

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 02

February 2002

Upcoming Events

- 2002
- 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
- Nov 16 PCR Daylight Division Meet in SLO

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The San Luis Street Railway

By Walter E. Rice, Ph.D.

San Luis Obispo's only street rail transit operation — the San Luis Street Railway — ceased service a little more than a century ago, by December 1901. Chartered on June 13, 1887, the company ultimately placed into service a two-line 2½ mile 3' gauge horsecar street railway. The line used 16 pound "T-rail." The company's cars proudly proclaimed (in side-signage next to the roof line) that its horsecars would take you to all of the important destinations San Luis Obispo had to offer, "Depot, Cemetery, Courthouse & Hotels."

The "Depot" referred initially to the narrow gauge Pacific Coast Railway station, at South and Higuera Streets. At this point passengers to and from San Francisco and other northerly destinations rode the Pacific Coast Railway's

Port Harford (Port San Luis) service, where connecting passengers had an ocean-going voyage. This pattern changed radically on May 4, 1894 when the Southern Pacific reached San Luis Obispo from the north.

Soon the Espee was providing through passenger service to San Francisco. Port Harford ridership dropped dramatically, as did patronage on the connecting horsecar line. Although, the new Southern Pacific depot was at the southern end of the San Luis Street Railway's Osos Street line, the SP station was much closer to the city's population centers making walking an easy alternative. The net impact for the horsecar company was a loss of both ridership and revenue, from which it never recovered.

(Continued on page 3)

Building The LOVR - Part 2

By Paul Deis

Last issue I introduced you to the beginning of the thought process that formed the design of my railroad. When we left off I was discussing the results of presenting my original design at the Long Beach Convention.

Some of the comments I received concerned layout ergonomics; layout height and aisle widths. My plan had aisles that were pretty much 24" throughout. This would have been way too crowded. I even planned intensive switching areas on both sides of a 24" aisle in 3 locations. Boy am I glad I offered my plan for discussion before I started construction.

Back to the drawing board or should I say back to my computer and MacDraft. For my next plan I kept the idea of a freelanced SP branch and an HO HON3 logging and mining operation. I also incorporated some other ideas borrowed from layouts I visited. One big feature is a canyon that twists across the neck of the peninsula. The canyon was designed so that

you couldn't look up the canyon from one aisle to the next. The SP crossed the canyon on high trestles while the narrow gauge snaked along the riverbank and climbed up the mountain. I also made the minimum aisle width to 30" in most locations. I added longer lead tracks to the yards and a passenger station to the SP yard. I put a lot of time into this design but it still wasn't quite right, the prototype bug was still biting.

It was time for another road trip, this time to the San Francisco Bay area. The Layout Design Special Interest Group (LD SIG) was holding a meeting at a member's home that included layout reviews and layout tours. I visited Dave Adams, Jack Burgess and Rick Fortin's layouts. It's really amazing to have the opportunity to visit 3 world-class layouts on the same day. These layouts also displayed three different levels of prototype fidelity.

(Continued on page 3)

Presidents Message

By Dave Wilding

Hi Everyone,

The most exciting thing that has happened recently in our club is buying it's own DCC system which we will use at our upcoming run on Feb 2nd and 3rd at the Vets Hall. Some of our non DCC members will get a lesson on how to hookup the system and operate with it.



Dave working real hard you understand at our last run. T.N.Taylor Photo.

had some new layouts and a lot of people looking at them and buying items they were looking for. It was a lot of fun.

I hope all or our club members will show up at the Feb. run. Setup is 5 PM on Friday the first of February. Check with Bud, Paul or me for details.

Thanks . Dave W.

On Jan. 19th and 20th the Bakersfields show

January Club Meeting Minutes

By Terry N Taylor

Dave Wilding opened the club meeting shortly after 7 PM on 8 January at the Congregational Church on Los Osos Road. In attendance were Glenn Geissinger, John Hischer, Jim Jonte, Kevin Isbister, Chuck Paul, Bud Rogers, Terry Taylor and Dave Wilding.

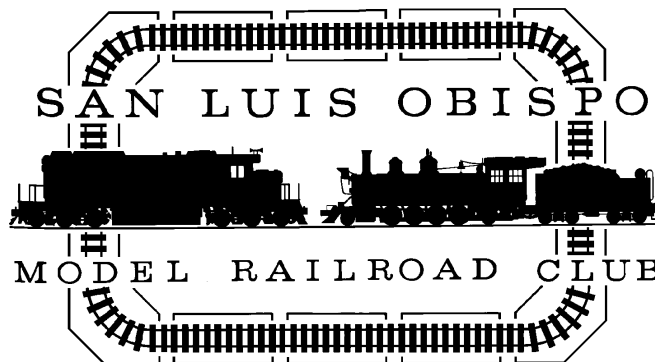
Terry showed the recently arrived club owned DCC unit with throttle, manual, 2 extra modules, etc and gave the package to Bud Rogers who would get together with run coordinator Paul Deis to make sure that all is in readiness for the upcoming DCC Free-mo run on the first weekend in February at the Vets Hall.

Module owners, please let either Bud (**Phone:** 805-528-1109 **E-mail** topbud1963@pkfamily.com) or Paul (**Phone:** 805-528-4230 **E-mail** curlyp@best1.net) know whether or not you will be bringing your modules. The club manual will be available at the run for anyone interested to read it. Members who have NCE throttles are encouraged to bring their throttles (most of which have neck lanyards for safety reasons—please use them). There will be several extra DCC equipped locos for non DCC members to use.

Based on requests from our last meeting. Terry passed out proposed hobby shop flyers for both the upcoming run and the train show in February. Several changes were discussed and Terry promised to make those changes and email the resulting word files to both Dave and Jim for reproduction prior to our going over to the Bakersfield Train show on the 19th. If needed, Terry will revise after the show and send again to Board members for reproduction and distribution. The run flyers will be used by local hobby shops to let modelers know of our club. Next item for design is a new club membership application. Hopefully we will have some up for comments at the Feb run.

Terry then passed around several flyers and discussed the following upcoming activities: The Bakersfield Train show on 19 & 20 January; Of course our own run on Feb 1-3; the joint Layout Design and Ops Special Interest Groups weekend on Feb 23-24 in Santa Clara; the Daylight Division first meet of the year in Tehachapi on 16 Feb; the Modeling with the Masters Seminar in Sacramento from Feb 28 to March 2; the joint Western Pacific RR Historical Society and Feather River Rail Society convention in Yuba City on April 12-13; Our own run here on 12-14 Apr; the PCR convention in Redding from May

1 thru 5; the Santa Susana RR Historical Society Swap Meet & Open House will on both May 18 and July 27; the Daylight Division 2nd quarter meet in Santa Barbara on May 25-26; and finally the Toy Train Op Society Central CA Div will hold their June Toy Train Meet at the Fresno Fairgrounds on 8 June. Certainly a nice selection of activities to go to before summer is here.



Just as a reminder - our annual Train Show is set for the weekend of 5 & 6 October at the Vets Hall and we are hosting the Daylight Divisions fourth quarter meet for November 16th (a Saturday).

We then discussed the train show. Table prices are now a very firm \$20 per 8 foot table (2.5' wide) for the weekend. Kevin will be this years train show straw boss in charge of vendor relations and turn in table collections to Jim who will handle admissions etc. Paul & Bud will handle area planning and run coordinating. Dave W (aided by Bud) will handle publicity.

Jim had several door prizes (including a camera donated by Glenn Geissinger , several calendars, and a set of very nice

(Continued on page 4)

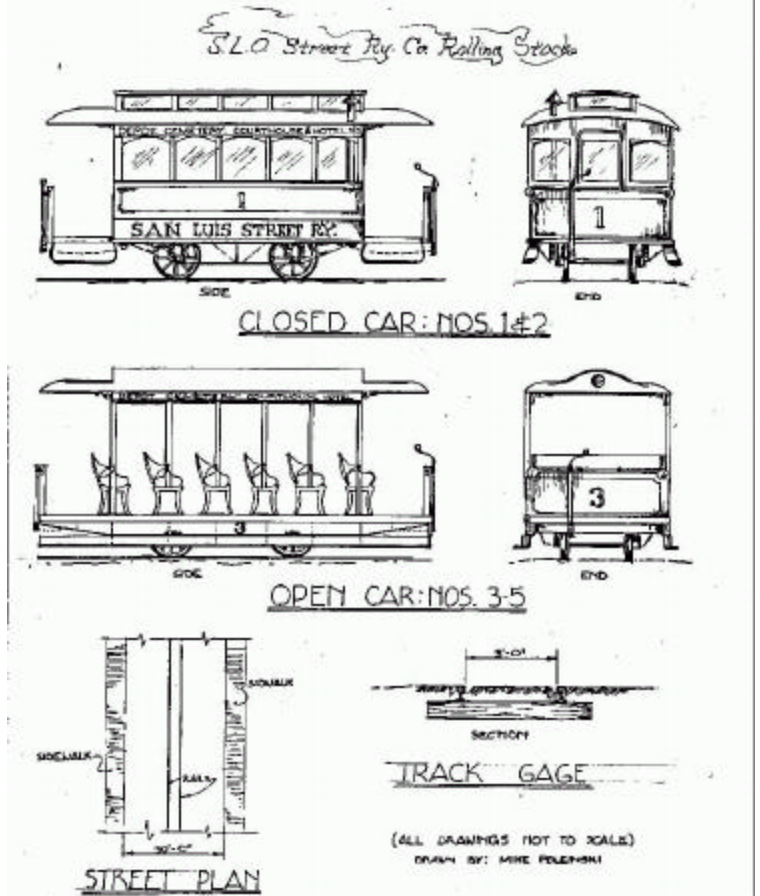
The San Luis Street Railway continued

(Continued from page 1)

The company purchased five cars in 1867 from the Holt Brothers Car Works, Stockton. Nos. 1 and 2 were five-window single truck closed wooden cars. Reflecting car design of the period, they had monitor (or deck) roofs, which had small adjustable windows for ventilation running the length of the car. They also had coal fire stoves for heat. Nos. 3, 4 and 5 were open six cross-bench cars. They were designed for days when the weather was warm. All had hand-friction braking systems and were double-ended that allowed for the horse to be shifted from one end of the car to the other at terminals.

It was, also, the consistent lack of service that eroded away ridership. The company had, at various times, either nine or ten horses on its roster. Given that typically a horse would be in service for approximately three hours, a 12-hour run would require four horses. Records show the company only operated two horsecars simultaneously, or a single car per route. The lines were the main line that started from the Pacific Coast Railway station at slightly south of South Street, hence via Higuera, Chorro, Monterey, Essex (Johnson Avenue) passed the very large (for San Luis Obispo) Ramona Hotel, a four-story luxury hotel, to either Essex and Pismo or Marsh and Johnson Avenue (Pepper). The second route ran from the Southern Pacific Station via Osos Street to Palm. Osos Street horsecars could run to the Ramona Hotel thanks to a switch at Osos and Monterey Streets. All of this infers long inconvenient headways that are not conducive to meet many

(Continued on page 8)



Walter Rice Collection, Drawing by Mike Poliensi

Building The LOVR Part 2 continued

(Continued from page 1)

Jack's layout is a very accurate representation of a moment of time on the Yosemite Valley Railroad. Jack has done a lot of research into the YV and you can compare scenes on his layout with photographs of actual locations. You have to look real hard to see that the pictures aren't of his models.

Rick Fortin's layout is the Sierra Western & Santa Fe, A fictitious extension of the Santa Fe. Here is a description copied from Rick's web site "The Santa Fe never built a route to compete with the Southern Pacific northward beyond Richmond, CA. If they had, it might have looked like this in the early 70's: Two new routes, one from Richmond, CA, and one from Stockton, CA, join at Chico, CA. From there, the tracks continue north through Los Molinos, Anderson, Red Bluff, Redding, and McCloud, CA., and up through Klamath Falls and Eugene, OR., to the end of the line at Portland, OR. While this may be free-lanced, it is built to the Santa Fe prototype

Dave Adams Models the Durlin Branch of the Denver and Rio Grande Western Railroad. A free-lanced mountain branch line of the narrow gauge D&RGW. While it is also freelanced, it

follows the prototype style. Dave's layout is designed as a double deck with the layers connected with visible trackage as the train climbs from Grandt Line Junction to Toltec Gorge. I wanted to avoid a hidden helix connecting two decks in the middle of the mainline.

After visiting these layouts and doing some brainstorming I decided to trash all of my plans to date and start over. I still wanted the Cab Forward/ Shay plan but I couldn't find a prototype.

Then I saw the light, and it was an oncoming freight train. Why not model my own backyard? The Southern Pacific Coast Line and the Pacific Coast Railroad. The railroads interchanged in San Luis Obispo and would be a mixture of Cab Forwards and Narrow Gauge. While the PCR didn't really have any geared locos, they could in my world.

Another item I pickup from the LD SIG was the concept of developing Givens and Druthers. Givens are items you must have on the layout and druthers are items that are real nice to

(Continued on page 5)

Chucky's Trivia Corner

By Chuck Paul

This month's questions come from a potpourri of railroad facts gathered from here & there; by listening to other railfans, and some "old rails" See how many you can get right. Have fun!

1. The Southern Pacific's Daylight, steam locomotives had both steam whistles & air horns. What was the air horn for? A) White-outs, while going over Donner Pass in winter; B) Running through thick fog; C) Chasing cows off of the track; or D) None of these.

2. Why did the Southern Pacific have cabooses with "Railroad Police" painted in bold lettering & colors? A) So thieves would know the railroad police were always close at hand; B) To discourage hobos from hopping freight trains; C) The SP White police cabooses were mainly for special trains (normally auto racks but also some special movements); or D) Both A & B.

3. What is the origin of the word "Hobo"? A) Conductors would yell, "Hey, Boy, get off this train!" (which evolved into) => "Hobo, get off this train!"; B) They were known for the disreputable company they kept; C) They were a cheerful bunch (often laughing "Ho, Ho, Ho"); or D) Migrant farm workers following the crops, riding on trains, (bringing their own hoes), were called "Hoe Boys" then "Hobos".

4. Why were steam engineers called Hog-heads or "Hoggers"? A) after the "Hog Law" (Hours of Service Act); B) Because they had to be stingy with their steam "hogging it"; C) After years of just sitting in a cab with a hand on the throttle, they got fat; or D) The old steam locomotives with their huge boilers, looked like hogs.

5. Why were freight yard workers called "snakes"? A) They

were considered a lower life form among other railroad workers; B) By the end of a long, shift, (exhausted), they would "crawl" home; C) Big freight-yards (with lots of shiny rails crossing and re-crossing) look like a yard full of "snakes"; or D) The yard crew had to snake into a filled up yard & snake a specific car out.

6. What does "Tie 'em down" mean? A) Secure a load to a flat car; B) Set the brakes on your locomotive (when stopped) to avoid a run-away; C) Lock all doors on boxcars and cabooses; or D) Tie handbrakes on a cut of cars.

7. What does the term "dog catching" refer to? A) catching free-riding hobos; B) Freight-yard night patrol, using guard dogs; C) Relieving a train crew that has "died on the law"; or D) Using drug-sniffing dogs to catch smugglers.

8. What does "In the clear" mean? A) It's when a train clears yard limits; B) It's standing far enough from yard tracks so a moving car doesn't hit you; C) Stopping a train far enough from where 2 tracks meet, to avoid getting clipped by another train; or D) Both B & C.

9. What does it mean when the Yardmaster gives the yard switchmen "the dope in a can"? A) Rewarding their hard work, by passing them a can of dope (for after-work relaxation); B) Lowering switching orders from the yard tower (in a can on string), down to the switching crew; C) Clandestine sharing of "Front Office" info with the switching crew; or D) Both B & C.

10. What is the switch list? A) Working instructions for the switching crew; B) A list of the switchmen that will be working your shift; C) A list of cars on a particular track and their destinations; or D) Both A & C.

Answers are on the back page.

January Club Meeting Minutes continued

(Continued from page 2)

dental probes that make great modeling tools). This time all those in attendance got a ticket. Next month, only members whose dues are current will receive a ticket. Since one of the door prizes is probably going to be a dcc decoder, be warned.

Chuck said that, for those of you who have old railroad calendars you want to get rid of, please consider donating them to the "Volumes Of Pleasure" Book Store. It is located in Los Osos, next to Carlock's Bakery. Their phone number is: (805) 528-5565. They will be used to help school kids get ideas for art class. Kevin agreed and stated that any who wanted, could drop them off at Foothill Hobbies. He lives close by and he will take them to the book store.

Jim will work with Kevin and Hilding on setting up a club purchase of a good dependable low cost decoder. At this time

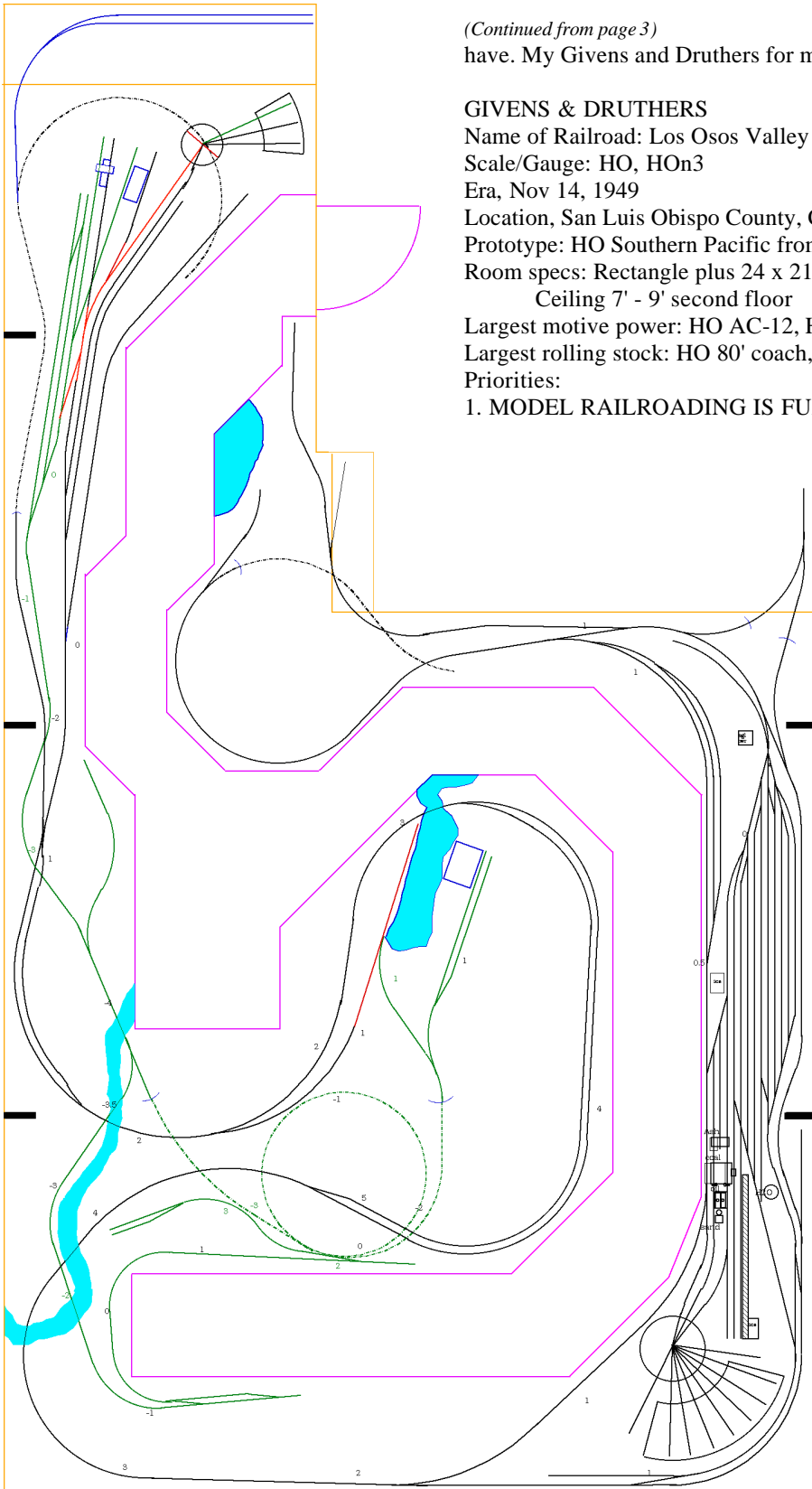
all turned to Kevin and publicly praised him for the outstanding Spectrum 2-8-0 Foothill Hobbies donated to a very lucky club member (Bud Rogers) at our Christmas party.

Jim announced that our club is now NMRA member # 125251 00 and that he is working on switching our insurance policies will reduce the cost of one our biggest budget items. Speaking of which, Jim was quick to point out that dues are Due for the new year.

Dave then closed the meeting at about 8:15.

There was no Board meeting this month, as due to illness etc. there was not a quorum present. Therefore there will be a short Board meeting at the run this weekend.

Los Osos Valley Railroad 1995 HO HOn3 Track Plan



(Continued from page 3)

have. My Givens and Druthers for my next plan;

GIVENS & DRUTHERS

Name of Railroad: Los Osos Valley

Scale/Gauge: HO, HOn3

Era, Nov 14, 1949

Location, San Luis Obispo County, California

Prototype: HO Southern Pacific from San Luis Obispo to Paso Robles, CA

Room specs: Rectangle plus 24 x 21 + 10 x 10. (604 sq ft),

Ceiling 7' - 9' second floor

Largest motive power: HO AC-12, HOn3 2-8-2

Largest rolling stock: HO 80' coach, HOn3 40' freight

Priorities:

1. MODEL RAILROADING IS FUN

- 2. Local freights
- 3. Yard Switching
- 4. Helper Operation over Cuesta Grade
- 5. Passenger Operation

Min-Max number of operators: 1 - 12 Operators

Eye level: Lower Deck 42"+

Eye level: Upper Deck 60"+ connected to lower deck Without a Helix

Notes: HO Layout to capture the High Points of SP SLO to Paso Robles Including Cuesta Grade, Horseshoe Curve and Stenner Creek Bridge.

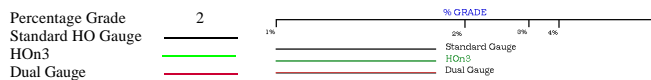
HOn3 to capture the feel of a rundown barely profitable narrow gauge line.

HO 36" min. Ruling grade, Cuesta Grade up to 2 1/2%.

HOn3 18" min radius, Ruling grade 3%

One problem that would jump out at anyone who has studied the PCR is that it went bankrupt before WWII and the rails were scrapped as part of the war effort. Well in my world the PCR extended itself out to Morro Bay via Los Osos to take advantage of agriculture, fisheries and the Morro Rock Sand and Gravel Co. along with the US Navy wartime buildup in Morro Bay.

With my new Givens and Druthers in hand I started planning once again. Next month we will look at the beginning of construction and another big change. Until then, Keep-em on the rails.



Cajon Tales: Part 21 (3464 at San Bernardino)

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

Editors note: Thanks to Stan Kistlers' generosity, we have permission to publish his photo of Santa Fe 3464 at San Bernardino in 1950. Franks comments are relative to this photo.

Ok, the 3464 is on the incoming track. I believe there is a hydrant to water any engine that arrived with low water just ahead of the 3464. The very tall building is, of course the sandhouse. All the engines sand-domes were filled on arrival through those rather thin pipes slanting down to the domes. The two tracks in the photo are the inbound tracks. There are

and other Hostlers. I believe it was about fifty engines in one eight hour shift.

My dad was hostling in Boone Iowa in the 20's and while putting one into a stall he couldn't stop and the front of the engine went right through the R.H. wall. I never did that, but one day I ALMOST put one in the pit. (That brings up a story that I believe to be true.) There was an engineer working in and around LA on the Santa Fe who was VERY intelligent but who got into one jackpot (that's American slang for trouble) after an-

gon on the elevated ramp is dumping sand into the sandhouse machinery where it will be sifted and dried. It was a favorite place for those "Hideout Artists" to sleep in the winter; on that nice warm sand. Roundhouses were some of my favorite places, I liked the sounds and smells. During WWII some British motorcycle racers ran into each other in North Africa. One of them found a bit of castor oil and they dribbled it onto the hot stove as they drank there beer and recalled their peace-time racing days. I used to put a tablespoon into each tank of



Photo of Santa Fe #3464 at San Bernardino on 7-4-50 courtesy of Stan Kistler

two outbound tracks behind the sandhouse and not shown in this photo. There were twin fillers between the outbound tracks allowing water and fuel oil spouts to be used on either track. (Incidentally, the valve oil was so expensive that full "tallow-pots" were kept in the R.H. Foreman's office!)

When the GFX trains were running with sometimes five steamers per train this was a hot and hectic place to work; one night I kept count of the number of engines I climbed on, moved and climbed off. I don't remember the number now, but the only people who ever believed me when I told them were R.H. Foremen

other. His last misadventure was dumping a steamer into the pit at Redondo Jct. The company fired him and he got a new job: Teaching Physics at the Univ. of Southern California. I believe he ended up a full professor.

If I were modeling any roundhouse I would use different color bricks on at least one stall's outer wall, because it was fairly common for a hostler to put one through the wall as my old Pappy did. (In a ragged outline to approximate the hole an engine would tear as it pierced the wall.)

Getting back to the photo, I believe that

gas in my motorcycles for the same reason....it smelled so good. And I would pay five dollars right now for a whiff of hot valve oil.

Also that 3464 made me think of the 3443. It was a cursed engine, the 3443. Nobody could ever get it set up correctly. It didn't ride worth a damn and it had a lot of wrecks. My Dad, who had also sailed on the Great Lakes as a youngster used to say that the 3443 had rolled over more times than a Toledo whore. Well, I guess that's enough hot air for today.

Frank



What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul



Hi again all you time travelers and railroad/computer buffs. For February, we are going to Switzerland. the Swiss Federal Railways has an informative and versatile web site on the internet. The URL is: www.sbb.ch/index_e.htm When you bring up their home page

you will see that they have a search box and a time-table box for both passenger and freight trains (they refer to freight as "cargo"). Along the left border there is a list of pages you can go to for information on SBB Cargo; Real Estate; Enterprise SBB; Job Market; Operations Management and Open Access (whatever the heck that is). I clicked on that one and am still clueless as to what it is. I think it is a forum for guests to provide editorial commentary or make suggestions.

Anyway, in the middle of the page are these six colorful thumbnail pictures that you can click on to find out more about such categories as the events that



Swiss Federal Railways Photo from the Open Access portion of the web site reviewed

took place in 100 years of SBB history and the times and locations of the festivals they celebrate for significant railroad milestones. There is another icon of a half-price card you can click on for instructions on how you renew your 1/2-off card. There is another icon entitled "Games" which I was afraid to click on, for fear of

getting sucked into some never ending railroad puzzle.

They have a bunch more but you are just going to have to go there yourself because I have already forgotten them by now. This web site is a rich source of information for all you railfans who are interested in traveling by rail in Europe are just interested in the development of the railroads in Switzerland.

If any of you have been thinking about planning a model railroad in Switzerland or other parts of Europe, you might want to check this site out. They have nice pictures to look at too.

Bon Voyage, and "Happy Rails" .

Railroad Cooking 101: Part 7

By Ed Stoneback

A favorite great rail-recipe is cago, Burlington & Quincy for Beans. This kind of lima eat. I use lima beans and bottled This is great que also.



recipe of a road! This from the Chilington & Baked Lima is the only beans I will brown canned instead of dry mustard. for a barbe-

Cover with cold water and cook 30 minutes (unless canned type). Add salt pork and simmer until about 2/3 done. Peel onions and potatoes and cut into small cubes. Sauté' in a little fat until golden brown. Mix and blend mustard and brown sugar in sufficient amount to give good flavor. Add salt port and mix.

Place in baking pan and bake in oven until nicely browned.

Next time look for a Union Pacific recipe for Macaroni & Cheese which is to die for. Also Santa Fe Railroads Stuffed Zucchini. Until then—Bon Appetite.



Burlington Baked Lima Beans—6 Portions

1 1/4 lbs lima beans
1/8 lb brown sugar
1/4 lb dry onions
1/2 lb potatoes
3/4 lb salt pork
1/8 jar prepared mustard
salt & pepper

Soak lima beans overnight in cold water, drain and wash well.

The San Luis Street Railway continued

(Continued from page 3)

potential passenger needs.

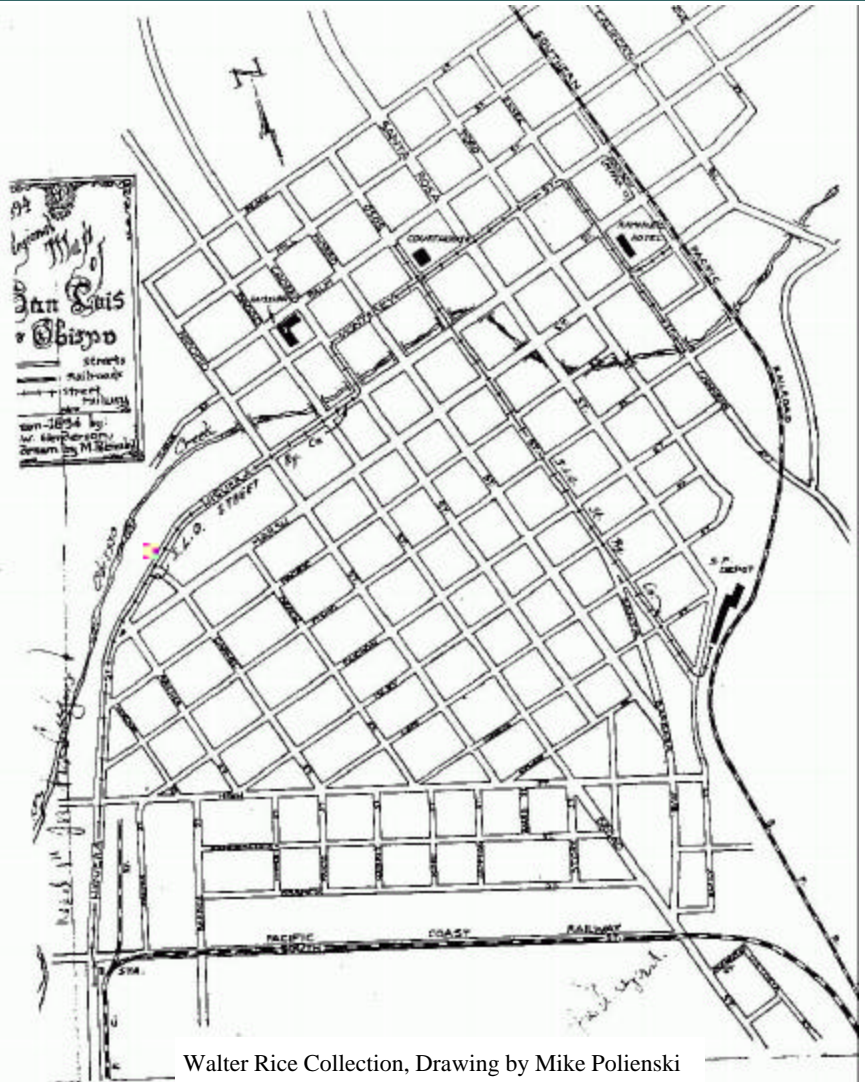
The population base of San Luis Obispo was inadequate to support a dense horsecar service. In 1890 San Luis Obispo had only 2,995 residents. This total had increases by one-third to an estimated 4,000 by 1897, thanks largely to the new employment generated largely by the arrival of Southern Pacific.

The technology of the steam engine was a voracious source of employment. People, however, could easily walk their short trip distances instead of using the generally inconvenient and slow (speeds ranged between 4 and 6 miles per hour, barely faster than walking) horsecar service.

Horses were expensive to purchase and maintain. These costs combined with labor costs, depreciation, coupled to a weak and weakening passenger demand with revenues limited by a 5-cent fare created an impossible situation economically. It is surprising the service lasted as long as it did. The rolling stock and rail were sold for scrap in 1902.

Epilogue

On the grounds of the luxury Ramona Hotel located on Essex Street (Johnson Avenue) between Marsh and Higuera streets was the Southern Pacific stage coach depot that was used before the arrival of the railroad in May 1894. Northerly passengers would use a stage coach between the end of the railroad (Santa Margarita just before the railroad arrived) and San Luis Obispo. The depot was saved when the hotel burned to the ground in 1905 and was moved to its present location, the grounds of San Luis



Walter Rice Collection, Drawing by Mike Poliensi

Obispo's Dallidet Adobe and Garden, around 1960. Under the shelter of the depot visitors can see a somewhat forlorn No. 1, sporting an amateurish light green paint scheme without any destination signage resting on cart wheels.

Some Background Info

By Walter E. Rice

Thank you for adding me to the list. I shall be happy to write something on the San Luis Railway horsecar system. The information is limited.

Right now I am finishing up on book entitled "When Steam Ran on the Streets of San Francisco" and working on some text to celebrate the 125th Anniversary of the of San Francisco's 2nd cable car line, the Sutter Street Railroad.

This is for the Cable Car Museum web page. I am the Chair of the Cable Car Museum. You might be interested in checking out the Museum web page; www.cablecarmuseum.com

Also, I am having a layout constructed to run my PE, SN and Key System models.



SLO Sojourn

By Wayne Scarpaci

Sp 4460 Title: SLO Sojourn. On 18X24 canvas SP GS 6 # 4460 is seen drifting past the water tower across from the SLO depot in 1946.



My Railroad Art

By Wayne Scarpaci

A quick note about me and my art is that I am totally self taught. I flunked all my art classes because I would only do trains and ships. And each piece is completely freehand. I am

52 years old and have been painting/ drawing trains for about 50 years. In addition to the paintings you will see here, some of my other paintings are shown on Ken Kelley's The Third Rail website at <http://www.thirdrail.com/index.html> where he has several software products for serious collectors.

I live in Morro Bay on Hill Street. My phone # is 805-772-3554 and my email is purpleswan@charter.net.

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.

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Central California's Premier Narrow Gauge THE PACIFIC COAST RAILWAY

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The Stan Kistler Collection Historical Railroad Photographs PO Box 977 Grass Valley, CA 95945-0977

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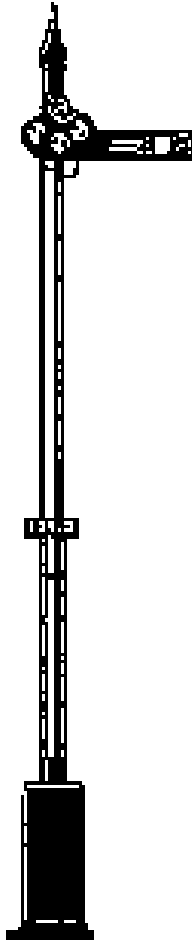
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