR Daylight Division

Greetings from Clovis!

Next year's PCR convention in Modesto, *Taking it to the Streets*, April 20-24, 2016, is drawing ever closer. Have you registered yet? If not, you can register online at the convention website: www.pcrnmra.org/conv2016/

The convention committee is hard at work planning for activities at Railtown 1897 in Jamestown and the M&ET, Modesto's own local shortline.

Here are the highlights from the last Board meeting held October 10th in Modesto. I could not attend due to a conflict with my 50-year high school reunion, but Chuck Harmon had my proxy to vote and took great notes for me. I owe a big thanks to Chuck!

- Discussions continued for a joint PCR/PSR convention in the Bakersfield area in the fall of 2017. Although 2017 is the new rotation year for Daylight to host the PCR convention, it would likely be hosted by the PCR, instead of Daylight. There was also discussion about the 2019 convention, the PCR's 75th anniversary, being held jointly with PSR.

Continued on Page 4.

Coming Attractions

For more information on a specific activity go to the PCR web page. www.pcrnmra.org/

October 24, 2015 - 7 am to 4 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion, 6503 Katherine Road, Simi Valley, CA.

October 24 & 25, 2015 - 10 am to 5 pm, Fall Train Show, [Black Diamond Lines Model Railroad Club](#), 425 Fulton Shipyard Rd, Antioch, CA.

October 27, 2015 - 7:30 pm to 9:00 pm [San Leandro Historical Railway Society](#), Halloween Open House, 1302 Orchard Ave (in Thrasher Park), San Leandro.

October 30, 2015 - 8 pm to 10 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek.

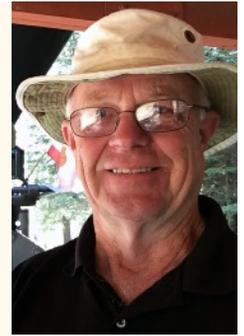
October 31 & November 1, 2015 - 10 am to 5 pm, Fall Train Show, [Black Diamond Lines Model Railroad Club](#), 425 Fulton Shipyard Rd, Antioch, CA.

November 6 - 8, 2015 - Northern Nevada Model Railroad Tour, presented by [PCR Sierra Division](#)

November 7, 2015 - Saturday: 9 am to 5 pm, Daylight Division Meet at Santa Barbara.

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Daylight Division Superintendent **Dark Territory** By Neil Fernbaugh



The more I think about it, “Dark Territory” is still a pretty good description of how the Daylight Division operates. The NMRA Divisions are pretty much “Branch lines,” and our operations are akin to “peddler freights” and a lot of running dark. But “running dark” means that we don’t get a whole lot of flak from the top brass, and as long as we deliver the goods, we’re ok. We’ve reduced our business meeting down to a few minutes in the middle of clinics, sharing ideas, and socializing, and I’ve gotten a lot of positive feedback about the pace of things.

Our August first meet was co-sponsored by the San Luis Obispo Model Railroad Association and the Oceano Depot Association. We owe special thanks to George Gibson for organizing and leading the event. Joining with the Depot and SLOMR gave us a chance to meet some new faces and enjoy the ambiance of the depot. 38 members and friends joined with us.

Thanks to SLOMRA and their connections at Athearn, our raffle included a grand prize of a DCC and sound equipped SP F7P that Bruce Morden walked away with. Athearn also donated a 50’ box car and a lighted caboose for the raffle as well. Jeff and Heather Parker of Central Valley Model Works donated a \$100 dollar gift certificate for their products, and Anita from Central Coast Trains donated a \$40 and a \$20 dollar gift certificate as well. So several of our members left with a lot more than they came in with.

For the first time in a long time our clinics were focused on the electronics side of our hobby, with SLOMRA President Phil Lawyer presented the first clinic on voltage loss and power protection for layouts and modules, and George Gibson followed up with a workshop on how to install flicker free lighting in passenger cars and cabooses.

After a great lunch provided by the Oceano Depot and a short meeting we were off to visit layouts. The first stop was a visit to Central Valley Model Works and their Northern Pacific layout. Jeff & Heather have recently released a super detailed 200’ double track truss bridge (two of which I hope to have spanning the door to my new layout room). Check out their ads, and support their great efforts.

Our second stop was at the San Luis Railroad Museum to see the Central Coast Model Railroad layout that has grown far beyond the bench work in an extremely short period of time. John Marchetti and Andrew Merriam, along with many others are creating a real showpiece layout featuring major scenes along the SP coastline.

Then it was off north on 101 to Atascadero to visit Central Coast Trains and Bill Obermeyer’s layout. For those of you that don’t know, CCT is the only railroad hobby shop between LA and the bay area, and probably

Continued on Next Page

Coming Attractions

November 7 & 8, 2015 - Saturday: 10 am to 5 pm; Sunday: 10 am to 4 pm, Fall Train Show and Open House, [South Bay Historical Railroad Society](#), Santa Clara [Caltrain](#) Station, Santa Clara, CA. (408) 243-3969.

November 7 & 8, 14 & 15, 2015 - Saturday 1–5 pm and 7–9 pm; Sunday 1–5 pm, 75th Anniversary Open House, [Pasadena Model Railroad Club](#), 5458 Alhambra Ave, Los Angeles, CA.

November 8, 2015 - 12 to 3 pm, [San Leandro Historical Railway Society](#), Ed Van Pelt Train Tribute, 1302 Orchard Ave (in Thrasher Park), San Leandro, CA.

November 14 & 15, 2015 - Saturday 10 am to 5 pm, Sunday 10 am to 4 pm, [39th Annual International Railfair](#) Model Railroad Show, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA.

November 14 & 15, 2015 - Saturday: 1–6 pm; Sunday: 1–5 pm, Open House, [Sacramento Model Railroad Historical Society](#), 1990 Grand Ave., Sacramento, CA.

November 14 & 15, 2015 - Saturday 10 am to 5 pm, Sunday 10 am to 4 pm, Autumn Model Train Show, [Tehachapi Loop Railroad Club](#), West Park at the Tehachapi Recreation and Park District, 410 West "D" Street (off Mill Street), Tehachapi, CA.

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Dark Territory

the only “brick and mortar” store that is expanding. Just peeking through the door to the new area, it looks like they will double in size.

I didn’t meet Bill Obermeyer until a year ago or so, but what he has created in the last year or two is already turned into a classic layout. AS with many others of us, he features the SP and ATSF, and jammed together an incredible amount of detail into his 24’ x 17 layout. AS a citrus grower and modeler, I was pleased to see the orange industry prominently featured, and I was amazed at how well he blended the Backdrop Warehouse photo murals into his scenes. You’d never know you weren’t in the Sierra Foothills.

If you weren’t able to join us at the Oceano Depot, I hope you’ll make the trek to Santa Barbara. Gary Siegel has been a wonderful host to us and both his HO and outdoor layouts will be available for your enjoyment. Clinics are being planned, and Bob Sexton was kind enough to repair and improve my old John Allen designed Timesaver switching layout. We are looking for experienced switchmen who can demonstrate how to master this RR puzzle, and if any others of you have another timesaver module you can cart with you, bring it along as well. Of course there will probably be more than enough of a challenge on Gary’s layouts.

I will be sending out a draft of our 501c3 bylaws in the near future, so if you are interested in contributing to that discussion, please email me at marmot47@sbcglobal.net if you want to be involved.

IN the meantime, get to work on a diorama and/or color model photo to share in Santa Barbara. Thanks, *Neil*

Welcome out New Member to the Daylight Division.

He is Robert Woolard, bwoolard@gmail.com from Yosemite, CA

Director’s Report - October

- Speaking of “a new rotation year”, it was accepted that the convention rotation schedule be revised to Daylight (2017), RED (2018), Sierra (2019), Coast (2020), and so on. This change was made to give Coast some relief from hosting the convention every other year.
- The PCR logo is undergoing revision and may include elements of each Division in the design. If anyone has an idea of how best to represent the Daylight Division, let me know and I’ll send it to the committee.
- The PCR has all new officers this year, the first time since 1957.
- The following PCR positions need to be filled: By-Laws & Manual of Operations Chair, Audit Committee Chair, Storekeeper, Membership Promotion Chair, and Education Committee Chair. Contact Ed Merrin, PCR President, if you are interested in filling any of the positions.

Until next time, may all your balls be high. *Dave Grenier*

Coming Attractions

November 14 & 15, 2015 -

11 am to 4 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

November 20 - 22, 2015 -

Friday: 8 am to 10 pm, Saturday & Sunday: 11 am to 6 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 21 & 22, 2015 -

10 am to 4 pm, The Great Train Expo, Alameda County Fairgrounds, Pleasanton, CA.

November 27 - 29, 2015 -

Friday: 2 to 10 pm, Saturday & Sunday: 11 am to 6 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

December 4 - 6, 2015 -

Friday: 7-9 pm, Saturday & Sunday: 10 am to 4 pm, Model Railroad Open House, Lompoc Valley Model Railroad and Historical Society, 428 North I Street, Lompoc, CA. (southeast of Vandenberg Air Force Base in Daylight Division)

December 5 & 6, 2015 - 10 am to 4 pm, San Leandro Historical Railway Society, Winter 2015 Open House & Train Show, 1302 Orchard Ave (in Thrasher Park), San Leandro

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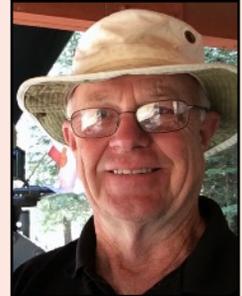
Learned in the Daylight

It's Good and It's Yours for Free –

Online Modeling Information and Clinics

By Neil Fernbaugh

Only a very small portion of our membership join us for more than one meet per year, and an even smaller group is able to travel to our Regional and NMRA conventions. When I rejoined the hobby a few years ago I was desperate to catch up and decided that the clinics, workshops, and layout visits that were offered at all the meets and conventions were really worth my time. As a newbie, I was lucky enough to attend both the Anaheim and Sacramento national conventions, and since my daughter lives only a couple of hours from Portland, I'm really looking forward to one last convention before the future conventions move out of my price range and travel opportunities.



I can't tell you how much the meets and conventions have helped my modeling and planning for my layout construction, and buoyed my enthusiasm during frustrating hours at my modeling bench. I know there are a number of reasons why our members don't attend our gatherings around the division. We all have active lives, love working on our own layouts and projects, and between grandkids and work, Daylight Division Meets, especially ones that are a three or four hour drive, just don't fit in. If you haven't come around lately, though, please do give it a try.

In the meantime, between the NMRA and a number of manufacturers and master modelers, there's enough out there to keep you online far more than you know.

How many of you have registered for the new NMRA website? If you are a current member, all you need is the email address that the NMRA has on file in your membership record. Go to our website, <http://www.nmra.org/members> --- sign in is fast. Once you're registered, sign in and start to explore. Scroll down the page to Clinics and you'll find a number of national convention clinics have been videotaped. Look through the list and see what's there. Whether it's President Charlie Getz talking about advanced techniques for laser kit assembly, or Jack Burgess discussing tips and techniques for resin kits, you'll probably find something worth an hour of your time.

Look too at the website section called Data sheets. Need to know the standard width for highways and roads?, or how to use capacitors?, or how to design a freight terminal? Just scroll through the list, you may not need any of it now, but it's there for your convenience, and again, it's free.

Don't forget to look at the regional websites as well. Our own region, for example, has a number of handouts, presentations and website references for many of its recent clinics.

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Coming Attractions

December 5 & 6, 2015 -

11 am to 4 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

December 6, 2015 -

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

December 25, 2015 – Enjoy!

January 9 & 10, 2016 -

10 am to 4 pm, Great Train Show, Craneway Pavilion, 1414 Harbour Way South, Marina District, Richmond, CA.

January 29 to 31, 2016 -

Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design and Operations Special Interest Groups. Check back for more information in late September to mid-October 2015.

Keep current on what is happening in the PCR and the Daylight Division by visiting the PCR and Daylight Web Sits regularly.

The most up to date information and notices are there.

www.pcrnmra.org and www.pcrnmra.org/daylight

A lot of manufactures have helpful hints on their websites as well. One of my favorites is Jimmy Simmons Monster Model Works (<http://monstermodelworks.com/>), but under “Jimmy’s Tips” on the website you’ll find some great and easy to learn tips on making your structures more realistic and unique. He has another section on “Product How-to’s” that you’ll probably find useful as well.

I suppose the list goes on forever. For me, both the Southern Pacific and Santa Fe Historical societies have provided me with lots of info and inspiration. While much information requires membership, their homepages list a lot of resources and websites to help you along.

Southern Pacific Historical and Technical Society
(<http://www.sphts.org/index.php>)

Santa Fe Railway Historical and Modeling Society
(<http://www.atsfr.com/>)

If you have time, you might share with our readership some of your own favorite sources of information. If you do, please pass them on to Chuck Harmon or George Pisching through their emails on our Daylight Division website.

National Convention Trip

Traveling Home from Portland

By George Pisching

The great adventure of the National MR Convention was over and the recovery time on the trip home courtesy of AMTRAK's Starlight Train. My wife and I met many conventioners on the train both ways. I made it quite pleasant and the sights along the Shasta Route were spectacular as always. The only compromise was passing through Cantara Loop and Dunsmier were at 2 am, so I didn't get any pictures. At night though Dunsmier looked like it was 1935 - who said time travel hasn't happened yet?

The pictures I took on the return trip were primarily for the area foliage and atmosphere. Fog and light rain caught us in the mountains and brought on a primeval sensation as the light dwindled. Gave me some pretty neat photos for my mountain layout plans. Here and on page 17 are some of the photos of the flat lands (for the clouds) and then some mountain shots. Anyone else have some photo stories to share. Send your stuff to the editor gmpisching@netzero.com .

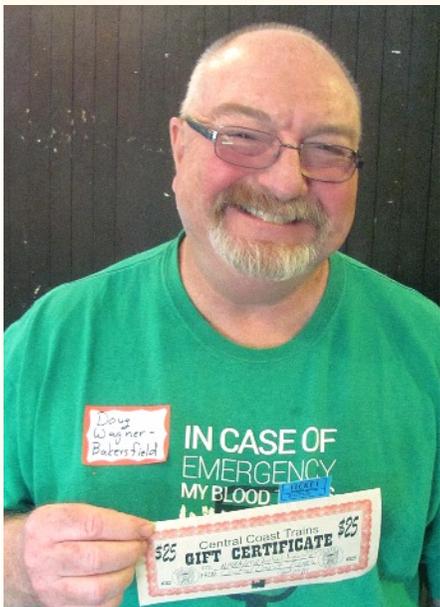
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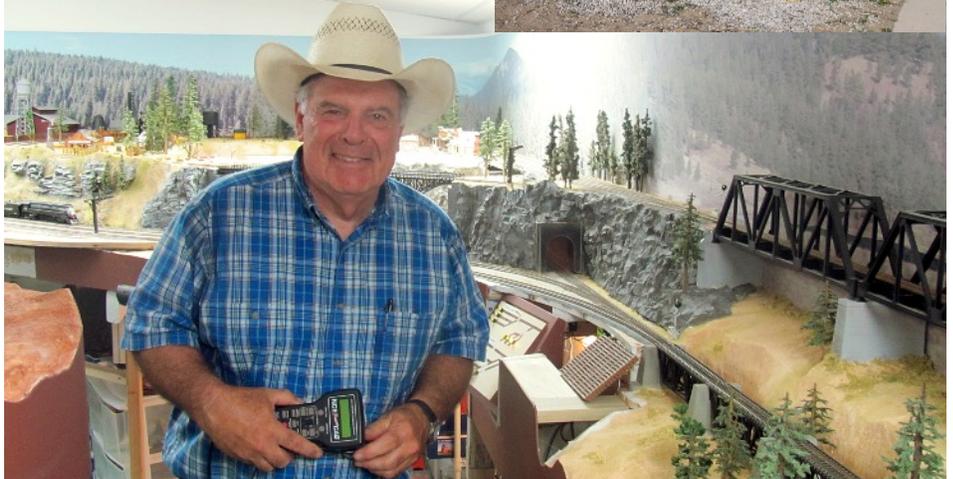
Oceano Prize Winners

- 1 - Larry Orr \$40.
- 2 - Mike Mikens \$100.
- 3 - Doug Wagner \$25.



Summer Event *Oceano Meet* *August 1st*

Event was hosted by the Oceano Depot Railroad Club. During the CRRF activities.

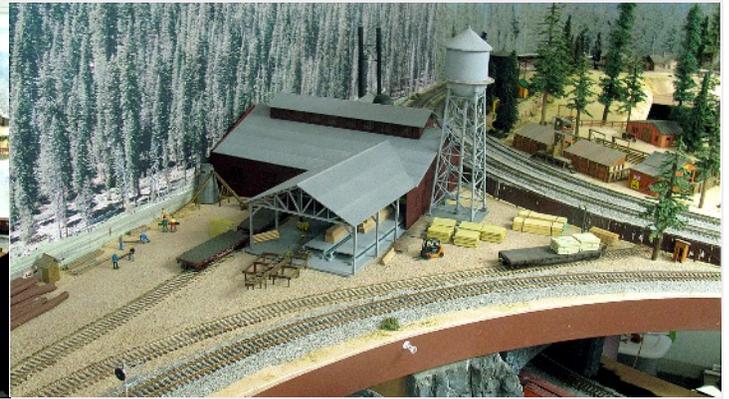
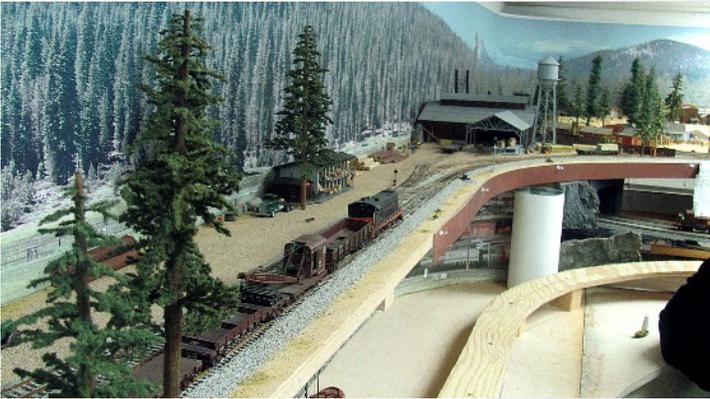
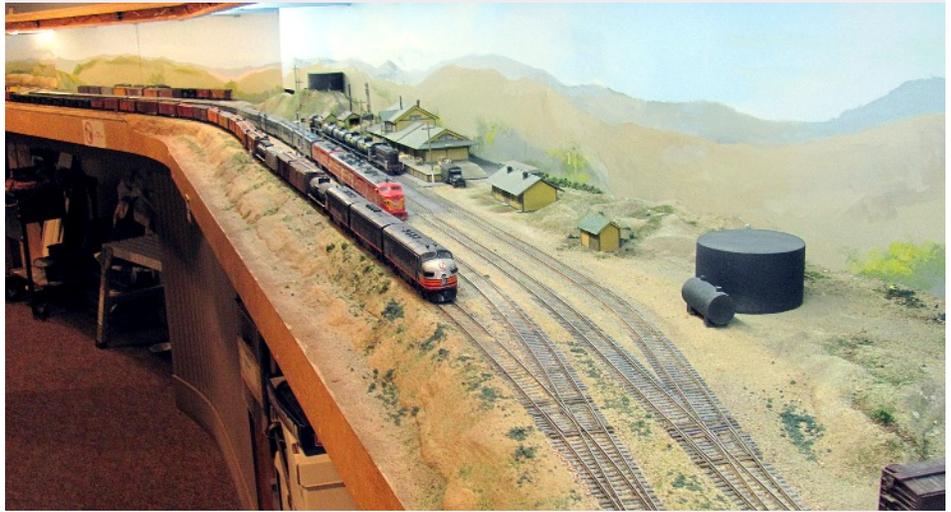
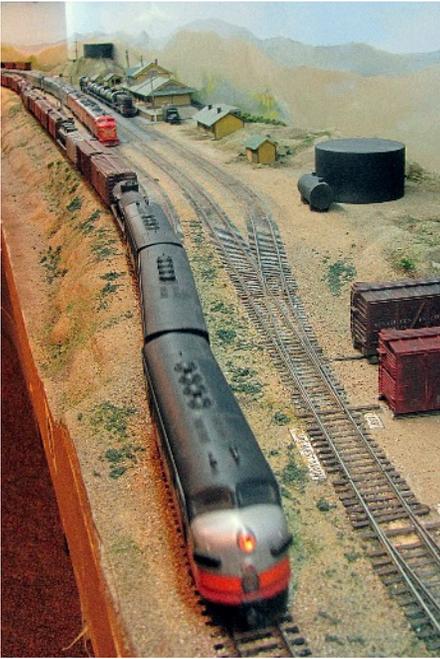


Bill Obermeyer opened his fabulous layout for our enjoyment. We thank you for your hospitality. Thanks Bill.

← Looks like Doug and Dan are trying to figure out how to get this layout home...



Daylight Division
Summer Meet at Oceano





Letters to the Editor:

On the Daylight Division Oceano Meet, Thank You.

Mon Aug 3, 2015 6:33 pm (PDT)
Posted by: [choochoodoug](#)

(ref. Oceano Meet Aug 1 CCRRF)

I know it is a lot of work to put these things on and I just want to say thank you big time for the efforts, I had a great time and thank all of you for stopping by to see my first layout. It will also be the last as am satisfied with everything. Anytime any of you are out on the 101 going by give me a call and you can run trains for a bit, anyone is always welcome so let people know.

Best regards, Bill Obermeyer,
805-835-5999

George (Editor),

Great issue full of interesting information! You do a wonderful job of pulling everything together!

I'm always pleased when I see the announcement of the next issue!

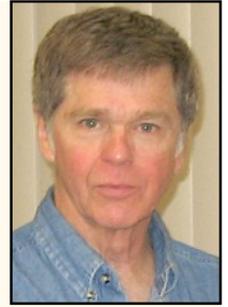
Thanks for all your work in getting it done!

Ed Liesse

I humbly say Thank You for your comments. The Editor.

Daylight Division Contest Report

by Chuck Harmon, MMR,
Daylight Division Contest Chairman



Our Summer Daylight Event held at the Oceano Depot on August first saw a number of contest entries.

This quarter's category for Favorite Model was Structures. George Gibson won first place with his Moscone Building model and Neil Fernbaugh took second place with his REA Building model. George also captured third place with his model of a Bakery. The Favorite Photo category was Model, Black & White, but there were no entries submitted.

The categories for the Fall Event at Santa Barbara on November 7 will be for Favorite Model Displays and Favorite Model Photos in Color.

As always, models of any category may be brought for AP judging. We also welcome non-competing display only models.

Thanks to everyone who participated in the model contest. The model displays generate a lot of interest at Daylight Division Events. Please feel welcome to join in.



A



B

A - The contest table was a popular attraction at Oceano.

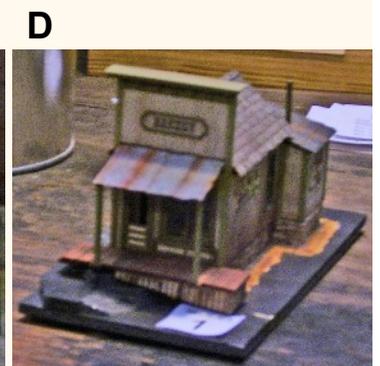
B - First Place, Moscone Building by George Gibson.

C - Second Place, REA Building by Neil Fernbaugh.

D - Third Place, Bakery by George Gibson.



C



D

How desirable is wider yard (more than 2") track spacing for operations?

Fri, 2013-10-11 — **Share This**

To keep this initial post short, I'll just give a brief description:

I've been thinking about a yard for a while (about 10 years), since I learned it was more than just a place to store trains. It can involve a lot of switching and interesting operations.

Fri, 2013-10-11 — **The details:**

It will be for my home and also Free-Mo, so duties will differ somewhat depending on where the yard is set up. First of all, this is HO scale. At home, it will be used opposite my other module set (Wooster) to provide a second operator jobs while Wooster is switched. At Free Mo setups, it will be a general yard with a branch line (and a few yard tracks that could be dedicated for the branch), as well as some service/turning facilities. After my first op session in many years, while working on other yards incorporated into the Free Mo setup, I noticed reading car numbers was kind of tough with what appeared to be 2" spacing.

What do you regular operators think about 2" spacing in yards, is it really a pain to work, or is it just one of those things you get used to? I've been thinking I should sacrifice 2 yard tracks (about 10 ft minimum each)

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Achievement Program Model Railroad Engineer - Electrical

By Dave Grenier



In this installment, we will review the requirements for the Model Railroad Engineer – Electrical certificate. While the requirements for this certificate may seem long and daunting, they really aren't. It just seems that way because there are so many options for you to choose from.

As is true with many of the AP certificates, don't read more into the requirements and make them more difficult than they are. Commercial products may be used throughout, unless noted otherwise. You may build some things from scratch only if you chose to, but it is not necessary to complete the requirements for the certificate.

There is no requirement for Merit Judging in this certificate. The presence and operation of the required features must be verified by a witness (the Division AP Manager or their designee) on the Record and Validation Form, but they do not have to be judged and achieve a minimum score.

You don't have to do all the work on a single layout – you can do some on your own layout, your club's layout, and some on a garden railroad. For fans of three-rail or overhead wire layouts out there, the work on your layouts may also be considered for ALL aspects of the Achievement Program.

The first requirement is to construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system capable of simultaneous and independent control of two mainline trains in both directions, and containing at least:

Five electrical blocks (for conventional DC) or sufficient gaps and switches to maintain polarity and troubleshooting (for DCC).

One mainline passing siding.

One reversing loop, wye, turntable, or transfer table.

One yard with at least three tracks and a switching lead independent of the mainline.

Facilities for storing at least two unused units of motive power.

One power supply with protective devices (short indicator or circuit breaker) to ensure safe operation. You don't have to build this yourself; you just have to have one. You can use a commercial power supply that has these features, modify a commercial system to add these features, or even build it yourself IF you know what you're doing.

The second requirement is to wire and demonstrate the electrical operation of at least three of the following items:

Continued on Next Page

Track Spacing

in order to have 3" spacing to make yard work easier. I am pretty much a lone wolf, except during Free Mo setups, so I'm the one that will have to deal with it the most. At home, the yard will be staging/fiddle as well as some loco storage/layover, late 60's era with auto racks and hi cubes in the mix. Mainly it will feed the industries in Wooster, and probably make/break trains for through and other trains, and passenger too (to dabble in passenger switching, and accommodate passenger fans during Free Mo).

It will be very loosely based on the Deepwater, WV. A yard I saw in a C&O Historical Magazine and it fit my needs pretty well. Prototype ops will not be strictly adhered to, but I think Free Mo should model a prototype location if possible, so that's my inspiration. With that said, what would you design, 5 tracks at 3" spacing (easy to operate), or 7 tracks at 2" spacing (more prototypical spacing).

I've been researching on the internet for about 10 years (when I can't build, I research), and found just about every yard design. I'm looking for operators' thoughts (and especially experiences) on yard track spacing.

The curved tracks will be a 3 track, 180 degree curved module set (next on my list of things to do). The two 1 to 3 track modules can go either directly on the yard (for a compact space), or more likely to the 3 track curved modules to provide a longer yard lead.

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Electrical Engineer

TurnoutCrossingCrossoverDouble crossover
Slip switch (single or double)Gauge separation turnout
Double junction turnout Three way turnoutGauntlet turnout
Spring switchOperating switch in overhead wire

Commercial products **are** allowed on all of these. However, if you build them yourself, you can also use them to satisfy the requirements of the Model Railroad Engineer – Civil AP certificate. A “Two-fer!”

The third requirement is to wire and demonstrate the electrical operation of at least three of the following items:

- Electrical turnout position indication on a control panel for at least four turnouts.
- Track occupancy indication on a control panel or at track side for at least five blocks.
- Cab control, making provision for connection of at least two power supplies to a minimum of five blocks as the train progresses.
- Engine terminal, including an electrically powered turntable or transfer table, with at least a total of 5 tracks to store unused locomotives.
- Two turnout junctions with interlocking and signals to prevent a train from going through a turnout set against it.
- High frequency lighting (a.k.a. Constant lighting).
- Electronic throttle with inertia and braking systems.
- Grade crossing with actuated warning indication.
- Two-way blocking signaling with train detection for at least five blocks.
- Operating overhead wire or catenary.
- Installation of advanced electronic or computer control system.
- Design, installation, and operation of animated mechanical and/or electrical displays.
- Design, installation, and operation of mechanical and/or electrical layout displays.
- Installation of a command control receiver, requiring modification of device's wiring. (Installing a plug-equipped device into a pre-wired socket is not sufficient).
- Installation of a command control throttle buss line around a layout capable of handling at least two throttles at three or more separate locations.
- Commercially assembled complete units are **not** acceptable in the following items:

Continued on Next Page

Track Spacing

The 4ft crossover module on the left side is needed only for giving the yard access to either main (white crossovers are where I think they will be, but they can be moved if it enhances operation).

The turntable might be a rotating piece of scenery that will swing out over the edge of the module if it is needed to turn a loco (I model 60's diesels, but Free Mo guys might have a steamer to turn).

"A" is where I think a passenger station will go, along with a freight house and possible layover track for passenger equipment (to enhance Free Mo ops). "B" is a possible location for more tracks for RIP, loco storage, industry, etc. "C" is alternate location for freight house or other industry. "D" is where additional modules can go to lengthen (or possibly curve) the yard. "E" is one on the 180 degree modules (about 4ft radius). "F" and "G" will be mirror images, one #6, one #8 or #10 (to accommodate long locos). "H" is where the branch starts, it can fit a standard Free Mo even though one side will only be 6" (it has to fit in my Focus Station Wagon).

The existing Wooster modules will be directly across from the yard, with about 6 foot of space in between the two.

"yard track spacing"

Fri, 2013-10-11 —

I'd go by how the yard was to fit into the layout. If it was to have scenery and be part of the modeled scene I'd use spacing

Continued on Next Page

Electrical Engineer

- Construction and installation of a sound system (This does not have to be an on-board system; it could be an under layout system).
- Construction and installation of a signaling system.
- Development and installation of a CTC system.
- Installation and operation of an on-board video system.
- Computer generated block detection information.
- Hardwired or stored control program (computer) for layout operation.
- Development and demonstration of a computer-to-railroad interface.
- Other, including flashing warning lights on locomotives or end-of-train devices on cabooses.

The fourth requirement is to prepare a schematic drawing of the propulsion circuitry of the model railroad used to satisfy the first requirement, showing the gaps, blocks, feeders, speed and direction control, electrical switches, and power supplies. You do not have to show the turnout control, signaling, or structure lighting wiring on this drawing.

The fifth requirement is to prepare schematic drawings identifying the wiring and components of the six items used to satisfy the second and third requirements. This should be separate from the propulsion circuitry schematic for the fourth requirement.

After completing the above five requirements, submit a completed Statement of Qualification, including the track plan, description of each of the features used, including construction methods and commercial products used to satisfy the requirements, the signed Record & Validation Form, along with a copy of your NMRA membership card, to the Daylight Division AP Manager, Dave Grenier. Dave will review your submission then forward it to Jack Burgess, PCR AP Manager.

The full requirements for this category are available on the NMRA website at <http://www.nmra.org/electrical>. You can also get a copy of the requirements by contacting me, either by phone, e-mail, or letter. Also look at the *Scale Rails*, August 2008 issue, page 10, for a very informative article, complete with drawings and samples of what it takes to earn this certificate.

If you have any questions or want to learn more about the Achievement Program or Golden Spike Award, call me at (559) 297-1345 or e-mail me at grenida@pacbell.net

Next installment: Model Railroad Engineer – Chief Dispatcher



National Model Railroad Association. www.nmra.org

Track Spacing

appropriate to the prototype to make it more realistic. If it was strictly a hidden staging yard I'd go with how many cars or trains it needs to hold and how much length and width I have to work with and space the tracks as needed for the task with wider being better when possible.

If one has plenty of yard capacity closely spaced tracks are not much of a problem as cars can be staggered on adjacent tracks so often there is nothing beside the car being uncoupled. You probably need to do some math on car capacity needed versus space to get a final best answer.
Dave Branum

Two Inches is Fine

Fri, 2013-10-11 —

I use 2" spacing for yard tracks in HO, have operated on many other layouts with the same, and it poses no problems.

You wonder about wider spacing making the yard easier to work, but that assumes you actually need to see reporting marks. If the paperwork in is order, it tells you all you need to know about what's in a track. If you need to know where boxcar UP 167508 is, you look at the paperwork. Once you get used to this, you probably won't find yourself looking into the yard for cars.

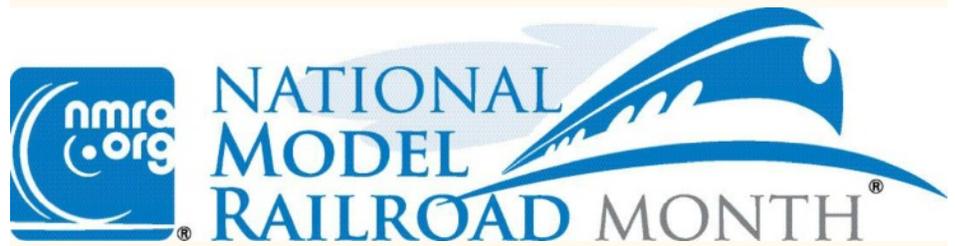
Assuming your track is installed and tuned well, along with your equipment, a derailment shouldn't occur in the middle of the closely spaced yard tracks, so wider spacing for finger clearance isn't needed either.

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Activity in the Daylight

National Model Railroad Month

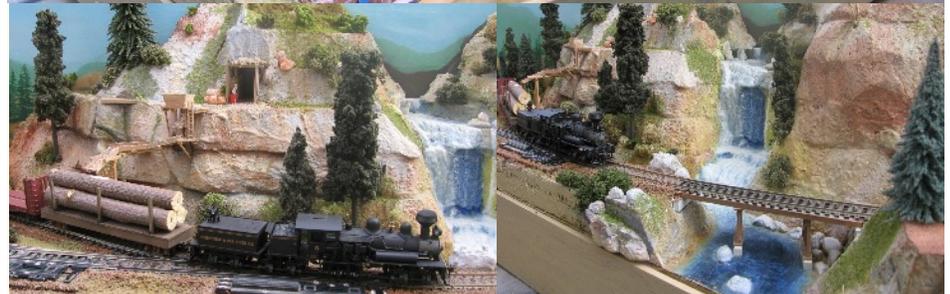
By George Pisching



November is National Model Railroad Month.

What are you doing to promote your hobby to others? I have built two portable display layouts that I use for promotional activities or events.

The first one is much more complete (aka., Older) and is a logging camp with a nondescript saw mill. It is freelanced based on some Sugar Pine Lumber Company information I gleaned from books.



Track Spacing

With the aesthetic compromise you'll have with wider spacing, and the attendant loss of two yard tracks, I'd say there's a high likelihood you'll regret going with the 3" centers over time. As you become a more experienced operator, you will tend to look into the tracks less and less anyway.

One thing you could try is to build the yard with 7 tracks, and use 5 initially, alternating between occupied tracks and not where possible. That will get you used to running the yard while still having some extra space to see reporting marks, but still give you the more prototypical look and extra capacity for when you decide to take advantage of it.

Rob Spangler

“My Two cents”

Fri, 2013-10-11 —

While reading your post 3" strikes me as being pretty far apart. I realize that some prototypes had tracks spaced 22 feet apart, but still that leaves over an inch between cars. Once again that was just my immediate thought.

I have to agree with Dave Branum's comments to use spacing that is appropriate to the prototype unless it is strictly staging. Even then, in staging I would only use 2 1/2" spacing. That way you only sacrifice one track vice two.

I have found that the best way to read car numbers and plan your moves is to just have your switcher pull the car into the open.

Art

Continued on Next Page

Discussion in the Daylight

What Makes a Good Ops Session?

Charlie, Contributing Editor, Model Railroad Hobbyist magazine

Share This — Cadmaster

Recently I hosted an operations session on my Diamond River Valley Railroad. I considered it a good session based on a couple of things.

1. The attending crews all seemed to have a good time.
2. All trains ran, and for the most part they were very close to the scheduled departure times.
3. My name was not called out many times. (No electrical or Mechanical issues)
4. My initial after ops session inspection looks like all revenue cars were correctly picked up and dropped off.

So what makes a good session on your layout? Neil

I don't have a physical layout — tommypelley

I don't have a physical layout but visit one regularly. For me a good session is when at least 3/4 of the trains run, few issues of any kind, operator enjoyment, and the camaraderie of several like minded individuals coming together to solve the sometimes puzzling scheduling and operating issues that seem to always crop up during a session. In short I'd say everybody runs trains and has fun.

Club Ops — ray Schofield

At our club success is when the dispatcher keeps things moving. As the original poster said, “no electrical, derailments or mechanical issues goes without saying.” The one thing that can be an issue on a layout is too much equipment, which makes operations very difficult. Ray Schofield

Success — dave1905

General rules of thumb.

1. Happy conversation during session.
2. Everybody says they had fun.
3. People say they want to come back.

Continued on Next Page

Track Spacing

2" is close

Fri, 2013-10-11 —

But that is what I use anyway in my staging yard. Yes Murphy is there and no matter how good the track work is, there will be derailments. I chose capacity over convenience. I have a 16' x 2' 12-track yard and I can generally keep track of which cars are which, despite the fact that a full yard has over 280 cars in it. The car cards help, and there are a few run-thru unit trains (grain, scrap metal, double-stacks and ethanol tankers) that don't often get separated. Most of the time, 2-3 tracks are empty and that helps as well; I can see the car numbers on the tracks beyond the empty ones. I only plan for seven tracks on the other end of the point-to-point layout, since that bench work will only be 16 inches.

Willie

My fat fingers like 2 inches

Fri, 2013-10-11 —

My fat fingers like wider spacing to rerail the eventual derailed car.

I'm sold on 2" spacing!

Fri, 2013-10-11 —

Thanks for all the good information!

Dave, I totally see, and agree with, your point. I hadn't even considered eventually not looking into the yard and at the cards instead. Since the modules will be mostly for enjoyment set up at my home, and the ability to use some

Continued on Next Page

What Makes Good Ops?

4. The cars, engines, track and electrical systems worked.
5. The trains got where they were going, the yards and locals were able to keep up with the flows.
6. No major congestion or horrible delays (having a 3 or 4 way meet occasionally a great photo op).
7. Most of the cars got where they were going.

Dave Husman. Modeling the Wilmington & Northern Branch in 1900-1905, Iron men and wooden cars.

Limited downtime. — kLEROYs

I have been operating on a layout for a little over a year now (as time permits). I started out as road crew. The most frustrating parts were:

1. Signal malfunction. Sitting at a signal with no obstruction in sight was awful. In a four hour session I ran two trains and only got one of them completely around the layout (without any switching involved). I know this was just a technical bug and is being worked out.
2. Poor yard crew. If the yard crew is not on top of their work, it destroys the entire flow of the session. I had to wait for 30 minutes to get to the yard, and had to wait another 30 minutes in the yard.

To make my life better on this layout, I trained and became a yard master. I enjoy it more and (in my humble opinion) the railroad runs smoother. I think the lesson is, 'get the right people doing the jobs that are best for them.' Leroy. *NOOB in progress* <http://bbrailroad.blogspot.com/>

Horace Fither's List. — bear creek

Horace Fither's list of what it takes to make an operatin' session run good...

Everythin' gots to be ready when the crews arrive. If'n yer host is running around like a head with its chicken cut off when things oughta be ready, that ain't a good thing.

I likes it when I can find sumpthin' new on the railroad - besides extra dust.

Ya gotta has the right number of crews. Too few an' it's kinda hard ta git trains begun on time. Too many, an they'll all be parking their posteriors 'round the goodie trough in that thar lounge. With this hi-falutin' timing table an' train orders system bein' used, not enuf crews means we has to be delaying a bunch of dem extra trains 'cause them crews be out on regular trains. An' delaying trains means all them little kids waiting to wave to the engineers is gonna be disappointed.

I figures the only good derailment is no derailment.

Continued on Next Page

Track Spacing

or all of the modules in a Free Mo layout is secondary to that, I'll start using 2" centers in my sketches. With 2 more tracks, it will make the yard less congested, and as you point out, the cars can be staggered; another thing I hadn't thought of. Thanks!

You're right, I need to start thinking about how much traffic will come in/out of the Wooster module set. An advantage I have is being about 7 minutes from the prototype. I've been busy scratchbuilding the buildings and not spent much time on thinking about traffic. The main industry (auto parts stamping) gets switched just about every day; lots of Hi Cubes in and out. Good for traffic volume, but the cars are about a foot long.-.not good for yard capacity. By the way, #6 Micro Engineering code 70 work fine with these cars.

Rob, Good idea about installing seven tracks and try using only 5 of them. I'd like to use it as soon as possible (with no scenery) to test out the hardware of the modules (packing, moving, setup, wiring, track work, etc). That would be a perfect time to try out the 5 versus 7 tracks thing. I will have no problem relaying track; it's a small investment in how the module works in the future.

Art, yes, this yard was in a tight spot in a valley in West Virginia so it would be more prototypical for 2" spacing. Pulling cars (or spotting them staggered) adds to the operations. I like that.

Willie, your yard is a similar size to the one I've been sketching; your experience makes sense;

Continued on Next Page

What Makes Good Ops?

Now while the railroad can an' shud oughta be keeping their equipment operatin' proper like so that don't happen, sooner or later some riff-raff gonna run a turnout the wrong way and put some dents in them ties.

I'm still wunderin' how come all them steam and deesil locomotives runnin' round here need electricity in the train, but they do. If'n the the system s'posed to provide them extry electrons ain't working good, that's a real problem and can leave them trains crews without a smile on der faces.

I surely do 'preciate it when de rest of the electricle and mechanicle stuff works properlike. It gets reall old real fast when it don't, and sure ruins the day fer jest 'bout everybody in sight.

I figure if'n those crews had themselves a gud time, it proolly was a gud day! Ditto for when dat old body Comstock - he be much more 'greeable to be 'round when he be smilin' than otherwise.

I here tell from them ugly giants in the abyss running next to the universe that they really 'preciate it when all dem trains make it to where dey's s'posed to be going. And all dem freight cars also. They sez it's a heap easier to git everythin' ready for tomorrer when dat happens.

If'n there's some problems with de dispatchin' crew or in dem yards, seems like the railroad gets more 'n a 'lil constipated. When dat happens, ooh we boy do 'dem train crews start talking dirt 'bout stuff! Seem's ain't nobody got much paintience dees days.

I figure if dem crews head outta here talkin' about they can't wait ta come back an run some mo' trains it were probably a pretty gud day!

If'n the goodies trough is mostly empty afterward, that's a good thing. De boss man, he musta done put out a right nice spread, and my svelt waste line can only handle so many left over brownies or cookies. 'Course if de trough, she goes empty halfway through, that'd be bad. Either the trough warn't full enuf to start with, or too many of them crew were setin' 'round' stead of doing sumpthin' useful like running a train.

An' one mo' thing, it ain't a gud idea for a yardmaster to et a pile of burritos before comin' to work... Makes it so no one gonna wanna come anywhere near dat yard. Ooooh boy! Proolly be best to keep a goodly supply of them clothes pins handy!

Well, Horace has his views (and usually a lot of them) "fer shure". For the most part I agree with them. I would suggest that bathin and not eating stuff with a high bean content prior to an op session will go a long way toward making ops a more pleasant experience for all involved.

I did have a big issue on the Bear Creek at the Aug 1st op session. I was lazy and didn't insulate the rail gaps in places. Well, a gap grew together in Bear Creek yard and shut down the whole yard for around 15 minutes until we found and fixed it.

Continued on Next Page

Track Spacing

derailments happen, but not often (hopefully), and more tracks equals less crowding and better visibility.

Thank you all for your input! I would like the ability for paperwork-intensive operating methods, as well as a more 'simple' method - something that could grow with my experiments in finding out what kind of operations I like. I'd like to learn more about signaling; it seems do-able on a simple layout like mine (but maybe it's too simple?).

Eventually it will be a rectangular loop (the yard and the industry modules at the top and bottom) with a 3 track siding on one side and a 2 track passing siding on the other, connecting the two 'towns'. I'm hoping they can be used as on-layout staging for some trains while also being able to be used to keep a Free Mo layout moving without interrupting either job.

Also, my dream layout is focused on the Delray interlocking. I'd like to eventually use prototypical signaling on that layout so it will be a good test bed (if I choose to experiment). I figure since I'm in the design stage, it would be worth heavy consideration. For instance, #8's will be used anywhere a big road loco (steam or diesel) will go (engine service, main line crossovers, etc), and to accommodate anything someone from the Free Mo groups might want to run, even though the biggest thing I'll run are 6 axle diesels (RSD and E units).

Since the extension in the middle might be curved, the tracks have to line up no matter the

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What Makes Good Ops?

I should have turned off the fast clock and put the session in cryofreeze after it was apparent the problem was easy to fix (a loco sideways across a turnout). I didn't though and a fast hour elapsed. There were three crews tied up at Bear Creek by this debacle and that meant other trains, including first class 110 didn't launch on time.

Having a first class train running late will constipate an op session faster than you can say *Canandaigua Southern* so we started delaying extras en-masse to get 110 and other regular trains out. If the DS had known what happened they could have written a bunch of run-late orders, but I was so wrapped up in finding the problem I forgot to notify them; and neither did anyone else. The Dispatcher's first indication that things were going wrong was a lack of OS reports for 200 and 201, but sometimes OS reports are forgotten - bad dog! - So the D assumed the missing reports were due to careless crew syndrome.

Well despite the host nearly having a meltdown over this, the layout continued to run and there were lots of "thanks for a great session" comments at the end. Those crew not directly involved in the debacle at Bear Creek yard had no idea anything was wrong.

Occasional problems won't kill ops on a layout. But if they become a regular thing, you may see crew calls yielding fewer and fewer participants.

But not I'm busy putting insulators on those pesky rail gaps before the OPSIG session during the convention. Ummm, ain't nuttin like the almond fresh smell of ACC?

Charlie, Contributing Editor, Model Railroad Hobbyist magazine

Traveling Home from Portland



Track Spacing

orientation of the curved extension (the tracks have to be mirrored down the center of the module ends).

I really like Free Mo, and would like to help out the group while having a good home layout. That would be the best of both worlds (or more realistically, the best compromise of both worlds). I do most of my sketching while on business trips and I just got back tonight so will focus more on building the Frito Lay building flat. But, I will keep thinking about the yard (and sketching while waiting for paint or glue to dry). I'll post any new sketches I come up with. This won't be built soon.

First, I think I will work on the 180 degree, 3 track passing/runaround module set. It will be easier/faster to build than this yard. The club already has a big yard and I think it could use a long passing siding or runaround track better. This depends on where the Run Chief puts it among the available modules/space. *Thanks again!*

"But maybe it's too simple?"

Fri, 2013-10-11 —

I don't think a layout can be too simple for signaling if you are modeling a place where signaling would be appropriate. I've spent hours rail fanning at one signal so a layout based on that one signal would seem quite realistic to me. On a loop layout I could see using four sets of signals, one set at each end of each town for instance so trains could be held at four

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Built in the Daylight

Wagner's Layout Odyssey Part VI

By Doug Wagner

Fall is in the air. Even though the thermometer is telling you it is still summer--trust me--it is Fall!

After a busy summer of enjoying the outdoors and family activities, Fall is a perfect time to get back to work on your model railroad layout since Fall means cooler temperatures and shorter days. What, don't have a layout? What are you waiting for? As all of us have heard, "you ain't getting' any younger!" If you haven't decided on a layout yet, there is plenty of material out there—both in books and on the Internet—to give you a plethora of ideas.

I use the start of Fall to set certain goals I have set for myself on my home layout—the Porterville-Orosi Branch. Last year's goal was to get a lift-out section built for the entry-door to my layout room and to complete the installation of the mainline, which I just finished up in July (*see last issue of Observation for reference*). I can actually have small operation sessions, now. The goal I have set for myself this year is to install all the remaining track and Tortoise switch machines to power the turnouts. Another goal I have set, is to have my layout open for a tour at the May Daylight Division Meet, in Bakersfield. No, I won't have any scenery on it, but trains will be running! I have learned a lot from the layout tours that I have been on the past several years—no matter what state of completion they were in. I just want to kind of return the favor to all those layout owners that let me visit their layout.

If you are still in the planning stages of a layout, don't think too big. A small layout can give you hours of enjoyment if planned out right. A smaller switching layout can be a lot more fun to operate than a room-sized layout where the trains just go round and round. And trust me, you are going to make mistakes along the way. You will learn as you go along. But there is plenty of help out there—all the way from track planning to electrical. I belong to several groups on Yahoo Groups that I have posted questions about a certain problem I was having on my layout, and received several replies to help me make it right. I have changed my layout track plan about 3 times since I started laying track. Even though it looked OK on the CAD program, when I actually put down the track, it did not look as good, so I did some rearranging of the track to make it fit better. I have re-worked some wire as I did not like the way I did it the first time. By making mistakes—you learn.

Another excuse that I have heard on several occasions is, "I don't have the time to commit to constructing a layout." A good friend of mine, Jim "Doc" Elliott, a former Daylight Division member, who now resides in North Carolina, once told me that you'd be amazed at what you can get done by just spending 15 minutes working on your layout—and he is right! BY just going out to the layout, and looking at what you did last

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Track Spacing

locations in each direction.
DaveBranum

“FreeMo height standard is 50”

Sat, 2013-10-12 —

FreeMo height standard is 50 inches. That puts most people at a pretty low viewing angle to begin with. When you add to that (according to your drawing) that the last yard tracks are about two feet away, no matter which side of the modules you are on, and whoever is operating the yard will be doing it with largely unfamiliar equipment AND potentially over passing trains on the mains.

I have to argue for the wider spacing if for no other reason than practicality. At home, on your own layout, with your own rolling stock, sure, you'll get to the point you won't need to see the reporting marks. That won't be the case with the FreeMo setups, though. Better to err on the side of utility in this case.

References: [N-Trak](#), [BeNdTrack](#), [T-Trak](#), [Digitrax](#) & [JMRI](#), [T-Trak Standards](#), [T-TrakWiki](#)

For the Daylight members, what do you think about yard track spacing? Reply to “Letters to the Editor” at gmpisching@netzero.com

Support our State Parks ...



Ride the 'Polar Express' at the Sacramento Museum.

Wagner's Layout Part VI

to it, can give you ideas for the next step along the way. Just by installing one section of track will spark momentum, where you'll find yourself installing several sections of track or turnouts.

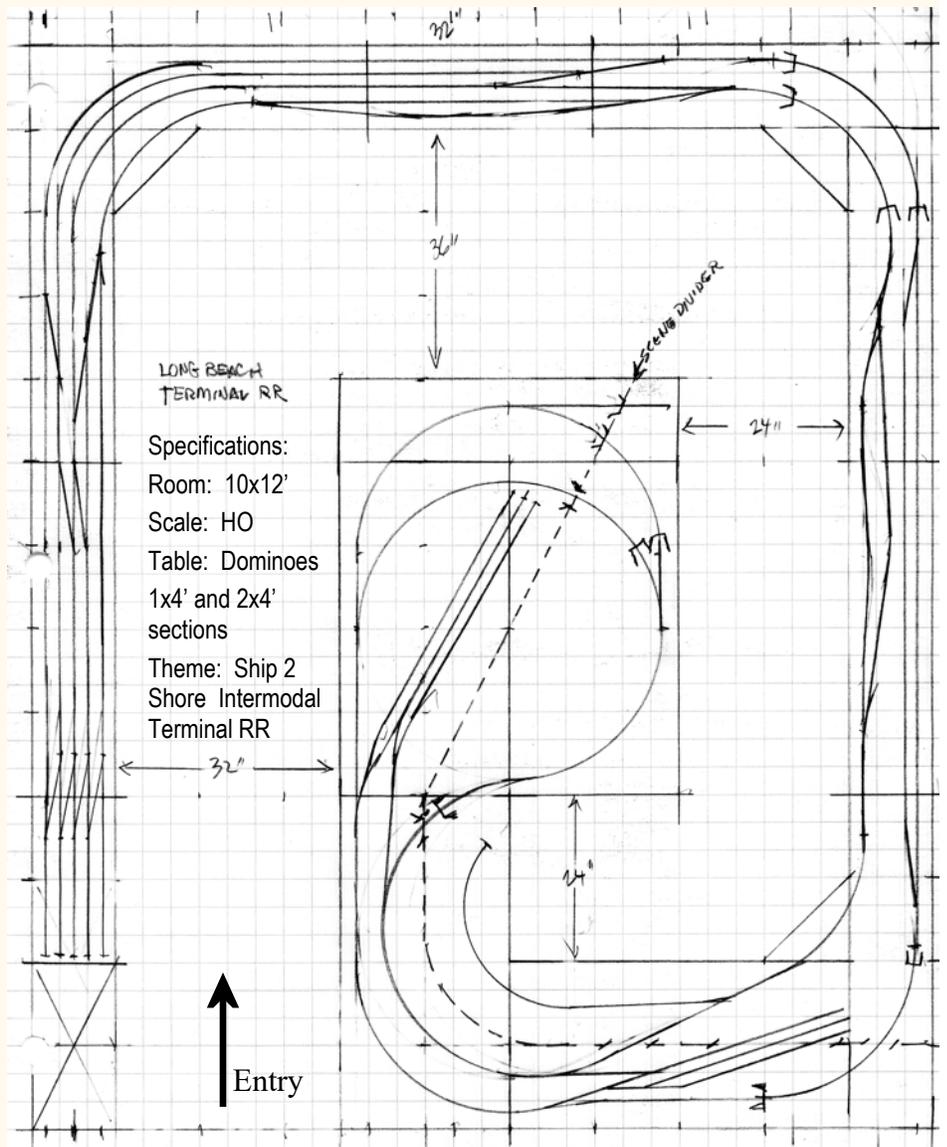
Constructing a layout doesn't take rocket science. Heh, if I can get a mainline in and operate a couple of trains around the room, and switch out some invisible industries, anyone can do it. So, what are you waiting for?

Designed in the Daylight

Layout Design Challenge

By George Pisching

Here is a track schematic layout. I present it for evaluation, redesign, and critique. Please either bring it to the meetings or email your comments to me gmpisching@netzero.com before the February 2016 meeting.



Events in the Daylight Central Coast Railroad Festival

Layout Tour Information: The Model Railroads of Southern California's forty-fifth layout tour takes place on October 1 to 4 throughout San Luis Obispo and northern Santa Barbara Counties each year. This tour is offered as an official Central Coast Railroad Festival event. This is the fifth consecutive Festival with a Model Railroads of Southern California layout tour.

There will be thirty layouts in various scales at twenty venues for this self-guided layout tour. Several layouts are appearing for the first time on our tour program:

- Doc Burnstein's Ice Cream Lab Overhead G scale railroad (Orcutt)
- Anthony Harris' N scale layout (San Luis Obispo)
- Thomas Horn's On30 Stone Mountain Railroad (Atascadero)
- Skip Purper's On30 Pacific Coast Railway (Sisquoc)

By scale there will be: 13 HO (2 Narrow Gauge); 6 N; 4 O (2 Narrow Gauge, 1 Lionel; 6 G; and 1 Fn3.

This is a free event and you may bring relatives and friends. The details for this tour are available on the Central Coast Railroad Festival's website.

Be sure to visit the Central Coast Railroad Festival main website

<http://www.ccrf.com/>

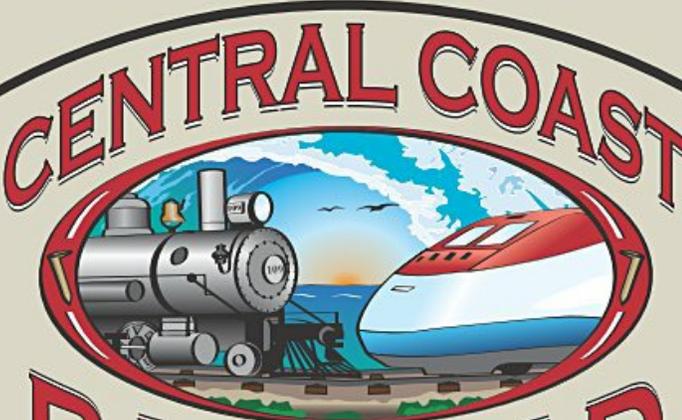
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Shown in the Daylight **Favorite Photos Collection**

By George Pisching

Here is a space and an opportunity for our members to display their favorite photographs of their layouts or train trips or railfanning. We are not looking for the contest winners - but our personal favorites. Submit your photos in their original condition. Do not change the jpeg formats or try to "clean them up." We have the people that know how to do that while making them the best pictures for you.

Here are some of mine to get us started. These are of my rail trip on the California Zephyr from Sacramento to Chicago. The travel through the mountains and the downhill run to Denver was spectacular. We traversed the famous windy hill loop that has the string of hoppers filled with rocks and welded to the tracks to form a wind break and keep the passing trains on the tracks. Remember that story? I forgot the name of the curves. Enjoy!



Continued on Next Page

Delivered to the Daylight **Welcome to the NMRA InfoNet News (Infoblast) For October**

● A message from VP of Administration, Clark Kooning

Well as fall comes upon us in the Northern Hemisphere, most of us turn to our hobby indoors. Some model, all year round, because the climates where we live. However for the majority of us we are dusting off the layout and dreaming of the new modeling season ahead. As the new VP (Admin) of the NMRA I have the same thoughts you do, maybe I should build a new layout and where did I last leave my throttle? I also think how we at the NMRA can promote the hobby and encourage other modelers to participate with us in a very rewarding hobby and the fellowship that provides. If you're a member and know another modeler who is not a member, next time your local Division or Region has an event why don't you take him or her along. This simple introduction to the NMRA can be the start of great lifelong friendships and, of course, our love for the hobby. I know the value in our organization starts with the sole member and those in local divisions and in the fact it is the fellowship and fun that we share at all levels that make us strong.

As I begin to take on my role as the VP (Admin) There are several challenges ahead of us which the NMRA will need to move forward. With good solid leadership from both your executive team and one of the most dynamic group of Board of Directors, I can think of. I will be working with the Headquarters staff as needed. I have been asked by President Getz to work on some projects along with Gerry Leone our other VP. I hope to have some interesting new initiatives you will like in the very near future.

A big "Thank You" to all the members who directly put on NMRA Portland National Convention and those who volunteered their time and effort during the convention to make this year's convention a lot of fun.

If you have any questions, I happy to hear from any member. Umm has anyone seen my throttle?

Clark Kooning, MMR HLM, NMRA VP (Admin)

● In memoriam G. William Hammer 1922-2015 From Mike Brestel, At Large Worldwide Director

I just learned that Bill Hammer died on Sept. 17 in Lexington, Kentucky. I found his obituary online and have pasted it below. Many of you knew Bill as a major volunteer for the NMRA for a long, long time, serving in a myriad of positions of the years, most notably as VP and for over 25 years as Legal Counsel. He received an HLM, MMR, DSA, and two PAs over his many years of service to the NMRA.

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Favorite Photos



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NMRA Infoblast

He moved from Virginia to Lexington, Kentucky, around ten or twelve years ago, and as a fellow MCR member I was able to connect with him several times before his health deteriorated. I had not seen or talked to him over the past five years or so.

The funeral was on September 24 in Lexington, but unfortunately I just heard about his death today. Given Lexington's proximity to Cincinnati, I would probably have been able to represent the NMRA at the visitation and funeral had I known in time. At this point I don't know whether anyone from the NMRA was able to attend. *Mike*

● G. William Hammer – 1922 – 2015 Obituary

HAMMER G. William, 92, of Lexington, KY (formerly of Centreville, VA) and husband of Imogene Murray Hammer, died Sept. 17, 2015.

He was born Dec. 5, 1922 in Wyandotte, MI to the late Reverends Ernest A. and Jane S. Higley. When he was three weeks old his family moved south to West Virginia and Ohio. He became a Great Lakes sailor and earned his Able Bodied Seaman's certificate in Sept. 1942. He was drafted into the army March 1, 1943. His basic training was a combat engineer and transferred into the Army Corp in the Aviation Cadet program. In early 1944 the Air Corp terminated the program for all of those who transferred from other branches in the army. At that time he volunteered for the paratroops and received his wings in July 1944. He was sent overseas and served in the Philippine Islands and received an honorable discharge with the rank of Sergeant March 10, 1946.

He graduated from Edgewood High School in Ashtabula, Ohio in 1944. In the fall of 1947 he enrolled at Ball State University, Muncie, IN, on a pre-law curriculum. He graduated with BA honors in March 1950. While at Ball State he was a member of Theta Chi Fraternity and Sigma Zeta National Science Honorary. He was Ball State's nominee for a Rhodes Scholarship in 1950. In the fall of 1950 he entered George Washington Law School, Washington, D.C. and graduated with a JD degree with honors in May 1953. He served on the Student Board of Editors of the George Washington University Law Review and a member of Phi Delta Phi Legal Fraternity.

He was admitted to the bar of District of Columbia in Sept. 1953 and was admitted to the bar of the state of Virginia in Feb. 1954. At that time he opened a law office in private practice in the City of Falls Church, VA. He served as prosecuting attorney for the City of Falls Church on a part-time basis from 1959 to 1961. He was appointed to a part-time judgeship in Falls Church in Jan. 1969 and to a like position in Fairfax County on July 1, 1974. He was elected to a full-time judgeship to the 10th District Court in Virginia on July 1, 1976. He continued to serve in that capacity until he retired on July 1, 1985. While on the bench he authored an article on Preliminary Hearings in Virginia which was

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published in 1980. From 1981 to 1985 he served on the Committee on District Courts who set policy for the entire District Court system for the state.

He was an avid model railroader and was a life member of the National Model Railroad Association. He served on several groups including as Legal Counsel from 1963 to 1976 and again from 1985 until 1998, the regional trustee for the Mid-East region on the National Board of Trustees, Eastern Vice President of the association from 1969 to 1971 and later as the Executive Vice President of the association. He was awarded the three highest awards from the association, the President's Award, Distinguished Service Award and the Honorary Life Member, the highest award and designated as a Master Model Railroader.

Other interests included being a member of the Sons of the Confederate Veterans for over 50 years, Commander of the Robert E. Lee camp of the SCV in Alexandria, VA, Military Order of the Stars and Bars as commander of the Samuel Cooper chapter in Alexandria, VA. He is survived by a daughter Jane Hammer of Lexington, KY from a previous marriage. Gene's son Craig Smith (Hellie) from Paris, IL and daughter Suzanne Adair (Ken) of Lexington, KY and numerous nephews and nieces of Ashtabula County, OH.

Funeral service will be 12pm Wednesday at Kerr Brothers Funeral Home-Main St. Burial will be in Lexington Cemetery. Visitation will be from 11am-12pm Wednesday. In lieu of flowers, contributions can be made to the G. William Memorial Scholarship Fund, Ball State University Foundation, PO Box 672, Muncie, IN 47308, account number 30095.

Published in Lexington Herald-Leader on Sept. 20, 2015

● In memoriam, Andy Sperandeo

Andy Sperandeo, former Model Railroader editor, dies

By Kevin P. Keefe, October 5, 2015

WAUKESHA, Wisconsin. Longtime Model Railroader editor Andy Sperandeo died Oct. 3, in Brookfield, after a long illness. He was 70.

Sperandeo joined the Model Railroader staff in 1979. Over the years he worked his way up through the ranks, becoming editor in 1993 and, later, executive editor. Most recently he was editor of Model Railroader's annual Great Model Railroads issue. He was also a prolific author for Kalmbach Books.

Sperandeo's expertise extended to all facets of the model-railroad hobby, but he was especially known for his command of realistic train operations, as reflected in his popular column in the magazine, "Operators."

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“Andy was an excellent model builder, a diligent researcher, and a meticulous editor,” says Model Railroader Editor Neil Besougloff. We will remember all of that, but mostly we remember that Andy was our close friend.”

A renowned expert on the Santa Fe, Sperandeo was active in the Santa Fe Railway Historical & Modeling Society, as well as the National Model Railroad Association. His home layout is a faithful interpretation of the Santa Fe’s main line through California’s Cajon Pass in the late 1940s.

Sperandeo was a native of New Orleans. He earned his BA in English from Loyola of the South, an MA from Louisiana State University, and was working on his PhD in English from the University of Texas when Model Railroader lured him to Milwaukee in 1979.

A burial ceremony is planned for Saturday, with funeral details pending.

From Trains Magazine

● Amtrak Derailment

An Amtrak train bound for Washington, D.C., derailed in central Vermont on October 5 after hitting a rock slide, injuring seven of the 102 people aboard, one seriously. The incident, which was at least the 17th Amtrak derailment so far in 2015, raised fresh concerns about rail safety less than five months after a derailment in Philadelphia, killed eight people.

From Time Magazine

● Railroads finding hidden freight car trackers

By [Justin Franz](#), September 24, 2015

What's in a picture? In this one a brown-painted automatic equipment identification, or AEI, reader barely pokes out of a slope along a Conrail right-of-way in New Jersey. Railroads are alarmed that the AEI readers might be spread throughout the country, gathering and sharing information on freight moves without their knowledge.

Two images: An Association of American Railroads Railway Alert Network bulletin.



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An AEI spotted along the Conrail right of way - in center of the picture.

A close-up photo of an automatic equipment identification reader found in New Jersey.



METUCHEN, NJ Railroads are uncovering hidden freight car tracking devices near rights-of-way around the country.

The discoveries began earlier this month when a Metuchen, NJ, resident found two people installing boxes near a Conrail Shared Assets Operation right-of-way. Unsatisfied with those persons' answers and the local police response, the person called Norfolk Southern railroad police who investigated and found an automatic equipment identification or AEI reader, used to track freight cars by monitoring their built-in radio beacons. On Sept. 15, the Association of American Railroad's Railway Alert Network issued a security warning to members to keep an eye out for the unauthorized devices. Trains Newswire obtained a copy of the security alert earlier this week.

According to the eight-page report, railroad police investigated further and found that a company called Clipper Data had installed the reader. Clipper Data was formed about two years ago and sells comprehensive data regarding the energy industry, including the movement of crude oil and other commodities. According to the report, Norfolk Southern police say they have a copy of a "lease agreement" between a homeowner near the right-of-way and Clipper Data which gave the homeowner \$500 to use a nearby electrical outlet to power the equipment reader.

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In an interview with Trains Newswire on Wednesday, ClipperData CEO Sterling Lapinski confirmed that his company installed the first AEI reader discovered in New Jersey. He says his company's work is legal and that ClipperData is currently looking at trying to sell data to and about the railroad industry, which is why it installed the AEI reader. Lapinski says his company sells data and information to government agencies, trading groups, and energy companies. "We do have devices installed but the network isn't operational yet," Lapinski tells Trains Newswire. "We're not currently selling data; we're just trying to see if it's feasible."

Railroads around the world use similar equipment reader technology that uses radio waves to automatically identify freight cars at speed. Railroads typically gather the information to update their own records before sharing it with other shippers, such as trucking companies, railroads, or steamship lines, and customers.

Sources close to Class I railroad corporate offices say executives are upset and are ready to take a "scorched earth" approach to dealing with ClipperData and other companies that may have installed readers throughout the country. A second security alert dated Sept. 22, says railroaders have uncovered at least one other equipment reader in New Jersey and one in Sheridan, Wyoming. The one in Wyoming reportedly interfered with BNSF Railway track equipment.

The Railway Alert Network report raised concerns that the people who installed the equipment readers trespassed on railroad property to do so. It also raises concerns about selling data on the movement of specific types of rail cars, arguing that the information could be used to "disrupt rail operations through intentional, and potentially destructive, acts." The security alert asks railroads that find similar AEI readers to inform the alert network immediately so that it can consolidate all of the reports.

In a statement to Trains News Wire, AAR spokesperson Ed Greenberg says the organization is keeping a close eye on the developing situation.

"The AAR was aware of this situation and pleased that local law enforcement and railroad police took steps to address the situation as quickly as possible," Greenberg says.

Norfolk Southern declined to comment on this topic. Trains is waiting for a response from BNSF. From Trains Magazine

Regards, Tom Draper, HLM, DSA, FA, MSA, PA; Director, Support Services

- **In Memoriam** — from the San Leandro Model Railroad Club

In August, one of our members, Ed Van Pelt passed away. As a G&O participant, the G&O will be joining with other clubs he was a member of, the [Bay Area Garden Railway Society](#) and the [Diablo Pacific Short Line](#), to host a Train Tribute at the SLHRS Depot with a BBQ lunch.