



# THE SAN LUIS OBISPO MODEL RAILROAD CLUB

## SLO TRAINS

Drawing By Norm Hammond



Volume 14, Issue 04

April 2002

### Upcoming Events

#### • 2002

- Apr 9 Club Mtg. @ Congregational Church, 7 PM
- Apr 12-13 WPRRHS/FRRS in Yuba City
- Apr 12-14 Vets Hall Run in SLO
- Apr 23 Board Meeting, 7 PM @ Applebee's in SLO
- May 1-5 PCR Convention in Redding (Shasta Daylight 2002)
- May 14 Club Mtg. @ Congregational Church, 7 PM
- May 25-26 PCR Daylight Division Meet in Santa Barbara
- May 28 Board Meeting, 7 PM @ Applebee's in SLO
- Jun 11 Club Mtg. @ Congregational Church, 7 PM
- Jul 12-14 Vets Hall Run in SLO
- Oct 4-6 Public Train Show Vets Hall
- Nov 16 PCR Daylight Division Meet in SLO

#### • 2003

- Apr 23-27 PCR Convention in Pleasanton Crowne Plaza Hotel

## Modeling Budd Style Fluting On Passenger Cars

By Tom Cockle

One of the problems a modeler faces in trying to replicate the varying consists of passenger trains is locating models that are reasonably close to the desired prototype. While brass models are sometimes available, their cost often precludes their acquisition by many modelers, and therefore inexpensive plastic models are sought out if available.

I model primarily the Santa Fe, and in this regard am fortunate in that several plastic models are available which, when properly detailed and repainted, provide me with reasonably accurate cars for several prototypes. However, I have also noted that there are several other plastic models on the market that, while not exactly Santa Fe prototypes, have differences that can be modified to more closely replicate the prototypes I am seeking.



Such changes may only involve roof style-- Budd vs. Pullman-Standard, truck type, or window pattern; none of which are the primary subject of this article. I have found, fortunately,

that several models have only one characteristic that keeps them from being Santa Fe prototypes--the presence or absence, and type of, fluting in the letter board area between the top of the windows and the eaves of the roof. What is typically needed is the Budd style fine fluting in this area carrying over the style of fluting that covers the roof.

For this purpose, Williams Brothers Scale Corrugated Aluminum sheeting 60000 works very nicely. While not exactly the same pattern or spacing as the cast-on Budd style fine fluting, it is quite close. Its main advantages for our use are its very thin

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## San Luis Obispo RR Museum's New Caboose

By Arnold Jonas

On Tuesday, January 29, Internet e-mailboxes were brimming with reports of sightings of a bay window Southern Pacific caboose making its way towards San Luis Obispo from the north. Where's it from? Where's it going? Who's moving it? Is it from this area, and are we losing it? Where are the San Luis Obispo Railroad Museum (SLORRM) people when you need them?



Photo by Stacey King

Concerns were dispelled, and the mystery quickly solved, as more information became

available. The Museum was in fact the instigator of the move, having been the recipient of a generous donation by the Templeton Chamber of Commerce. The caboose had most recently resided in Templeton Community Park, having been donated to the community by Southern Pacific Railroad in 1984. It was originally intended to be converted into an historical museum, and office for the Chamber. Despite good intentions, however, those plans

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## March Board Meeting Minutes

By Terry N Taylor

The Board meeting was opened about 7:15 PM on 26 March at Applebee's. In attendance were Jim Jonte, Chuck Paul, Bud Rogers, Terry Taylor and Dave Wilding.

Jim collected dues from those present and issued a reminder that second quarters dues are now due. Jim then went over our financial situation. In the first quarter our income was \$452 and our expenses \$816 thus reducing our current balance to \$1929. Since our income comes from two primary sources (dues and annual train show), we need to make sure we have enough of both to pay our expenses and be able to rent the Vets Hall for our quarterly runs. Please pay your dues soon.

Speaking of the annual train show, Kevin Isbister (our vendor relations chair) had discussed with Jim that he already has commitments from Gary Riich for 6 tables, Central Coast Trains for 7 tables, Chuck Paul for 1 table and the Curts of Lindsey for a couple of tables for our October 4-6 Train Show. While we will not be setting up our layout per se, Chris Pab-marez will be coordinating a Free-mo setup in the basement of the Vets Hall and all members who want to participate in the setup should contact him at either [chrisp@free-mo.org](mailto:chrisp@free-mo.org) or [chrispy\\_joe@hotmail.com](mailto:chrispy_joe@hotmail.com) or phone him at 805-878-9730. The Free-mo web page is <http://www.free-mo.org/>. Al Sandini is lining up the Left Coast HO Narrow Gauge group to participate and the Golden Empire N scale group will be bringing an N scale layout. Dave will have several layouts to show attendees different scales and of course we will bring our new club demo layout that Dave has been working on.

Our next run will be 12-14 April at the Vets Hall. Jim will open the doors at 5 PM on Friday and Bud & Dave will be at the storage container at 4:30. Please go there to help transport the modules. Please also contact Bud at 805-234-0523 to tell him that you will be bringing your module so that he can plan the layout. It will be a circle DCC run this time but Bud is hoping to try for a free-mo branch line off the oval to add some operational variety. Terry will create a flyer (see page 9) that Jim & Dave will reproduce and distribute to our local hobby shops inviting non members to drop on by our quarterly run to see if we can convert some of them into club members.

We then discussed our club policy of requiring members to be current in their dues before they are able to operate their equipment on one of our runs. Since we need the revenue generated by membership dues in order to maintain an operating budget to help pay for the rental of the Vets Hall and the more dues paying members we have, the better our club operations can be. Chuck volunteered to write a short diplomatic paragraph to be sent to all members who are not current in their dues.

Dave then closed the meeting about 8:20 PM.

### Line Art

Many of the line art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from [www.rhhistorical.com](http://www.rhhistorical.com)

## PCR Convention Car Decals

By Terry N Taylor

The PCR 2001 Convention Car Decals are now available. Over the last month, I have mailed out the decals to all car purchasers who had asked for them. If you purchased a convention car at the PCR convention in San Luis Obispo last year and would like a special set of convention decals for the SP sugar beet car, just send me a self addressed stamp envelope and tell me how many cars you purchased.

The decals are in white and are very hard to see on the light blue background. So please be very careful in cutting them out. I will include a couple of extras just in case you have a problem. I will also include a paper printout in black to give you an idea of their size and shape. I have some decals in black that were printed in error if you would rather use them. I do not think they look as good as the white ones on the car tho.

## Modeling Budd Style Fluting On Passenger Cars continued

(Continued from page 1)  
profile and its ease of working. If you have web access go to <http://www.williamsbrothersinc.com/> or mail them at Williams Brothers 1119 Los Olivos Ave., Unit #3, Los Osos, CA 93402 (805) 534-1307 Fax (805) 534-1366. Their E-mail is [info@williamsbrothersinc.com](mailto:info@williamsbrothersinc.com). The package (which is available at quite a few hobby shops: Walther's part # 782-60000) includes two 6" x 6" sheets (72 sq.

inches) and costs \$3.25. While they have no minimum order size, Ca. sales tax will apply for residents.

I have included several examples: The Con Cor 85' Coach, the Con Cor 85' Diner, the Athearn Streamlined RPO, and the Budd 10-6 Sleepers by both Rivarossi (not produced for a few years) and the recently issued version by Walther's. The scans include examples of

both unmodified cars and the cars after the fluting has been added using the Williams Brothers Scale Corrugated Aluminum Sheeting 60000. Unfortunately this modification does not really show up too well in either scans or normal photos, but does look much more convincing to the naked eye.

The Rivarossi Budd 10-6 Sleeper is a

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## Modeling Budd Style Fluting On Passenger Cars continued

(Continued from page 2)

very nicely tooled model which, unfortunately, did not exactly match any particular prototype. Basically, it combines the smooth letter board of a Union Pacific prototype with the window pattern of a New York Central prototype. Adding the Budd style fluting to the letter board makes this a proper New York Central "Valley" class car (while to get a proper Union Pacific car the window pattern would have to be changed.)



Scans of Budd 10-6 Sleepers by Tom Cockle

The new Walthers Budd 10-6 sleeper is an accurate model of this Union Pacific "Pacific" class car, but can also be made into an accurate Santa Fe "Pine" class, again with, primarily, just the addition of the fine Budd style fluting to the letter board area. Santa Fe's cars also had a hood over the air intake above the vestibule doors, whereas the Walthers model has the standard open screen vent so you should also consider including this modification. The scan shows an unmodified Rivarossi Union Pacific car (Pacific Bridge), a Rivarossi car with letter board fluting to match New York Central's Champlain Valley, and a Walthers car with letter board fluting to match Santa Fe's Pine Peak.



Scans of Coaches by Tom Cockle

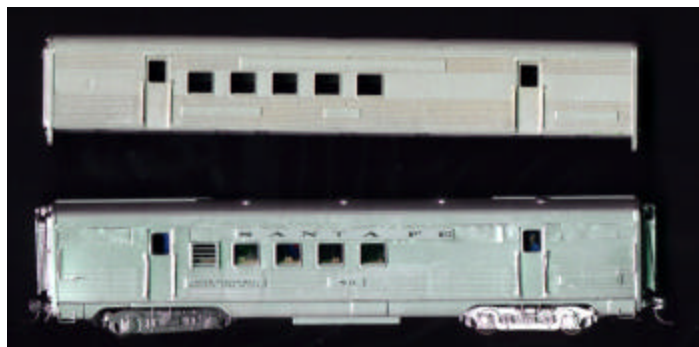
Next the Con Cor Coach: This was actually supposed to be a model of a Santa Fe Budd-built Chair Car; but, due to errors in the plans, ended up with a Pullman-Standard roof. This is easily remedied by swapping for a Con Cor Budd roof. With the addition of Athearn trucks (which are the proper 41TR type) and Budd style fine fluting to the smooth letter board area, the result is a pretty accurate model of a Santa Fe pre-war Chair Car. The scan shows cars before (#3150) and after (#3142) this letter board modification.

The Con Cor 85' Diner: This is actually a model of a Santa Fe 600 class Pullman-Standard-built diner used on the Super Chief exclusively, but the overall configuration is very close to that of Santa Fe's numerous Budd-built Diners. Changes here involve again the swapping for a Con Cor Budd roof, adding Athearn trucks, some diner roof vents and hatches, and covering the large Pullman-Standard fluting in the letter board with Budd style fluting. The scan shows a detailed Super Chief diner plus how the same kit can be made into a Budd diner (#1491), with these changes.



Scans of Diners by Tom Cockle

Finally the Athearn Streamlined RPO: This model is pretty close to the general configuration of Santa Fe's 80 class RPOs; thus requiring primarily the covering of the large fluting in the letter board with the Budd style fine fluting. The scan shows a bare shell as well as a finished car (#80), with this and some other minor modifications.



Scans of Santa Fe's Class 80 RPOs by Tom Cockle

Making all these letter board changes is actually a fairly simple process. The Williams Brothers Scale Corrugated Aluminum Sheeting 60000 cuts easily with a pair of sharp scissors. Therefore, determine the width of the letter board area that you wish to cover and make a small mark at the appropriate spot on the Aluminum Sheeting. Then very carefully cut down along the corrugation pattern, using that pattern to keep your cut straight. If it doesn't come out straight the first time, try it again, as you get many car's worth of "practice cuts" in each sheet. Since the corrugated aluminum sheeting is only 44 HO scale feet long and thus not long enough to cover a scale full length passenger car, you will need to cut two pieces per side--don't worry about the butt joint, as it will be covered by the new letter board that you will cut from styrene strip and Goo on top of the aluminum.

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## Chucky's Trivia Corner

By Chuck Paul

A little over a year and a half ago in the August 2000 issue, *SLO Trains* published an article on railroad watches by Norm Hammond, former engineer for the CB&Q. Back when he was working for the railroad (1959 – 1967) many trains didn't have radios. The few they did have were unreliable. Computers weren't in use back then either. For men working on the railroad, having the correct time was absolutely critical. All employees involved in train movement were required to carry a current timetable and an accurate (railroad approved) watch that was coordinated with every other watch during that shift.. The following questions are facts and features related to working with railroad approved watches.

1. Which of the following features is a requirement of a "Railroad Approved Watch"? A) The face of the watch can only be black numerals on a white background; B) The face and the numerals must large enough; C) It must have a minimum of 21 jewels; D) it must be lever set; or E) all of these.

2. What was the standard by which all watches were set and checked? A) The Naval Observatory Repeater, which was in each roundhouse and depot; B) The Trainmaster's watch; C) The Yardmaster's watch; C) National Bureau of Standards (WWV-Radio); or D) The Conductor's Watch.

3. How often does an official Railroad Watch have to be cleaned and calibrated? A) Every 6 months; B) Annually; C) Every 5 years; or D) Every 2 years.

4. How can you tell when the watch was last cleaned and calibrated? By the Trainmaster's logbook; B) By the railroad approved jeweler's records; C) By the Station Manager's logbook ; D) By the railroad approved jeweler's scribe (inside the case of the watch) or E) Both B & D.

5. The requirement that it must be "lever set" refers to which operation? A) A special lever is inserted into the back of the watch before turning the stem to move the hands; B) The watch stem knob is removed and a special railroad lever is inserted; C) You had to remove the crystal to get to the lever which flips up and is used to set the watch; or D) By placing the watch face down in the palm of your hand you can spin the

back off to gain access to the lever.

6. Why do railroads require approved watches to be lever set? A) Thieves who lift a watch will think it is broken and return it. B) The Brotherhood of Conductors, Firemen & Engineers wanted watches that were "Railroad Exclusive"; C) This avoids the accidental setting that can happen with "stem set" watches; or D) If you don't know how to set a railroad watch after 6 months, you don't pass probation.

7. Each Watch Man would scribe inside the case of the watch he was working on his number and code. What does the code tell the watch inspector? A) It tells when the watch was worked on; B) Who did the work; C) What work was actually done; D) All of these; or E) None of the above.

8. How far off from the standard (too fast or too slow) could a railroader's watch be, before they had to re-set it? A) 10 seconds; B) 20 seconds; C) 30 seconds; or D) 1 minute.

9. After logging in their first watch check, train crews had to do a second check. What did that entail? A) To coordinate all watches with the dispatcher before boarding the train; B) To synchronize their watches with the Conductor before leaving the yard (or depot); C) To check all watches to make sure they were all approved and up to date

(cleaned & calibrated); or D. To call the yard tower and ask "What time is it?"

10. What's the difference between a regular train and an extra train? A) The "regular" trains had scheduled times to arrive at stations and sidings and extra trains didn't (a non-scheduled train); B) A regular train was owned by the same company that owned and controlled the tracks and an extra train was owned by a "guest" company that leased track & time; C) A regular is a revenue train and an extra is a non-revenue train like a work train or company executive special; or D) An extra train is on the schedule but is now running way behind schedule (an outlaw).

**Answers are on the back page.**



## Watch Details

The Hamilton, stainless steel, 21 jewel watch pictured is owned by Norm Hammond. He bought in 1959 after passing his probation period (6 mo) with the CB&Q and it has never been out of service as he has always carried with him to this day.

He only takes it to the railroad approved jeweler in the village of Arroyo Grande and keeps it well cleaned and calibrated. He says it keeps near perfect time which he sets by National Bureau of Standards ~ WWV radio. The photo is actually a scan sent to me by Norm a couple of hours ago. Chuck

## Modeling Budd Style Fluting On Passenger Cars continued

(Continued from page 3)

For a Pullman I also make a small letter board for the "Pullman" name..

I then run the strip between my fingers until any dents or bulges etc. are removed and the corrugated sheet is lying flat. When you have all pieces cut and fitted, simply apply them using Walthers GOO or similar contact cement. I run a small bead on the back of the strip of aluminum and smear it full width with a fingertip (which then must be quickly wiped clean on a rag, lest you transfer smears of GOO to unwanted areas of the model in handling). Make sure that no GOO has gotten over the edge onto the front of the strip. Then just carefully lay it on the letter board area and, if it is aligned properly, gently smooth it with your (now clean again) fingertip. The aluminum is very soft, so do not press on it with your fingernail (or anything hard) as you will get an unwanted crease. You will find, however, that your fingertip is in fact the best tool for this step, and will permit you to gently "iron out" any bulges or unsmooth edges. Be careful not to apply uneven pressure during the application to the cars. The scans (which by their nature have a waviness that is not there in reality) show a variety of applications: Some are very good while others show just how fragile the fluting can be in matching the car. Again, if it doesn't come out to your satisfaction, just peel it off and make another strip.

When all strips are applied and smoothed down, cut new letter boards, to the proper length to fit your particular prototype's lettering, out of styrene strips. I find that Evergreen .015" x .188" strips work nicely for this purpose--slightly wider than prototypical, but fully covering the butt joint in the aluminum fluting. The car can now be painted and lettered per your normal practices.

Since I scanned the Walthers 10-6 sleeper I have further modified my ATSF "Pine" series models, by swapping (greatly rearranged) underframes with two Walthers ATSF coaches I got--to get the steam ejector a/c onto the sleepers, where it shows due to lack of skirting, and kit-bashing "pretty close" steam ejector a/c onto the skirted coaches. It appears that Budd cars had pretty much the same underbody components other than the a/c and shape of the water tanks (longitudinal vs. transverse), so accurate underframes were easy to get by just rearranging the components on both types of cars. The Walthers underbody parts are all just glued on via pins and pop right off with an Exacto #17. I used the diagram in the July 1994 Model Railroader to get the proper ATSF "Pine" series underbody arrangement.

## Request For Santa Fe Passenger Car Photos & Some Comments

#1) I have a B&W photo (probably from the late 50s taken by one of my family) standing next to the Chief passing through Summit in Cajon pass. The car closest to the camera looks like one of the Budd chair cars. Because the train is moving and the car is very close, there is some blurring, especially on the right of the photo, but the detail of the fluting might be of interest to you. Gary Green [ggreen@inreach.com](mailto:ggreen@inreach.com)

#2) The photo appears to be the eastbound Chief after 1956 when the big domes were moved from the El Cap to the Chief and San Francisco Chief. Bill Messecar [SantaFe-Mail@aol.com](mailto:SantaFe-Mail@aol.com)

#3) Take a close look at the car behind the dome. It has a name plate and two number plates and the large flutes come down low. I betcha that's diner #1474 "Cochiti" from the first streamlined Super Chief. What I'm looking at is the belt of wide fluting. It comes down to the wheel openings. That is a feature found only on first Super Chief cars and on Chair Car 3070. It was common for a car not in a particular pool to appear for a round trip or two if another car is in the shop. Note all skirts are intact except on the 44 seat chair car, which never had one. The Cars appear to be starting from the right: 48 seat Budd chair car / 44 seat P-S chair car (second series) / Big Dome Lounge "Cochiti" / 10-6 Budd sleeper / P-S sleeper unidentified with fluted sides (Timetable says 10-3-2) / P-S sleeper unidentified with painted sides (Timetable says 6-6-4). The cars compared to the timetable identify this as the "Chief". Bob Burton [b54burt@HOTMAIL.COM](mailto:b54burt@HOTMAIL.COM)

#4) The dining car could also be Awatobi #1485 {built by Budd in 1938 for the second LW Super and nearly identical to Cochiti #1474} since the Awatobi was assigned to the Chief in the mid and late 50's but I believe Bob is right. Bryan Moseley [MossMan@ZIANET.COM](mailto:MossMan@ZIANET.COM)



## Santa Fe Railway Historical & Modeling Society

For prototype photos of Pine Rapids and Pine Gorge on the web go to <http://www.atsfrr.net/resources/Sandifer/Passenger/Protot/Walthers/Walthers10-6Sleeper/index.htm> where Steve Sandifer (email to: [steve.sandifer@swcentral.org](mailto:steve.sandifer@swcentral.org)), the webmaster of the Santa Fe Railway Historical & Modeling Society, has put together a very nice page on the current Walthers Budd series cars including the Budd 10-6 Sleeper 6345 and the similar Santa Fe Pine series sleepers.

For those interested in joining the society (and I recommend the society and its publication the Warbonnet very highly) go to <http://www.atsfrr.net/society/form1.htm> for an application and information as to costs etc.



**The Santa Fe Railway Historical & Modeling Society**

## Cajon Tales: Part 23 (Beginnings)

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

I was born in Detroit in 1929. My dad was a policeman there and when he retired in May 41 we moved to Long Beach, then up to Berdoo in '42 when dad went firing on the Santa Fe.

I went from eighth grade to high school in SB and after my parents went back to the Middle West; I hired out on the AT&SF in SB in '48, was promoted to Engineer in '52, and retired very suddenly in that big wreck just east of Summit in '78. I really enjoyed working on Cajon and kept a room or apartment in Barstow for layovers.

I was up here in WA when I was in the army and loved it so I moved up here when I retired. I'm in Bellingham. San Berdoo was a great place to live till maybe '60, then it sort of went to hell. I worked the Loop job quite a bit till I got enough seniority to work the hill. That was an interesting little RR. When I was a young fireman an old hogger told me that when he went firing there were six passenger trains a day each way on the loop.

The photo of me standing next to Santa Fe #2929 (a 4-8-4 Northern Type built by Baldwin in 1944 and scrapped in 1959 per Worely's Iron Horses of The Santa Fe Trail) was taken in Barstow in or be-



fore '52. It was the one my first wife carried in her wallet till we divorced and on the back she noted, "\$75.00 due on ring". That was the wedding ring set and we were married in '52. I don't remember who took the picture but it was my camera.

Francis L. Post, retired Cajon hogger and San Bdn Valley resident 1943 till 1979.

## San Luis Obispo RR Museum's New Caboose continued

*(Continued from page 1)*

With recent expiration of the 15-year use permit from the County of San Luis Obispo, the need to find a new home for the veteran railcar became imperative. Based on what little historical evidence is currently available, the car was apparently part of a group of 30 Class C-40-3 cars built in 1942 and serving originally on the Texas and New Orleans Railroad. Prior to being moved to the park, between 1981 and 1984 the caboose saw service as a train order office in Santa Margarita

Fortunately, Pete Jenny, representing the County Parks Department (a railfan and G-



Photo By Stacey King

scale model railroader himself) recognized an ideal solution. With cooperation and coordination between Pete, the management of the Templeton Chamber, and Brad LaRose, SLORRM President, the donation to the museum was finalized. Moving the hack to its new home still had to be addressed, which was not an insignificant matter. With the able and professional assistance of a north county crane company, the touchy chore of loading the waycar onto a large flatbed trailer was accomplished without incident. The trip south was not facilitated by the current construction activity on the Cuesta Grade. Given the size of the caboose and the truck that would

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## What's On-line 2002

By Chuck Paul

[www.efn.org/~chaspaul](http://www.efn.org/~chaspaul)



Greetings all you railfans from the cyber world. Spring is in the air and I had the urge to get together with some other railfans and yak about trains, model railroading or just about anything related to riding the rails. But now that Spring has sprung, and having a

touch of spring fever, I wanted to do it without leaving the comfort of my office chair. S-o-o-o-o I set about hunting down some kind of chat room where railfans congregate. . . when lo' and behold, my editor, Terry Taylor turned me on to RAILchat.com – also known as “Your Railroad Talk Station”. This is another feature from TrainWeb.com. and their URL is [www.RAILchat.com](http://www.RAILchat.com)

They have four chat rooms, depending on what you want to talk about. You have your choice of 1) **Railfan**, 2) **Model Railroad**, 3) **Rail Travel**, or 4) **Anything Rail**. So it depends on your preference for the first three rooms or if you don't care you can take pot luck by going to room number four. This new chat system allows 50 concurrent users to chat. Since this is a very new feature at TrainWeb, you may need to wait 10 to 30 minutes or longer before another user comes into the chat room. You might want to send e-mail to your friends that are interested in rail and invite them to RAILchat.com site.

If this is your first visit to TrainWeb's RAILchat, you have to register first. They make it easy to register for a free username and password. Only registered users are allowed to enter into chat rooms. It takes only a few seconds to get registered. All you have to do is look for the blue “[Click here to register now!](#)” line on their home page. Oh and since they have made some recent changes in their chat system, you will also see the following warning: **NOTE:** If you are an 'old' RAILchat user, you need to re-register to participate in our new chat system. The old chat system has been removed from our server.

They also provide you with a menu of other features besides the four chat rooms. As you scroll down you will find the following items to choose by simply clicking on any of the blue headings:

- » [Forums](#): Railroad discussion forums for rail enthusiasts.
- » [Classified Ads](#): Railroad Classified Ads. Advertise your rail-related products here.
- » [Magazines](#): Over 200 Railroad Magazines. The largest compilation of rail magazines.
- » [Rail Links](#): The Railroad Links Directory. Add your website to the rail links directory today!.
- » [Webring](#): RAILring - The Railroad Webring from TrainWeb.
- » [Rail News](#): The Railroad News Network. Get the latest news from the railroad industry.
- » [Search Engine](#): The most comprehensive search engine for rail in existence.
- » [Rail Jobs](#): Explore employment opportunities in the railroad sector!
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Finally, at the bottom of their home page you will find the following list of pages you can click on to further your exploration of this railfan oriented website.

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So, for all you cyber railfans who feel like some spring-time rail chatting right there in your comfy chair. . . All you have to do is type in the URL { [www.RAILchat.com](http://www.RAILchat.com) } Happy Rails.

## San Luis Obispo RR Museum's New Caboose continued

*(Continued from page 6)*

transport it, Highway 101 could not be utilized between Templeton and San Luis Obispo. Consequently, the load had to take a roundabout route moving westward from Templeton to Highway 1, and then southerly past Morro Bay, eventually reaching the museum site in SLO shortly after 1:00 p.m.



Sixty feet of temporary track installed by

Photo By Stacey King

Museum members adjacent to the end of High Street on museum right-of-way, is the interim location for the caboose until permanent trackage is constructed. This location was easily accessible to the transporting truck, and the crane used to off-load the caboose and its trucks. That operation went very smoothly, and within an hour of arrival the truck and crane had departed, and the caboose was

*(Continued on page 8)*

## AW NUTS Model Contest for 2002

By Susan Robinson

**AW NUTS**, the FUNNEST model railroad magazine, is proud to announce the **Big TrainShow / AW NUTS Model Contest** for 2002!! Plan now to participate! And remember, this contest is for "serious" and "whimsical" modelers! Everyone is invited to participate!

The contest will take place aboard the Queen Mary during the annual Big Train Show June 8th & 9th, 2002. Fabulous prizes will be awarded!! Fun will be had by all! The various categories are **Kitbashes** Engines, Pass./Trolley, Freight **Scratchbuilt** Engines, Pass./Trolley, Freight **Structures** Bridges / Trestles, Buildings, Structure/Dioramas **Dioramas** Scenic, Special **Whimsical** Cars, Engines. If you have an idea for a category not listed, please let us know. And don't forget the children!! We want their models too!

In 2001, we had many, many great entries! Let's make 2002 even better!! For more information, contact AW NUTS at 530-529-2905 or via e-mail at [contest@awnuts.com](mailto:contest@awnuts.com) See you on the Queen Mary!

Greg & Susan Robinson, Editors **A.W.N.U.T.S.** <http://www.awnuts.com>

[Always Whimsical Not Usually to Scale] "The FUNNEST model magazine."

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### SLORRM's Caboose

(Continued from page 7)

sitting serenely near the main line tracks on which it had once served. This is the first piece of rolling stock to be installed at the museum site, and thus represents a significant step in the evolution of the facility.

Next order of business includes some detail clean up and restoration, and painting. It is anticipated that the caboose will serve as office space for the museum organization until permanent quarters become available.

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

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### Railroad Art By Wayne Scarpaci



San Joaquin.  
**Title: 79 mph.**

9X12

Train 52 seen north of Bakersfield, with SP 4-8-2 #4352 double-headed with #4354 on the point approaching 79 mph while passing a stand of California sycamores, circa 1953.

### MEMBERSHIP APPLICATION Pacific Coast Region / National Model Railroad Association

LAST NAME: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_

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TELEPHONE: \_\_\_\_\_ NMRA # (if a member): \_\_\_\_\_

FAMILY MEMBER NAME(s): \_\_\_\_\_

I want to become a member of the National Model Railroad Association and the Pacific Coast Region of the NMRA. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to: PCR-NMRA. I understand that membership in the Pacific Coast Region requires membership in the NMRA.

- ☐ PCR and NMRA for one year \$51.00  
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Life Memberships in both the NMRA and PCR are available. Contact the NMRA Home Office for NMRA actuarial Life quote and the PCR Member Services Chairman for PCR actuarial Life quote. Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Allow 3-6 weeks for processing.

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## The San Luis Obispo Model Railroad Club Quarterly Train Run

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San Luis Obispo, CA

**Saturday, April 13th 10 to 5 PM**  
**Sunday, April 14th 10 to 3 PM**

Drop on by and see what is going on as club members set up HO Modules on Friday Night (DCC Setup), run trains Saturday and Sunday, and teardown Sunday Afternoon.

### Questions? Contact:

Jim Jonte at [jimjonte@charter.net](mailto:jimjonte@charter.net) or 805-544-6333  
709 Islay St. San Luis Obispo, CA 93401

Kevin Isbister at [Kacircus@msn.com](mailto:Kacircus@msn.com) or 805-544-TOYS  
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Terry Taylor at [terryntaylor@charter.net](mailto:terryntaylor@charter.net) or 805-595-9535  
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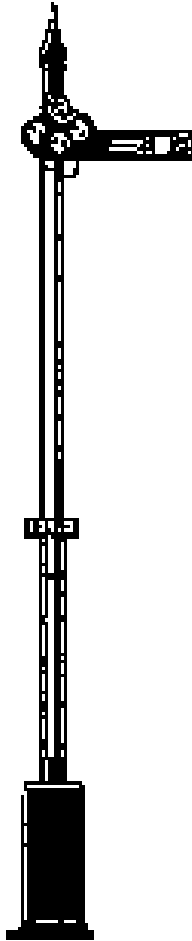
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**ANSWERS to Chucky's Trivia Quiz**

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