

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 05

May 2002

Upcoming Events

- 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 8 Sierra Div Meet Sutter Creek
- Jun 11 Club Mtg. @ John Hischer's at 6 PM - BBQ & Train Rides
- Jun 25 Board Meeting, 7 PM @ Applebee's in SLO
- Jul 9 Club Mtg. @ Congregational Church, 7 PM
- Jul 12-14 Vets Hall Run in SLO
- Jul 23 Board Meeting, 7 PM @ Applebee's in SLO
- Aug 13 Club Mtg. @ Congregational Church, 7 PM
- 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
- Apr ?? WP Convention in Oakland

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Notes Along The Pacific Coast Right Of Way Sugar Beets and Betteravia

By Andrew Merriam

Were sugar beets a major source of freight generation in San Luis Obispo and Santa Barbara Counties? Everyone knows they were. So here is a trick question: "Everyone knows that the D&RGW had dual standard and narrow gauge trackage, did any railroads in San Luis Obispo or Santa Barbara Counties have dual gauge?" If you answered "no", you are right; if you peeked at Figure 1, you would think you had conclusive proof that there was dual gauge trackage and you would be right

also. There was indeed dual gauge trackage for use by the SP and PCRY. but it was owned by the Union Sugar Company. (Even more fascinating is that the narrow gauge portion was under trolley wire for a while! So for those of you hankering to model something unique that will astound your friends, confound your enemies and drive you personally insane, try dual gauge under wire! And it happened on the Central Coast of California.)

(Continued on page 3)



Figure 1. Beet wagons hauled by ten mule teams waiting to be unloaded at Betteravia. Dual gauge trackage is visible at the right. Credit: Aston Photo, Young Louis Collection.

Daylight Division Spring Meet May 25th & 26th

By Doug Wagner

Two Day Event Includes 8 Layout Tours And A Barbeque. What could be called the mother of Daylight Division meets will be held in the Santa Barbara area over Memorial Day weekend, May 25th and 26th. The South Coast Society of Model Engineers will be hosting the Daylight Division Meet and the meet will be held based at Gary Siegel's house at 1143

Camino Viejo, Montecito, Ca. (East Santa Barbara). Tom Turner is coordinating the event, John Ryan is in charge of clinics and Walter Naumann is charged up about layout tours and operations.

The basic cost for the meet is \$5.00, which

(Continued on page 4)

Presidents Message

By Dave Wilding

Hi Everyone.

Our April run at the Vet's Hall was an interesting one with a good size circle running on DCC with the yard in the center. We had a lot of visitors coming and going on both days and even a guest who helped set us up. Thanks to whomever had the TV camera crew there as we showed up on the news that evening. That was a surprise as we had not advertised beyond a few flyers in local hobby shops.

The reporter was even interested enough that she requested being put on our newsletter list. We now have well over 600 persons being notified that our newsletter is ready for downloading and surprising enough there are even people who want to get copies by mail since they do not have email. We are also getting some advertisers. See page 9 for mail subscription and advertising rates. While we do not encourage mail subscriptions and certainly neither of the rates will make us rich; they help to cover our about \$35 a month costs for producing the newsletter.

Quite a few of our articles are being reprinted in other newsletters and showing up on both websites and news groups. We even had a full page devoted to our newsletter in one of the national magazines (page 9 of the Vol. 8 #5 issue of A.W. N.U.T. S.) that just came out. Thanks and our editor is still blushing.

Getting back to our run, we brought out the 4 x 8' layout that we bought last year. I wanted to make sure that it would run properly for the train show coming up in October and after a little maintenance on the track it ran very good. Had three trains running at the same time. On both days we had kids (both boys and girls) running trains and having a great time. One even came back later with his own equipment to run on it. After they finished they thanked me for letting them run on the layout. Their smiles made it all worth while.

Thanks to all our members who helped move it in and out.

See everyone at our next all hands meeting.

April Board Meeting Minutes

By Terry N Taylor

The Board meeting was opened about 7 PM on 23 April at Applebee's. In attendance were Bud Rogers, Terry Taylor and Dave Wilding.

We had cancelled the club meeting this month since the run was the following weekend. Next month (May 14th at 7 PM) we will be at our normal meeting place while the following month (**June 11th at 6 PM**) we will be at John & Marcia Hischer's place (**370 O'Conner Way**) to enjoy their outdoor 14" gauge amusement park layout that we can ride on. This will be a potluck supper with John & Marcia providing the BBQ so **please RSVP** to John & Marcia at **543-1650** telling them **what side dish you will bring**. Thanks John & Marcia.

We then discussed our recent successful run and all the visitors we had. Especially the kids and their smiling faces as they got to run trains on the demo layout. The consensus was that the money we spent on it was well worth while and that it will be well used during the upcoming train show.

Our next run will be the 12-14 July weekend at the Vets Hall. It will be a Free-mo DCC run this time with some operation. Remember those cards that we used for each freight car at the Bakersfield run last year. Bring them and if you need more, contact Paul or Terry and they will email a page of them for you to cut up and use prior to the run. Of course there will be some blanks available at the run but why not get them all filled out legibly before hand.

Terry will again create a flyer (see page 9 of this issue) that

Jim & Dave will reproduce and distribute to our local hobby shops inviting non members or out of towners to drop on by our quarterly run to see if we can convert some of them into club members. While we had a very good year last year, we still have ongoing expenses (Mainly a monthly storage fee, insurance ((much reduced thanks to the NMRA)) and of course our rental of the Vet's Hall.) that we need dues and a train show to cover each year.

Terry will also send a vendors list from our last train show to Bud, Kevin & Dave for them to review for this years show. Bud will work closely with Kevin to make sure that all vendors are contacted and that their needs are reasonably met. We are already getting some good vendor commitments and will have several guest groups setting up their layouts. At this point it looks like a good one.

Brewster Bird (our Daylight Division Director who lives in Visalia) inquired whether we could open up our train show and clinics to scouting for them to work on their model railroading badge and Terry was appointed the contact person for Brewster (with maybe Tom Turner to help) as he explores that possibility with the scouts.

Dave then closed the meeting about 8 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

Sugar Beets and Betteravia continued



Figure 2. Narrow gauge beet racks in San Luis Obispo. The racks with side opening doors were mounted on flatcars during beet season. Photo from the collection of Thomas Petersen.

(Continued from page 1)

So, yes, sugar beets were a major source of traffic in our two counties. The availability of flat farmland and water was such that in 1897 the Union Sugar Company incorporated and developed a large tract of land on the north shore of Guadalupe Lake.

(Continued on page 5)



Figure 3. Southern Pacific standard gauge beet racks being loaded from wagons on a wooden double ended ramp. Note the use of cargo nets to dump the beets. Photo from the SMV Historical Society.

Chucky's Trivia Corner

By Chuck Paul

Some of the following questions are from the pages of the current issue of *Trains Magazine* (kind of an open-book test).

However, some are not. These quizzes are for your amusement and not a test of your railroad I.Q. Please enjoy, and fret not.

1. What does the term, "blue room turn," mean? A) Being summoned to an investigation conducted by railroad officials; B) An NTSB accident investigation; C) An Investigation of any serious violation of operating rules (I.e.: "The flag rule"); or D) Any of the above.

2. Where is America's oldest railroad tunnel? A) New York; B) Pennsylvania; C) Connecticut; or D) Virginia.

3. The DM&E and the IMRL railroads are merging. What does DM&E stand for? A) Duluth, Minnesota & Eastern; B) Dakota, Minnesota & Eastern; C) Dakota, Montana & Eastern; or D) Duluth, Missabe, & Eastern.

4. What does IMRL stand for? A) Indiana, Montana Rail Link; B) Illinois Montana Rail Link; C) Iowa Minnesota Rail Link; D) Illinois Minnesota Rail Link; or E) none of these.

5. What is the main kind of freight transported by this new rail line? A) Coal; B) Grain; C) Lumber; or D) Manufactured

goods.

6. CSX is getting a new look. The cheaper paint scheme uses the same two colors from which of the roads that made up the former Chessie System? A) B&O; B) C&O; C) Western Maryland; D) Seaboard Coast Line; or E) Both A & B.

7. How did CSX get its name? A) The merger of Chessie & Seaboard Coast Line; B) The merger of C&O and Southern Railway; C) "C" stands for Chessie, "S" stands for Seaboard and "X", the multiplication symbol, or D) Both A & C are correct.

8. What year were AB brakes required on all newly-built cars,? A) 1923; B) 1933; C) 1943; or D) 1953.

9. What year were AB brakes required on all newly-rebuilt cars? A) 1927; B) 1937; C) 1947; or D) 1957.

10. What does PFE stand for? A) Pretty Fine Equipment; B) Potato Fruit & Escargot; C) Planters Furriers & Exporters; D) Pacific Fruit Express; or E) None of these (Chucky's just being silly again).

Answers are on the back page.

Daylight Division Spring Meet May 25th & 26th continued

(Continued from page 1)

includes the \$3 for the Division & \$2 for supplied goodies and drinks for Saturday. And for an additional cost of \$6.00 (kids under the age of 12, the cost is only \$3.00) you can partake of the catered lunch on Saturday, which will consist of pizza and salad. And if you'd like to spend an evening of barbecuing, for an additional \$8.00 you can share in Gary's famous backyard barbecue on Saturday evening. (Spouses are welcome also, of

course).

The tentative schedule for Saturday, starting at Gary Siegel's home on 143 Camino Viejo, Montecito:

• 9:30 AM—Registration, munchies, and wander around the layout room.

• 10:00 AM—10:15 AM— Introduction to the meet: Tom,

(Continued on page 6)

MEMBERSHIP APPLICATION Pacific Coast Region / National Model Railroad Association

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

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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PCR Family at \$1.00 (Must have Regular PCR member as sponsor)

Check here if this is a renewal. PCR # _____

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.

Sugar Beets and Betteravia continued

(Continued from page 3)

Named Betteravia (*betterave* is French for beet root), the sugar refinery was to last for nearly 100 years discontinuing service in 1993 and was dismantled in the late 1990's. Union Sugar contracted with the PCRY. to construct a two mile spur from Lakevie Station to the edge of the lake. The eighty-foot right-of-way incorporated a wagon road as well as the narrow gauge railway -- see Figure #1. The Southern Pacific was also quick to capitalize on the situation and built their own rail spur from Guadalupe in 1898. Since the beet campaigns lasted for a relatively short time, the railroads did not want to dedicate cars solely for beet loading. The obvious answer was to use flat cars and add cages of light framing to hold the beets. These were called "racks" and hence the name beet racks, a name that carried over to modern times.

Figure 2 shows the means of loading the beets into the racks. In this case the 10 mule teams are up on the double-ended ramp awaiting the use of cargo net to unload the wagons. Note that on the SP there were seven side gates with "X" bracing which allowed partial discharge into the unloading troughs at Betteravia. Workmen then had to rake out the remaining beets on the flat floors of these early cars. Figure 3 shows a narrow gauge beet rack in front of Engine 106 in the San Luis Obispo yard. Photographs also exist of the beet racks stacked behind the PCRY. car shops in San Luis Obispo during the off-season.

During the early twentieth century there were major sugar refineries through out California. In addition to Betteravia, there were major plants at Spreckles near Salinas and one at Oxnard as well as several in the Los Angeles basin. Eventually with improved transportation, urbanization and competition from the newcomer on the central coast, the Santa Maria Valley Railroad, the PCRY. got out of the beet business and the Southern Pacific became the major hauler.

Sugar beets are very heavy. Mechanical bucket and belt systems were developed to expedite the loading. These loaders used to exist throughout the California Coast and Central Valley. (I well remember the one at Hathaway adjacent to California Boulevard near Foothill in San Luis Obispo feeding a double track spur where 6 to 10 high-side beet racks awaited their turn in the mid 1950s. A remnant of one of these loaders is still visible adjacent to Highway 101 at Sargent just south of San Jose where the coast line diverges toward Watsonville (Figures 4 & 5).



Figures 4 & 5. Sugar Beet Loader at Sargent, CA. 28 Feb 02 Photos by Terry N Taylor.

The opening of the side gates and raking out the cars was also very labor intensive. Bottom dump cars were first utilized in the early turn of the 20th century for coal hauling. The use of the bottom dump gons for sugar beets came into its own using the composite beet gons built during and just after the Second World War. The oak siding seemed to work better than steel for reducing loss to heat and evaporation. Many of these bottom dump cars were to last over 50 years. They got their high sides starting in the mid-1950s. (Models of them in HO scale have been manufactured by Detail Associates and Red Caboose. Brass models are also available in other scales as well.)

As the beet processing system consolidated, plants such as Betteravia were upgraded and made more efficient. Beet trains from all over California were set out at Guadalupe where the Santa Maria Railroad transferred them to the unloading ramps at Betteravia. Here the cars were run up onto one of three ramps, the bottoms dropped and the cars emptied and washed by high pressure water hoses that traveled on small mobile towers parallel to the tracks.

(Continued on page 8)

Cajon Tales: Part 24 (Comments on Some Train Problems)

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

Of course it is possible; and it does occur, but derailments because of emergency applications are quite rare. I speak as a thirty year veteran of engine service. Usually, when the brakes go into emergency the train stops...perhaps in two pieces, but on the rail.

I suspect that many of the derailments connected with emergency applications were mostly where slack action broke the train in two, creating a gap between the cars which then might close with great force depending on train make-up.

Weight is important, but if you really wanted to see the rear-end run in when the brakes are set, either normally or in emergency, just put about thirty loaded tank cars on the rear end of the train. When the liquid sloshes in those cars it REALLY affects the train.

When I was there the ATS would set the air if you did not acknowledge the restrictive indication. If you DID acknowledge with the small lever provided. then it was inactive. I believe the ATS would also send the engines to idle speed. On

the Third and Fourth Districts there WERE a few signals that were almost impossible to see at certain times when the sun was behind them. ATS inductors were activated by any restrictive signal indication AND by slow boards, etc. (At least that's what I remember.)

Crew fatigue is just another of the excuses. In the past; till sometime in the sixties, I believe, many of us worked sixteen hours a day. In Milwaukee, in the winter of '47-'48 I fired a hand-bomber coal-burner for forty-seven days straight before I laid off.

A switchman in LA at the first street yard worked sixteen hours a day for over one hundred days straight and oversaw his little roofing company, too. He had the chance to nap occasionally on his job; I had about 45 minutes per night to nap.

In the United States we HAD to stop work after sixteen hours under federal law unless there was some terrible emergency; flood, fire, Wreck, etc. In Canada, the crews COULD tie-up after sixteen hours IF THEY CHOSE, but could con-

tinue working if they wanted to.

In the sixties and I believe for a while in the early seventies I ran the 2nd District Local without a fireman for fifteen hours and fifty-nine minutes each way. I had eight hours and one minute to go home, shower, sleep, get up and eat and get back to work.

HOWEVER: I was a fireman for 15 years and got a LOT of training before I had enough seniority to work steady as an engineer. I knew my job. I knew the railroad, I knew the Operating Rules. A lot of these young fellows nowadays carry TRACK CHARTS so they can keep track of where they are and where they're going.

When I was a designated Engineer Instructor on Cajon Pass, the lads were given six weeks in a school in Kansas and then assigned to one of us instructors for six weeks. Getting rid of the fireman was a tragic thing. No, they (the engineers) don't always get the boot. (Been there, done that.) F.L. Post ex-hogger

Daylight Division Spring Meet May 25th & 26th continued

(Continued from page 4)

John & Walter

10:20 - 10:55 AM—1st session of clinics * Outside Presentation - "Trees made Simple" by Gary Siegel * Inside Presentation - "Santa Maria Valley Railroad" by Bruce Morden

11:00 AM—Contest voting. Vote for your favorite model. View other contest entries.

11:20 AM-12:00 noon—2nd session of clinics * Outside Presentation - "Hand Thrown Turnouts" by Gary Siegel * Inside Presentation - "SP Presentation" by Jerry Belina

12:00 Noon—Lunch. Catered lunch. Pizza and salad, or you can go to local restaurants.

1:00 - 1:35 PM —3rd session of clinics * Outside Presentation - "Quick and Dirty Weathering" by John Ryan * Inside Presentation - "(KISS) Keep it Simple

Stupid Wiring" by Joe Heumphreus *

Layout Room - "Operations tour on the L&N, EK Division" by Tom Turner (For those who are new to operations and/or Gary's Railroad).

1:40 PM—Signup for remaining activities; Operating sessions, lunch on Sunday, car pools.

2:00 PM—Daylight Div. Meeting, awards presentations, door prizes and white elephant auction.

3:30 PM—Layout tours start

5:40 PM—Dinner - Gary's delicious barbeque. The menu will be something like Chicken AND either steak or tri-tip, with garlic bread, green salad, Gary's awesome chili beans and drink. Finished up with various flavors of pie alamode. Yum! And we eat in his great backyard under the shady canopy of huge trees.

6:30 PM—More layout tours and op. sessions

Sunday Morning

More layout tours and op. sessions

12:00 noon—Lunch. Probably at one of the layout locations

1:30 - 5:00 PM Gary's operating session on the L&N EK Division

If you'd be interested in conducting a clinic, please contact John Ryan at JRyan77836@aol.com. Layout tours will be Saturday afternoon, evening and Sunday morning. Detailed schedules and maps will be passed out at the meet.

These are the layouts on tour so far: 1. Gary Siegel; 2. Jim Felland; 3. Paul Ganaway; 4. Joe Heumphreus; 5. Michael Morden; 6. Bill Everett; 7. James D.; 8. Dana Driscall (a definite maybe). The sessions won't be on all layouts on both days. We will be touring and operating

(Continued on page 8)



Norm Hammond photo of Chuck Paul visiting the current SMVRR museum display of his art.

to view various railroad scenes, using the art of photography as well as paintings.

There are four choices of galleries referred to as "Images" from (or of) 1. The Santa Fe Railway, 2. Sunset Route, 3. Railroad Art and 4. Milwaukee Road. Being interested in art I clicked on 3. They had a huge list of various kinds of scenes that are just too numerous to mention now, If you'd like to see what I'm talking about, you owe it to yourself to click on down and see for yourself. But, for now, here is an example of what I am talking about from the "Images of Railroad Art" collection. Happy Rails.

What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul

Wow, did I ever stumble on to a nice railroad related web site the other day. This one is for you art and photo lovers who like to enjoy beautiful images of railroading. The URL is <http://www.users.qwest.net/~sschmollinger/index.html> and it is Steve Schmollinger



Photography – Stock Professional Railroad Photos. When you bring up his home page you will see a list of titles you can click on



Eastbound freight approaching Stockton Tower at dusk. Steve Schmollinger

East End of Santa Barbara

By Wayne Scarpaci



SDAE102: Title: East end of Santa Barbara. 12X16. The leased C31 2-8-0 San Diego and Arizona Eastern #102. Circa 1949. The SDEA 102 was assigned to SB for about 6 months in local service.

NorCalF Setup

By Doug Fuhriman

The Northern California Free-mo group is planning to display their modular layout on May 18 during the PortFest activities at Jack London Square in Oakland, CA. <http://www.jacklondonsq.com/>

A preliminary layout plan can be viewed at <http://www.geocities.com/NorCalFreemo/modules/portfest2002.gif>

Daylight Division Spring Meet May 25th & 26th continued

(Continued from page 6)

different layouts at different times on both days. Gary's layout, for instance will be open the day of the meet for visiting but will only have an operating session Sunday afternoon.

The available operating sessions will be described to the meet participants with some pictures and the participants will be asked to sign up for the different layouts Saturday, right before the Daylight Division meeting starts. Anyone else in the

Santa Barbara Area who would like to open their layout for a tour should please contact: Walter Naumann at: WJNaumann@aol.com

Well, it sounds like it will be a hum-dinger of a meet that the gang in Santa Barbara has got in store for you! Let's return the favor and please make an effort so that all the hard work they've done will be paid off by having the best attended meet in years! And don't forget to bring your favorite models, photos, or

whatever for judging.

We will have another attempt at a silent auction, so if you have some items that you don't want any longer, and I know a lot of you do, please bring them to enter in the auction. And don't forget to bring those plain, brown paper wrapped items for the World Famous White Elephant Auction. The SCSME is hoping to make this event your favorite divisional meet ever. See you in Santa Barbara! - Both days.

Sugar Beets and Betteravia continued



Figure 6. Narrow gauge under wire. Locomotive E-1 on the Betteravia branch. Photo from the collection of Vernon Axt, courtesy of Richard

(Continued from page 5)

The beet racks of the Pacific Coast never got sophisticated enough to have drop bottoms. In fact their beet hauling efforts ended in the 1930's. However, I could not end this article without the great photo of narrow gauge gons being hauled by an electric locomotive. (Figure 4). While the caption in [The Pacific Coast Railway](#), identifies the product as beets, the fine texture is more likely to be processing waste being hauled for cattle feed.

In addition to the authors of [The Pacific Coast Railway](#) (Westcott and Johnson), I wish to acknowledge Hal Madson and his book [Railroads of the Santa Maria Valley](#) for back ground information.

SAN LUIS OBISPO

MODEL RAILROAD CLUB

The San Luis Obispo Model Railroad Club
Quarterly Train Run

**Veterans Memorial Hall,
 Grand Ave at Monterey
 San Luis Obispo, CA**

Saturday, July 13th 10 to 5 PM
Sunday, July 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 at 3 PM. Separate layout for the kids to run on.

Questions? Contact:

Jim Jonte at jimjonte@charter.net or 805-544-6333
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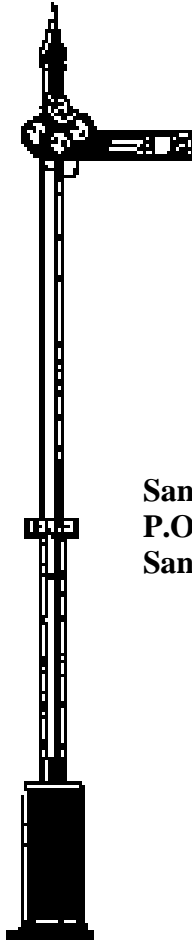
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Visit the Club Web site at
<http://www.trainweb.org/slomrc/>

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ANSWERS to Chucky's Trivia Quiz

1=D, 2=C, 3=B, 4=D, 5=A, 6=E, 7=D, 8=B, 9=B, 10=D

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