

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 01

January 2002

Upcoming Events

• 2002

- Jan 8 Club Mtg. 7 PM @ Congregational Church in SLO
- Jan 19-20 GEMRC Train Show in Bakersfield
- Jan 22 Board Meeting, 7 PM @ Applebee's in SLO
- Feb 1-3 Vets Hall Run in SLO
- Feb 12 Club Mtg. 7 PM @ Congregational Church in SLO
- Feb 16 PCR Daylight Division Meet in Tehachapi
- Feb 23-24 Joint Layout Design/Op SIG Meeting in Santa Clara
- Feb 26 Board Meeting, 7 PM @ Applebee's in SLO
- Feb 28-Mar 2 Modeling With The Masters in Sacramento
- Mar 12 Club Mtg. @ Congregational Church, 7 PM
- Mar 26 Board Meeting, 7 PM @ Applebee's in SLO
- Apr 12-13 WPRRHS/FRRS in Yuba City
- Apr 12-14 Vets Hall Run in SLO
- May 1-5 PCR Convention in Redding (Shasta Daylight 2002)
- May 25-26 PCR Daylight Division Meet in Santa Barbara
- Jul 12-14 Vets Hall Run in SLO
- Oct 4-6 Public Train Show Vets Hall

Notes Along the Pacific Coast Right of Way The Carter Connection Part I

By Andrew Merriam

Conjure the connection between the words "Carter" and "19th Century." If you connected with Carter's Little Liver Pills you are undoubtedly related to a medical quack. However, if you were more enlightened and thought of the Carter Brothers (Thomas and Martin) operating out of Newark California from the 1870's through 1907, you can call yourself a true ferroequinologist – a student of the iron horse.

One of several major car builders of northern California, they built hundreds of freight cars for a who's who of western narrow gauge railroads. They also used the basic car frames for different car types including flat cars, stock cars and boxcars. They offered several varieties of boxcars, including their "combination box car" that featured either a closed or a vented configuration of the same car. They were especially noted for their 24-foot flatcars that became the backbone of the West Side Lumber Company in its early days.

Later they introduced the 28 foot flat car that was purchased by the South Pacific Coast, North Pacific Coast, California & Oregon, Carson & Colorado, the Lake Tahoe Railway and Navigation Co. and, of course our very own Pacific Coast Railway. The construction period of these cars was from 1877 to 1897. According to Evergreen Hill Designs, who did research on the history of the flatcars while issuing a fine HON3 kit (more on this later), "the cars were used for many types of service ranging from logs to lumber, gravel and sand (with low sideboards), ore (with high sideboards), firewood and tanbark (with end stakes), even Christmas trees headed into San Francisco."

The Pacific Coast was looking to build up its car fleet starting in 1875. The Carter Brothers were commissioned to construct boxcars, flatcars and stock cars as well as eight passenger cars. At least some of those built by Carter

(Continued on page 3)

Building The LOVR - Part 1

By Paul Deis

Building your Dream layout. How to realize your dream and not generate a nightmare. This is the first section of a series of articles describing the design and construction of the Los Osos Valley Railroad. I started building the Los Osos Valley Railroad about 6 years ago. It was at that time my wife and I decided to move into a new house and build a building on our property to house her business and my model railroad. I have been around model trains since my earliest childhood memories and a model railroader since my early teens. I would finally have a chance to build my dream layout. It was exciting and also a little intimidating.

Where to start? I have been a member of sev-

eral model railroad clubs and have built or helped others build a few layouts in N, HO and O scales over the years. I have learned a lot from those layouts, I have been a member of the NMRA and the Layout Design SIG for a while and have subscribed to various Model Railroad magazines since the 1970's. All of this helped me decide what I wanted to build, although I didn't have a clue on what my new layout might look like. I needed to make a decision on how big of a building to build. We decided to build as large a building as we could afford. Now that I had an idea on the size of the layout room I could start to plan the layout.

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Presidents Message

By Dave Wilding

Hi Everyone, Merry Christmas and Happy New Year. Well another year is about gone and a new year is about here. We have a lot of new things happening this new year with the club to have it's DCC system. We had a Christmas party at

Margie's in SLO with a lot to eat plus visiting time with each family and the gift exchange which kept going and going until all the gifts were picked. Well everyone have a nice holiday and see you all next year.

December Club Meeting Minutes

By Terry N Taylor

After a very enjoyable Christmas Dinner at Margie's with our families, Dave Wilding opened the meeting at about 8 PM on 15 December. In attendance were Anna & Paul Deis, Angie & Glenn Geissinger, Matt Hoffman, Connie & Jim Jonte, Karl Kvilvang, Mark Lang, Hilding & Mary Carole Larson, Michael Mosher, Chuck Paul, Bud Rogers, Jan & Terry Taylor and Dave & JoAnn Wilding.

Nominations were opened for club officers for 2002. The results are President-Dave Wilding, Vice President-Bud Rogers, Treasurer-Jim Jonte, Secretary / Newsletter Editor-Terry Taylor, Run Coordinator-Paul Deis, Members At Large-Matt Hoffman & Mark Lang.

Our next run will be a DCC one on the first weekend in February. Terry is to phone and get prices on a DCC setup so the club will not have to borrow members equipment. Jim re-

mind everyone to pay their dues of \$30 per quarter and said that our bank balance was \$2709. With insurance paid thru May and storage for the new year. At 8:15 Paul moved & Chuck seconded to adjourn the meeting so that we could get on with the gift exchange. So passed. ;>)

The next several hours were enjoyably spent seeing many gifts wandering from person to person as each person got a chance to choose a new gift or one already opened. Foothill Hobbies donated a very nice Spectrum 2-8-0 that was won by Bud Rogers. Thanks Kevin.

Line Art

Many of the line art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from www.rrhistorical.com.

December Board Meeting Minutes

By Terry N Taylor

While there was no Board meeting this month, there was a lot of email activity and one phone vote. The board unanimously decided to purchase a DCC setup. Preference was expressed for

the lowest price with quality service which turned out to be Tony's Train Exchange. Cost was \$379.65 with UPS shipping for a NCE PH Pro setup.

California Roadbed Co.

By Richard Jayne

In late September 2001 Scott Grubbs closes down Scott Grubbs trains and more including HomaBed. On October 16, 2001 California Roadbed Co. buys the manufacturing rights and Equipment. California Roadbed Co. moves the company to Stockton CA and on November 12, 2001 resumes production and ships it first order on November 20, 2001. The goal of Cali-

fornia Roadbed Co. is to have next day shipping on the Standard Scales of Roadbed by March, 2002. A new web site is under development and we be introduce in late summer 2002. For further information write to California Roadbed Co. P. O. Box 970 French camp, CA 95231 or E-Mail calroadbed@yahoo.com or call Phone # 209-234-6486

RR Show 19-20 Jan & Daylight Division Meet 16 Feb

By Doug Wagner

The Division meet will be February 16th in Tehachapi starting at 10:00 AM at Kelcy's Restaurant. Two layouts are on the scheduled tour so far. More tours are being negotiated at press time. Get there around 9:00 AM for breakfast at Kelcy's.

Don't forget the Golden Empire Model railroad Club's 16th Annual Model Train Show & Swap Meet on January 19 & 20,

2002, at the Kern County Fairgrounds. Saturday 10 AM-5 PM; Sun 10 AM - 4 PM. \$4.00 admission, kids 12 and under free!!!!

For more information, contact Doug Wagner Chief Clerk/ Paymaster, Daylight Division PCR at 661-589-0391 or carldw@aol.com or daylightdivision@yahoo.com

Notes Along the Pacific Coast Right of Way continued

(Continued from page 1)

Brothers were the ventilated type mentioned above. They had long door tracks that allowed either a ventilated or a solid door to be positioned opposite the opening in the car body. Some of these, according to Westcott and Johnson authors of The Pacific Coast Railway were later used as tool cars – numbers 18, 20 and 34 have been identified for sure. In fact the #20 built in 1882 is preserved and in the collection of the San Luis Obispo Railroad Museum. It is an odd fact that the Pacific

Coast numbered their boxcars in an even series of numbers while the flatcars, gondolas, stockcars and tank cars were all placed in an odd numbered series. Thus #701 would be a flatcar and #702 would be a boxcar. The photo of boxcar #46 is shown in Figure #1. An S scale drawing (3/16 inch per foot) of boxcar #46 is shown on page 251 of the Pacific Coast Railway, a book by Westcott and Johnson and reproduced here as Figure #2.

(Continued on page 6)

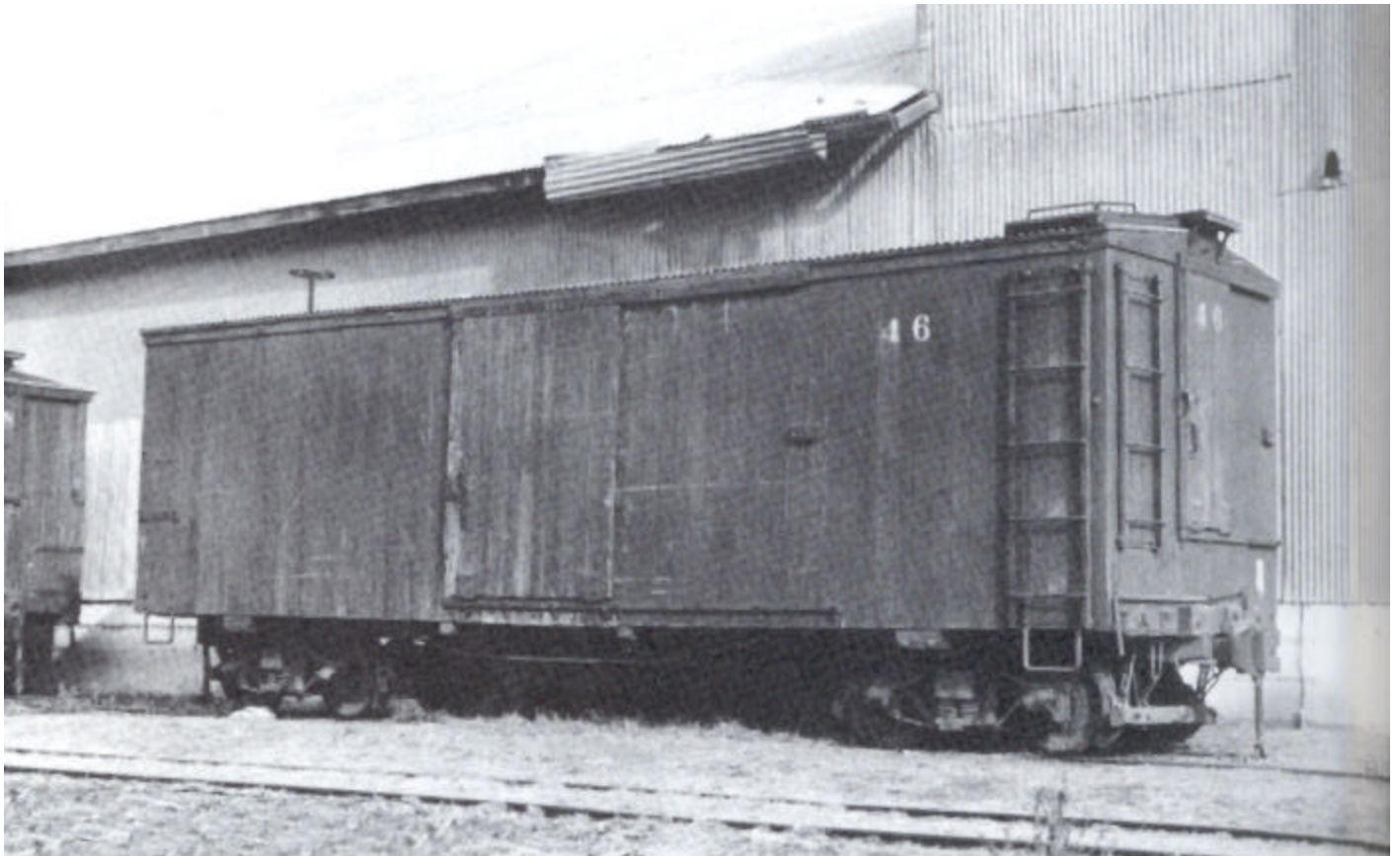


Figure 1. Carter Brothers type 28 foot long boxcar #46 of the Pacific Coast Railway at Los Alamos. The building in back of the boxcar is the Los Alamos warehouse (the present antique store). Credit: Gerald M. Best

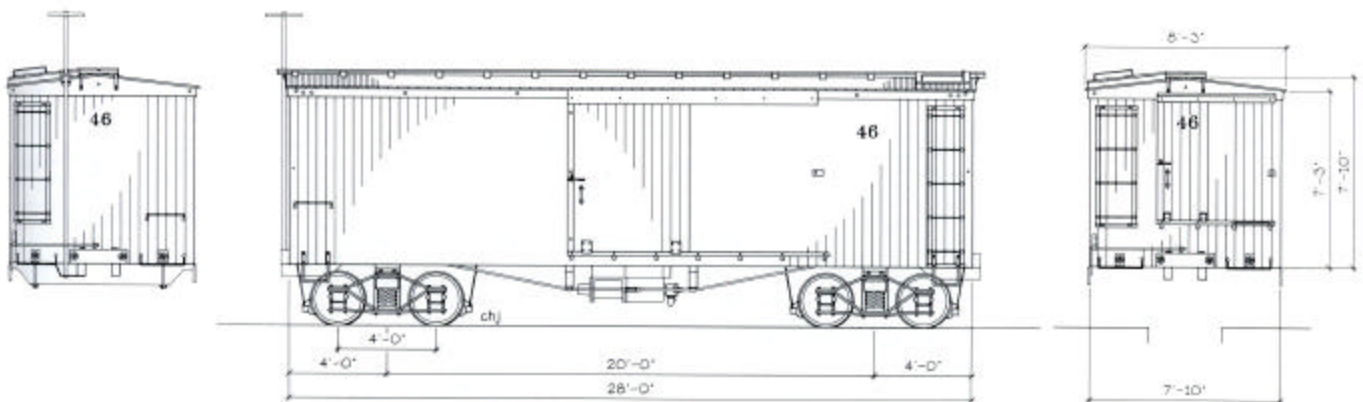


Figure 2. Elevations for a 28 foot long boxcar. See Figure 5 for the underframe details since they are the same as the flat car. Credit: Curtiss Johnson for the drawing.

Railroad Art

By Chuck Paul

As many of you know, I have taken up painting pictures of trains and railroad scenes. After several years of hearing encouragement from friends and associates, I decided to try and sell some of my artwork. I started by joining the Morro Bay Art Association, which operates a small, local art gallery. I have yet to get any results from that venture. Then I remembered seeing some railroad art for sale at train shows including, framed prints, t-shirts, greeting cards and calendars. I thought that might be a way to hawk my wares. My first attempt giving it a try was at the 2001 "Train Odyssey" PCR convention here in San Luis Obispo. That was pretty disappointing as many of the conventioners were away on train rides, at clinics or on layout tours all over the county, during the hours that the exhibit hall was open. I didn't sell much artwork at all.

Just as I was about to declare this idea as too stupid to live, I got some words of encouragement from an artist buddy, Mary Carole, who not only teaches art but is also an accomplished professional with many more years in the art game than I. Her pep-talk lifted my spirits, as well as my resolve to give it at least one more try. Then, I happened to notice an inconspicuous little black and white flyer (in the lobby of the "Train Odyssey" show) advertising the International Rail Fair



BN Snow by Chuck Paul

(IRF) being held November 10th & 11th in Roseville, California. I was inspired and saw it as a good luck omen. I sent away for more information on becoming a vendor for this grand model railroading attraction. When I got my vendor's packet, I was fired up and spent a lot of time and money on greeting card stock t-shirts and heat transfers and set about printing, ironing, mounting, matting, and framing my art-work.

Then I realized that I would never be able to cover my display table continuously each exhibit day without taking a few breaks to eat and stretch and, well, you know. I needed an assistant. My early attempts at recruiting a partner got me nowhere but I kept on looking and at last, fellow SLO model RR club member, Rick Anderson agreed. Again, it seemed as though it was the hand of fate or destiny because as it turned out, Rick was scheduled to attend a training seminar in the San Francisco bay area, which was ending the same weekend the IRF was held. We met in San Leandro that Friday afternoon (11/9) and were on our way. Traveling with Rick is an adventure in itself. After a solid week of training, he was ready for fun. Knowing that we were in Rick's old stomping grounds I gladly accepted his offer to relieve me of my driving chores. We spent the drive time sharing our life stories and laughing about similar adventures and misadventures.

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Building The LOVR Part 1 continued

(Continued from page 1)

In the past I have built freelanced layouts and that was my original plan for this layout. Luckily I had a lot of building to build before it was time to start on the layout. My love has been small logging geared engines and SP Cab Forwards. How could I combine both on one railroad? Well one of the benefits to belonging to the PCR and the NMRA is the opportunity to visit other layouts through organized layout tours attached to a meet or a convention or by meeting layout owners through the NMRA and arranging an opportunity to visit their layouts outside the hustle and bustle of an organized meet. That is how I came to meet Jim Vail.

Jim is a Master Model Railroader who has published a large number of articles in the Narrow Gauge and Short Line Gazette. He also does many product reviews in the NG&SLG. Jim's layout is incredible, I have only visited it twice so far but those visits have shown me a lot of excellent ideas I can use on my own projects. But what does Jim mean to my layout design decisions? Well Jim has a very large freelanced HOn3 layout

that interchanges with the Southern Pacific, and the first time I visited Jim was running a Cab Forward on the SP trackage. My dream was a possibility! I was thinking of going the opposite way from Jim, I was going to concentrate on the SP with smaller section dedicated to HOn3. Jim built a large HOn3 layout with a loop of standard gauge.

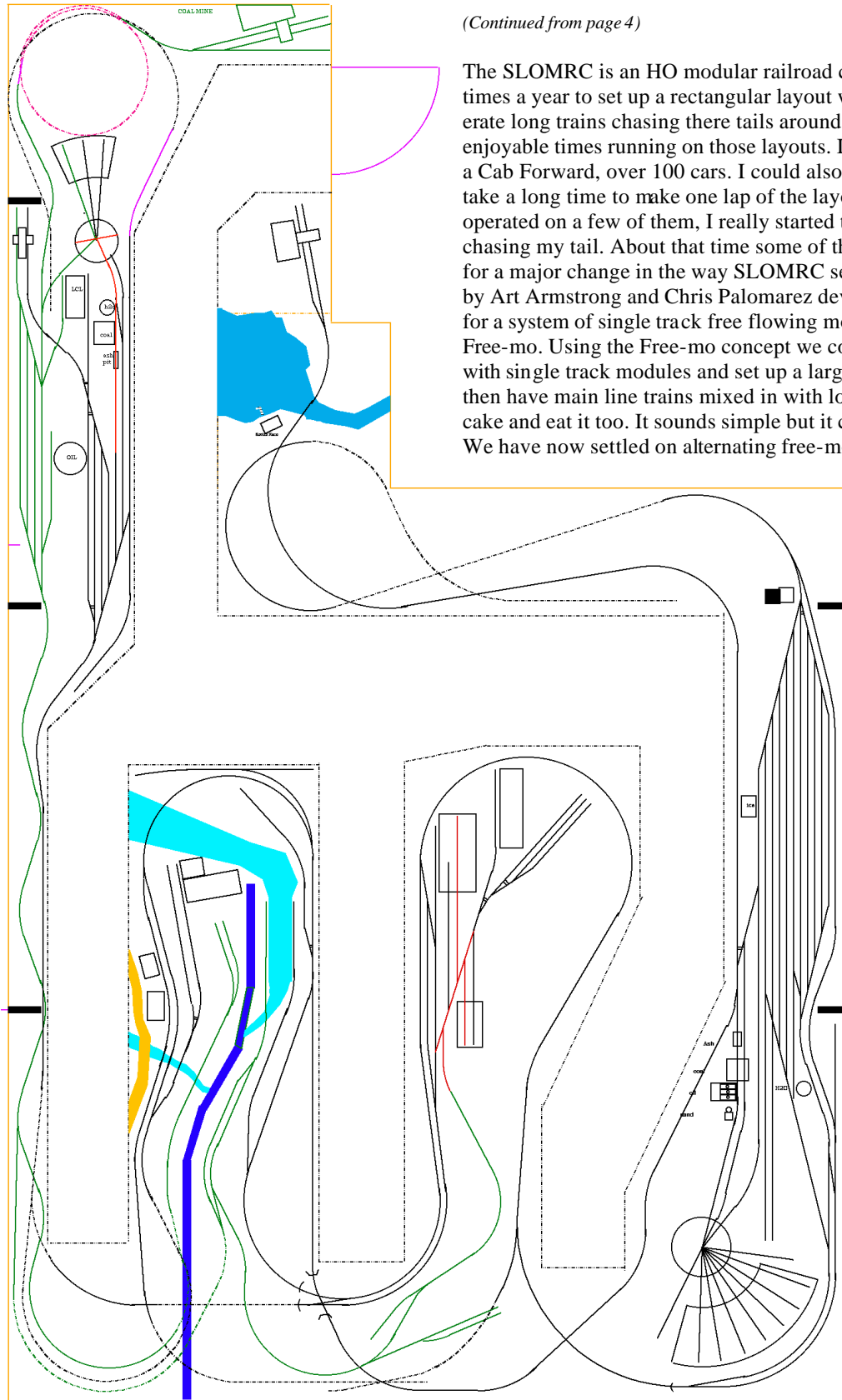
Now that I had this general plan it was time to start layout planning in earnest. First I reread all of John Armstrong's layout planning books and I joined the Layout Design Special Interest Group (LDSIG). I was still building the building so I had some time to plan. Most of my previous layouts were spaghetti bowls. That is they had a lot of track running all over the place without much thought to switching or the railroads purpose. After a lot of reading and visiting as many layouts as possible I decided that I wanted to have an operation based layout where you walked along with your train and the train didn't pass the same scene twice. About this same time the club I belong to (the San Luis Obispo Model Railroad Club or SLOMRC) was undergoing some serious changes.

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Los Osos Valley Railroad 1994 HO HOn3 Track Plan

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The SLOMRC is an HO modular railroad club and at that time would meet 6 times a year to set up a rectangular layout with a large yard and we would operate long trains chasing their tails around the layout. There were some very enjoyable times running on those layouts. I could really pull a train worthy of a Cab Forward, over 100 cars. I could also run a geared loco although it would take a long time to make one lap of the layout. As I visited more layouts and operated on a few of them, I really started to long for operating and not just chasing my tail. About that time some of the members were strongly arguing for a major change in the way SLOMRC set up its layout. A few members led by Art Armstrong and Chris Palomarez developed a sample set of standards for a system of single track free flowing modules and they dubbed the concept Free-mo. Using the Free-mo concept we could combine standard modules with single track modules and set up a large point to point layout, we could then have main line trains mixed in with locals and everyone could have their cake and eat it too. It sounds simple but it caused a lot of heartache in the club. We have now settled on alternating free-mo with circle runs, we also alternate



DCC vs. analog control on those runs.

The biggest influence that Free-mo made on me was preparing for the NMRA convention in Long Beach. For that convention I built a 26' Free-mo module with a HOn3 logging operation and an interchange with the HO mainline. This was my first experience building in HOn3 and logging. It was a lot of fun to build and operate.

Based on all of these experiences I completed my original design for the Los Osos Valley Railroad (LOVR). A fictitious branch of the SP that interchanged with the LOVR narrow gauge logging and mining lines. I stayed with this plan until I presented the track plan to some other model railroaders in the LDSIG room at the NMRA Long Beach Convention. Those discussions along with layouts I visited while at the convention caused me to rethink the free-lanced idea.

Next month we will look at the conversion to prototype layout design.

Until then, Keep-em on the rails.

HOH3		HOn3
Dual Gauge		Dual Gauge
HO		HO

Railroad Art continued

(Continued from page 4)

By the time we got to the Placer County Fair grounds it was dark and we spent at least 45 min. driving past locked gates and around fences and through alleys. We could see the buildings lit up and people around them but could not find the vendor's gate to save our lives. Then, that "hand of fate" guided the slightly rattled Rick to the right spot. Registration was a joke. The vendor registrar, a sweet but forgetful old gentleman, had been stuck in a tent outside the main hall (which was ok while it was daylight). But now it was dark and the tent had no light inside. He was operating in the dark, in more ways than one. This struck us as something close to senior abuse, so, the ever-resourceful Rick whipped out his trusty penlight so the poor gentleman could at least see what he was doing. I was so impressed by the unexpected appearance of the much needed light that I uttered, "Wow. . . a light. . . who would -a thunk it?" Rick's nonchalant reply was, "Doesn't everyone carry a penlight?"

It was 7 PM (or later) by the time we got around to setting up the "Railroad Art by Chuck" table. I do believe Rick's greatest contribution to the enterprise was his creative ideas on arranging a display that was aesthetically appealing and space efficient.

During set-up we met and chatted with all kinds of railfans, which made it less of a chore. My spirits got a needed pick-me-up when a very nice looking lady came over and gushed complimentary ooh's and ahh's over how beautiful my work was. The best part was when she talked her train-lovin' husband into buying a pack of note cards and a framed picture (wow, a sale already). I was so impressed with her charm that I gave them a nice discount. It turned out to be good business, because they came back the next day and bought another framed picture. We finished our set up at closing time, around 9 PM.

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Notes Along the Pacific Coast Right of Way continued

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Of interest to those modeling any of the Carter freight cars, they were all based upon the standard 28' nominal frame. Then depending on the car type desired either a boxcar shell, or a removable stockcar shell would then be added. In the case of the stockcars the upper body could be removed and set aside until the next stock movement and the more conventional flatcar used for whatever business was at hand. There are photographs of several of these shells without under frame at the San Luis Obispo yard. The only give-a-way was the extra timber at the middle of the car which filled the gap between the frame and the outside of the car and provided a place for the door latches. (See flatcar, Figure 3).

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Figure 3. Flatcar #679 at San Luis Obispo, a typical Carter Brothers flatcar except for the step at the center which allows it to be converted to a stock car. The flatcar is backed by the San Luis Obispo Catholic mausoleum at the cemetery near Beebe Street. Credit: Gerald M. Best.

Cajon Tales: Part 20 (Bragging)

By Francis (Pancho) L. Post ex-Cajon Hogger

I was firing for Hugh Gamble on Coast Passenger sometime before 1963. We were regular on the job and made a pretty good team, I think. (That's bragging, as you shall see.) We got a new Road Foreman named Smellie and we didn't like him so we called him "smelly". Well, we're going toward Dago, we're a ways south of Fullerton and we're in the THICK, THICK fog. Hugh and I are calling each green signal as we pass them, and the fog is so thick that you have to be looking in just the right direction, without blinking, to see them. Smelly isn't seeing them and he's getting jerky and asking us if WE saw them. Pretty soon we get a double yellow which we call. (We're doing 70 as I recall.) Hugh goes quite a ways before he sets any air and Smelly is really getting nervous. When the speed recorder reads 50, Hugh kicks off the air and

smelly almost jumps out of his seat. Just as the speed recorder slides down to 40 we go over the inductor and Hugh acknowledges, ringing the bell. Soon, we go by a single yellow block and we're still doing 40. We go a fair way and smelly loses it. He says, HUGH, THAT



NEXT BLOCK WILL BE RED! Hugh calmly states, "That next block is three coach lengths beyond the second bridge after the next curve to the left". Pretty soon Gamble sets a little air, eases on the

dynamic, and makes a perfect stop about forty feet from the block without our being able to see it. As the engine stops I start out the door and smelly asks "where are you going"? I tell him I'm going to call the DS, Gamble stopped so we MUST be at the block. Smelly didn't say much the rest of the trip.

A year or two later I was firing for Ray Hulgan (who wasn't in Gamble's class) and he ran the train down to Dago and then asked me if I wanted to work back so I said sure. After we'd gone twenty or thirty miles he said that he could see I'd been working with Gamble and that he wouldn't think of saying anything bad about a fine engineer like Hugh, but he asked me to move all my marks back a few coach lengths because he got nervous waiting for me to set the air on the curves and stations. later.

Railroad Art continued

(Continued from page 6)

Saturday turned out much better than expected. Both of us were in a good mood and we each took turns manning the table while the other made rounds, wandering through the train show's three exhibit



Trestle Over Waterfall by Chuck Paul

halls. Each time Rick returned with bags full of purchases (some very nice stuff) He wouldn't tell me what his total outlay was, but with a red face he admitted that there is a good chance he spent more than I took in. I had a great sales day on Saturday. I made enough to cover my expenses and left me with a profit equaling more than my entire weekend at the PCR. Rick asked me what the best seller was. The picture I have entitled "BN Snow" was the best selling item but the most popular was the waterfall picture, entitled "Trestle Over Waterfall" which would have lead in sales, if I hadn't sold out halfway through the show. Several railfans, (seeing it on a get well card), asked if I had it in a mounted-matted print, (with or without frame), but alas, I hadn't brought enough.

Another hard lesson I learned that weekend was that I should have made some business cards to hand out. The most gratifying sale was to a very sophisticated looking, retired couple who bought 4 of my mounted prints (w/o frame for a total of \$80). The need for a business card was made painfully clear when they asked me if I had one (I think they were

considering future purchases). Not wanting to pass up the chance to hand out my business card to prospective customers, I have since designed this one. It turned out pretty good, don't you think?"

It rained on Sunday and sales were slower. However, there were enough to make staying on until the end, worthwhile. All weekend I had my eye on a very nice piece of china from the Orient Express. I tried to work a trade with the vendor in exchange for one of my nicest framed pictures, but no dice. As sales were dwindling late Sunday afternoon, I waited until just about 15 minutes before closing and offered him \$13.00 for it . . . he paused. . . looked at his watch . . . and said, "sold". . . (such a deal) All-in-all, it was a positive experience.



The Best Of Chucky's Trivia From 2001

By Chuck Paul

Here is a re-run of some of my favorite questions from the past year. See how many of the following railroad terminology and slang expressions you can identify.

1. No Bill: A) Non-union employee; B) Freight car traveling w/o proper way bill; C) A non-revenue freight car; D) Both a & b; or E) None of these.
2. Bullringer: A) Conductor; B) Trainmaster; C) Yardmaster; or D) Switchman who guides engines and cars in and out of the yard.
3. Bump refers to: A) The smaller hump in a 2-hump yard; B) A derailer; C) A seniority displacement; or D) A hard, fast coupling that jolts the other cars.
4. A cut-off refers to: A) Being laid off; B) To separate cars; C) Being denied a meal period; or D) Both A & B.
5. A kicksign refers to: A) Pulling the pin; B) Signaling the engineer to come ahead hard; C) Signaling the engineer to brake his engine during a kicking move; or D) None of these.
6. Buggy Track: A) Caboose track; B) Yard lead; C) RIP track; or D) Locomotive track.
7. Cooning: A) Going over the tops of freight cars; B) Riding the rods; C) Riding for free; or D) Jumping on a moving train.
8. Penstock: A) Water column; B) Hump lead; C) Pen used for exercising livestock; or D) Livestock drover.
9. Rule 99: A) Prohibition of alcohol while on duty; B) Prohibition of narcotics while on duty; C) Both a & b; or D) Requires flag protection of trains under certain conditions.
10. Rule G: A) Prohibition of alcohol while on duty; B) Prohibition of narcotics while on duty; C) Both a & b; or D) Requires flag protection of trains under certain conditions.

Answers are on the back page.

Notes Along the Pacific Coast Right of Way continued

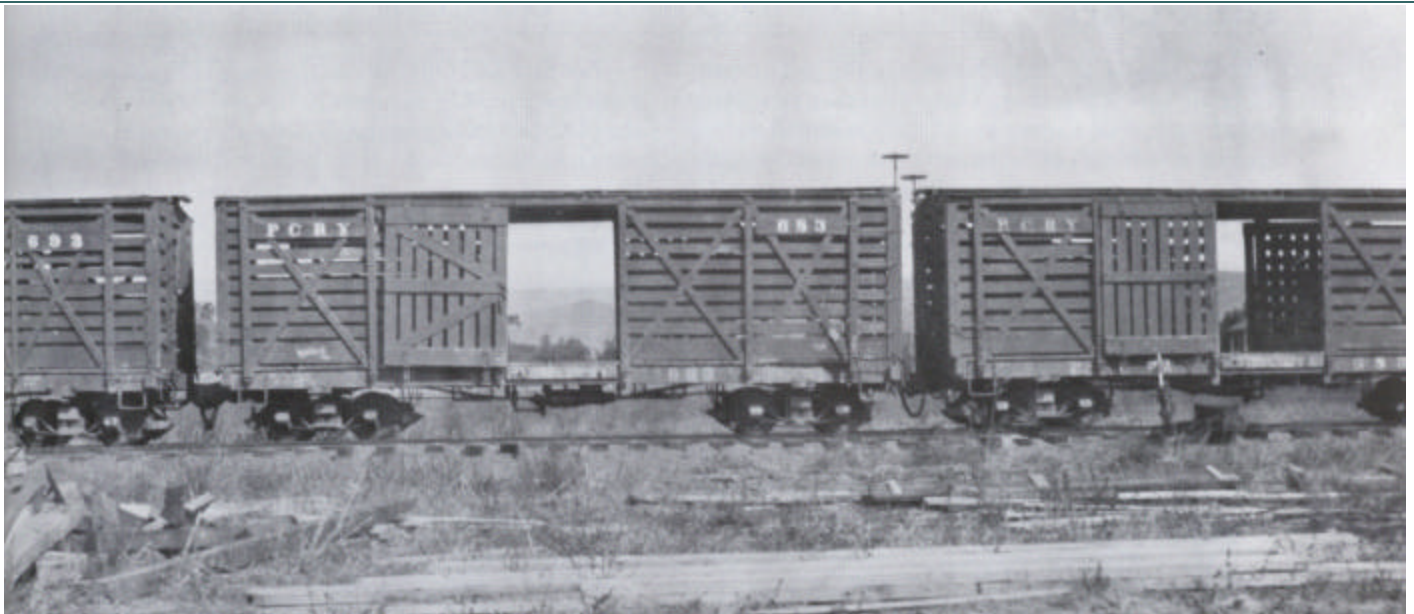


Figure 4. Three of the 13 PCRy stockcars. The doors opened to the left and the whole superstructure could be removed to use the frame as a flatcar. Credit: Photo collection of Peter Thorp.

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Figure 4 shows three of the thirteen convertible stockcars owned by the PCRy.

The basic wood and bolted framing was typical of both narrow and standard gauge equipment of the era. It typically consisted of six wood beams running the length of the car and cross braces at the end sill, the truck bolster and at the truss rod support area. The early cars just had bearing plates at to keep the truss rods in place at these middle points. Later king posts were added to gain extra depth, and therefore strength, for the truss to support the increased car and load weight. The basic construction is

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Chuck Paul Photo by Norm Hammond

What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul



Hello again all you train-lovin' cyber nuts. Well, here we are starting a brand new year, with oh-so-many new and exciting web sites to explore. One area of model railroading that has always fascinated me has been the

world of train simulators. I think it was SIGNAL that started marketing the model of simulator software that first got my attention (or was it Train-Master?). I wondered where I could go to find out which was which and who is producing more sophisticated simulators that are still within my price range. Recently, I heard about a very nice train simulator made by Microsoft, s-o-o-o-o-o, after asking around, someone turned me on to a web site that would answer my questions:=> www.Train-Sim.com . Here is what you will find when you bring up their home page:==>[Welcome to Train-Sim.Com! This site is intended to serve as a central meeting place for the train-sim community, a "club house" of sorts where you can find all the latest information, chat with other enthusiasts, trade files, learn about trains and much more. Please be sure to read the news below and also visit the forums for the specific topics you are interested in. Each forum has links to files you can download, message forums, information like FAQs and more. The site, and the train-sim hobby itself, is new and is sure to grow with your help and feedback. Enjoy the ride! Do you have questions about the new Microsoft Train Simulator or other train-sim products? Then please use our message forums to ask others for help and information.]

This is a flashy, polished site that is clearly for marketing of Microsoft Train Simulators. But it is also a very good source of information and exploration into their modern, fascinating world, which features data on many other brands of software, made by all the top companies. There is an icon called "Forums" with a selection of three choices you can click on: 1. Microsoft Train Simulator, 2. Train-Master and 3. Message area. A second icon called "Links" gives you three other places you can click and go: 4. Site Maps, 5. Other Sites, and 6. Contact Us. When you click on "Other Sites" you get a menu of pages for the following choices==>1. Microsoft Train Simulator. Microsoft's official web site for their train-sim. 2. Kuju Entertainment, the company that is developing Train Simulator for Microsoft. 3. Train-Master, publisher of Train Master 4 (TM4), the first available 3D train-sim. 4. Auran, the developer of the Trainz train-sim that is due out late in 2001. 5. Boso View Express, a freeware Japanese 3D train-sim. 6. Rail3d, a railway simulator where you build tracks, points and signals and run trains, set routes and timetables; 7. Signal Computer Consultants, maker of Train Dispatcher; 8. Train Dispatcher. There is also a huge selection of sites (too numerous to list here) you can click on if you are interested in keeping up to date on the latest news from all over the World of Train Simulators. Even if you only think you might be interested in knowing more about the fun you can have playing with train simulators it is worth the time to check this sight out. ~ Happy Rails.



F7s courtesy of Bob Russell - email at DAYLIGHT99@aol.com

Joint Layout Design & Ops SIGs Meeting Feb 23 & 24

By Bob Jacobsen

Planning has started for a Northern California regional meeting of the Layout Design and Operations SIGs on Saturday Feb 23 and Sunday Feb 24, 2002. The planned program is:

Saturday 10 - 5 Clinic programs. Tentatively scheduled are A Tale of Two layouts / WP in the Bay Area / Callboard Program / WP Oakland 3d St Depot / YV Paperwork / Unistrut Benchwork. We hope to have several more.

Saturday 7 -10 Layout tours.

Sunday Operating sessions.

Saturday registration will be at the South Bay Historical Railroad Society's Santa Clara Depot on Saturday Feb 23, 2002 starting at 9AM. (map). To cover misc. costs, a \$5 donation might be requested. Please note that everything is still tentative; don't buy any train tickets yet!

The organizing committee currently consists of:

- Seth Neuman (sneumann@pacbell.net) - General leadership, layout tours
- David Parks (westernbear@email.msn.com) - Operating sessions
- Mike Birmingham (mikebirm@hotmail.com) - Refreshments and food
- David Adams (Adamsdpcf@compuserve.com) - Name tags and registration
- Bob Jacobsen (Bob.Jacobsen@lbl.gov) - Announcements/PR

People to organize the program (clinics, panels, break out sessions, et al) are being sought.

More details to follow. If you'd like to be added to our mailing list to get updates when we know more, email Bob Jacobsen.

Notes Along the Pacific Coast Right of Way continued

CARTER BROS. 28' 10" & 15 TON FLAT CAR
cars of this pattern built from c. 1877-1897
shown in original configuration with hand brakes and 10-ton Carter swing-beam trucks, no safety appliances

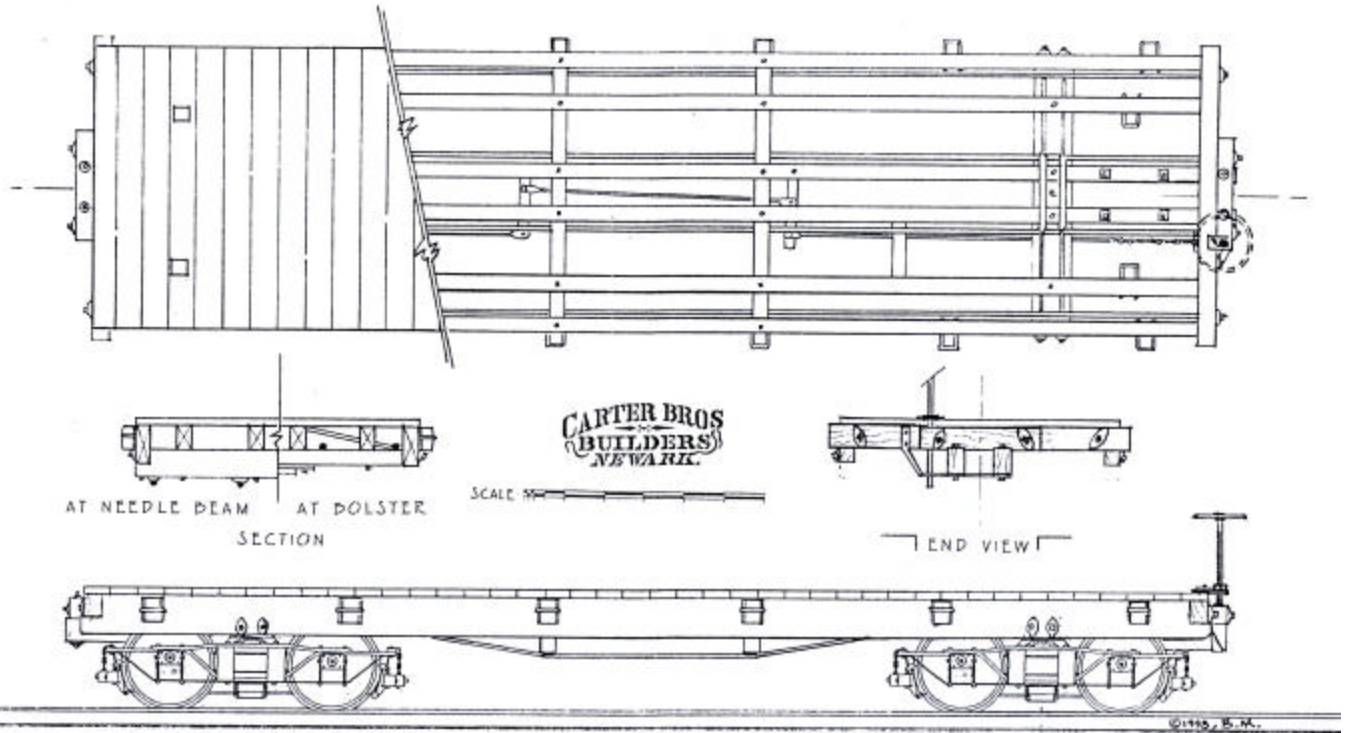


Figure 5. Drawings of a typical 28 foot Carter Brothers flatcar. Drawings prepared by Evergreen Hill Designs.

(Continued from page 8)

shown in drawings from the Evergreen Hill Designs kit which show this basic framing. See Figures #5 and #6. While relatively cheap to build, the wood under frames did not last long as train size and weight increased after the turn of the 20th century. Narrow gauge railroads such as the Pacific Coast were relatively unaffected by these trends and many of the Carter cars lasted until the end of the PCRY in 1941. The Carter cars were designed to carry a maximum of 10 tons. Later cars were classified for 15 tons. The trucks were usually the limiting factor.

The Evergreen Hill Designs kit provides an excellent basis for construction of the flatcars, and with a bit of extra work the stockcars or boxcars. While relatively expensive at \$24.95, this kit provides a laser cut under frame and side sill complete with laser drilled holes for the nut-bolt-washer (nbw) castings and stake pockets, material for a board by board construction of the deck, white metal end sills, truss rod supports and trucks. Grantline details including stake pockets and nbw castings are supplied. The early Carter cars came with link and pin couplers and no safety hardware, e.g. hand grabs and stirrup steps. As the cars were upgraded around the turn of the 20th century, conventional knuckle couplers, airbrake systems and the hand grabs and steps at the corners were added. I had great fun assembling two of these cars and lettering them for the PCRY.

Next time we will look at the Carter Brothers beautifully proportioned passenger cars which are, in my opinion better proportioned than their more famous D&RGW cousins.

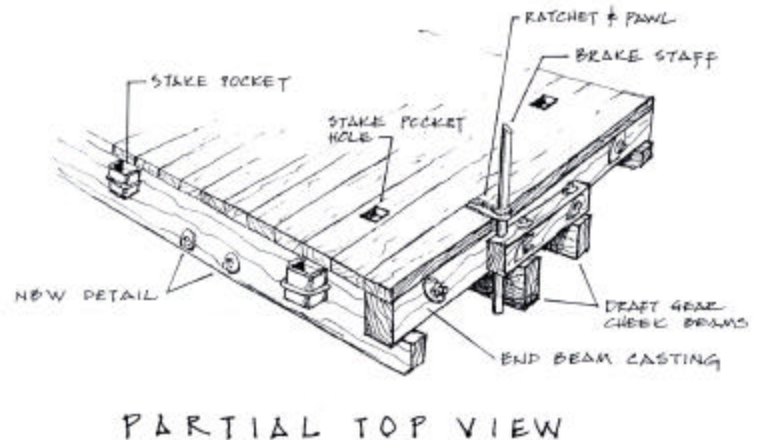


Figure 6. Drawing of the end detail of a typical Carter Brothers flatcar. Drawings prepared by Evergreen Hill Designs.

Western Pacific RR Historical & Feather River Rail Societies Convention

The Western Pacific Railroad Historical Society & Feather River Rail Society Convention will be held on April 12-13, 2002, at the Best Western Bonanza Inn, 1001 Clark Ave. Yuba City, CA from 1:00-11:00 PM Friday and 9:00 AM-11:00 PM Saturday

Clinics every hour (TBA - These will be posted to the WP, SN and FRRS Yahoo discussion groups and wprrhs.org), swap area, WPRRHS/FRRS sales, model and photo displays, memorabilia displays, slide shows, clinics and raffles. Please limit your models and photos to WP and subsidiary topics. Swap Meet: We will provide you an area to swap/sell your W.P. related items. You are responsible for your items and **NO SELLING WILL TAKE PLACE DURING PRESENTATIONS**. If this occurs you will be asked to remove your items from the premises. Any of the information here is subject to change, as we all know!

Rooms: **Best Western Bonanza Inn** is holding a block of rooms. Cost is \$58.00 up to 2 persons (King or double Queen), \$62.00 3rd person, \$66.00 4th person. Reservations should be made by calling the Hotel direct at (530) 674-8824 or 1-800 562-5706. Mention the WPHS 2002 convention. There is a restaurant on site and many other dining establishments nearby. Alternate motels - call for rates from **Holiday Inn Express** (1 mile convention site) 894 Onstott Rd, Yuba City 530 674 1650 or **Amerihost Inn** (3 or so miles from convention site) 1111 N. Beale Rd, Marysville 800 434 5800. This Inn backs up to UP (ex SP) main.

REGISTRATION FORM --PLEASE FILL OUT & SEND WITH YOUR CHECK

Name(s): _____ Address: _____
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Note: There is no charge for non-rail spouses to attend, except for the Banquet. No paper confirmation will be sent. If you are email enabled then you will receive an email confirmation. Your check is your receipt. We must submit number of banquet tickets one week prior to event. Regular Fare Ticket \$25.00, \$28 at the door / Deluxe Fare Ticket includes Banquet \$50.00/ Banquet only (\$28.00). The banquet will be Saturday night featuring beef, chicken, vegetarian and side dishes. **ALL banquets MUST BE PREPAID** and Banquet no-shows are **NON-REFUNDABLE**. Please make checks to Western Pacific Convention 2002 & send to Tom Lawler / 561 Saddleback Drive / Marysville, CA 95901 (530)749-1157 or tlawler@infostations.com

Per a recent email on wplist@yahogroups.com, Mike Mucklin (mike@wprrhs.org), the Webmaster for wprrhs.org, has updated their website with the information currently available on the 2002 convention with a printable registration form there for your convenience.

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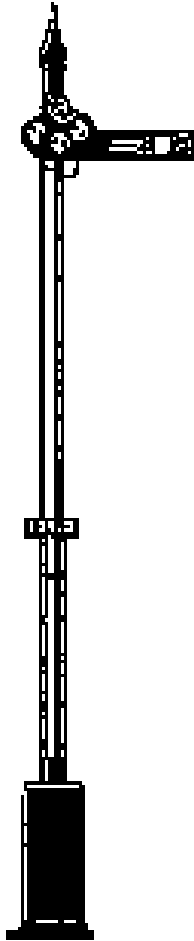
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ANSWERS to Chucky's Trivia Quiz

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