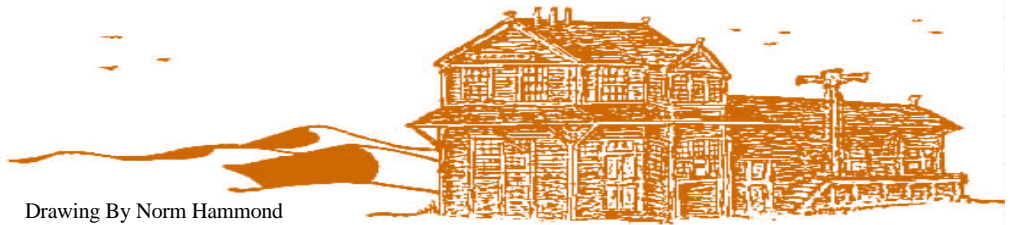


THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 07

July 2002

Upcoming Events

- 2002
- Jul 9 Club Mtg. @ Congregational Church, 7 PM
- Jul 10-14 Santa Fe Ry Historical & Modeling Society Convention in San Bernardino, California
- 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
- Aug 24 PCR Daylight Division Meet in Fresno
- Aug 27 Board Meeting, 7 PM @ Applebee's in SLO
- Sep 10 Club Mtg. @ Congregational Church, 7 PM
- Oct 4-6 Public Train Show Vets Hall
- Nov 16-17 PCR Daylight Division Meet in SLO
- 2003
- Feb 7-9 Vets Hall Run in SLO
- Apr 18-20 Vets Hall Run in SLO
- Apr 23-27 PCR Convention in Pleasanton @ Crowne Plaza Hotel
- Apr ?? WP Convention in Oakland
- Aug 8-10 Vets Hall Run in SLO
- Oct 3-5 Public Train Show Vets Hall

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Notes Along The Pacific Coast Right Of Way Jackrabbits, Rum-running and Murder

By Andrew Merriam

My fascination with the social and economic forces that generated our historic American lifestyles peaks when it comes to that singular institution the railroad. What were people like "back then?" Translated to the Pacific Coast Railway, what were the local conditions, the life and times in the Central Coast surrounding the railroad's founding and early operations?

As social historians will tell you, while the economic times and lifestyles were very different, the basics of humanity were the same. My research and reading on the Pacific Coast Railway uncovered many little incidents and



Figure 1. The dashing engineer of Engine 108, circa World War I given the capped stack. Credit: Collection of Andrew Merriam

activities from 100 years ago that give substance to this insight. They are worth sharing.

Life was comparatively simple and certainly more direct. Emotions of pride, anger, greed and the desire to make a quick buck were common then as well. The photograph of Figure 1 is one of my favorites. This was back in the days when being a railroad engineer was the dream of many a small boy. Here is one who made it. Got to love the nonchalance and assurance of this dashing young engineer of Engine 108. It was also an era when railroads could be icons of progressiveness and communicative-

(Continued on page 3)

June Meeting Minutes & BSA Proposal

By Terry N Taylor

Dave Wilding opened the club meeting shortly after 6 PM on 11 June at John & Marcia Hischer's place for a B-B-Q and outdoor train ride on their 14" gauge layout. In attendance were Janet Anderson, Rick Anderson, Sally & Brewster Bird, Jamie Bird, Peter Bird, Anna Deis, Paul Deis, Angie & Glenn Geissinger, Marcia & John Hischer, Matthew Hischer, Kevin Isbister, Connie & Jim Jonte, Bud Rogers, Jan & Terry Taylor and JoAnn & Dave & Wilding.

Prior to, during, and after dinner John provided rides on his outdoors equipment as we enjoyed the perfect weather for the occasion

and while each of us brought side dishes, Marcia & John also provided the Tri-Tip, bread and drinks. It was a delicious dinner and a good time was had by all. Thanks.

During the meeting, we went over the requests that we have already received for table space (29 so far) from vendors for our train show in October at the Vet's Hall on the 4th thru the 6th. Terry showed a draft letter to other vendors & organizations who have displays and agreed to print out individual letters to each vendor etc. over Bud's signature for Bud to

(Continued on page 2)

Presidents Message

By Dave Wilding

Hi everyone, July is here and our 12-14th Vets Hall run is very near. I would like to know who could help load the truck at the storage unit on the 12th at 5:00 pm. Please call me at 543-1651

or Bud at 772-1734. It doesn't take long to load, and then we can set up an interesting layout for a fun weekend.
Thanks Dave W

June Meeting Minutes & BSA Proposal continued

(Continued from page 1)

send out prior to the end of the month. Bud is assisting Kevin who is our vendor relations chair. Bud & Paul will get together in July to measure the downstairs of the Vet's Hall since there are now some veteran's displays mounted around its perimeter and then produce a scale drawing to go with the drawings we have for upstairs in planning where each table and layout will go. Jim stated that there is now an acoustical ceiling and some track lighting so downstairs should be a much better environment.

While we will not be setting up our own club layout per se, Chris Palomarez will be coordinating a Free-mo setup in the basement of the Vets Hall and all members who want to par-

ticipate in the setup should contact him at either chrisp@free-mo.org or 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 again lining up the Left Coast HO Narrow Gauge (LCHOn30) group to participate and the Golden Empire N scale group will be bringing an N scale layout from Bakersfield. Dave will have several different layouts to show attendees different scales and of course we will bring our new club demo layout that Dave has been working on.

Paul mentioned that for those who have dish antennas and can receive the Rural Farm TV Network, that there is an hour show

(Continued on page 8)

June Board Meeting Minutes

By Terry N Taylor

Dave opened the Board meeting at 5 minutes to 7 PM on 25 June at Applebee's. In attendance were Jim Jonte, Bud Rogers, Terry Taylor and Dave Wilding.

Terry handed over to Bud the stack of letters printed on our letterhead individually addressed to vendors and organizations (like the local RR museums for free display space) for the upcoming Train Show. Bud had already addressed many of the envelopes based on a preliminary list Terry had given him at the last meeting. Bud will mail them out this week (after properly annotating the ones who have already requested table space) and coordinate with Jim & Kevin as we get responses. While Jim will deposit the money, Bud will make sure that all vendors are accounted for and plan the proper use of space with Paul & Kevin. Dave will check with both the O Gaugers and the Central California Coast G.R.S. (Garden Railway Society) to see if they would like to set up some layouts or displays either indoors or outside.

Dave will also prepare multiple signs (maybe with Rick's help) stating that the show is on two floors this year so that no one is missed. The Free-mo layout will be downstairs for sure. Depending on turnout, display tables may also be as well as Dave's multiple layouts and several stations for the Boy Scout merit badge program.

Jim will handle admissions at the door and direct traffic as need be. Bud & Kevin will arrange for tables to be set up and other vendor needs taken care of properly. Bud will set the date with Paul for measuring downstairs in July. Bud stated that his new phone # is 772-1734 and that he & Jim will talk to our local hobby shops and vendors about donations for door prizes suitable for younger modelers. Speaking of which, Dave

will ensure that our club demo layout will be ready for the younger modelers to enjoy running some trains.

We then went over the Boy Scout railroading merit badge booklet with Jim reminding Terry that we needed written permission from the BSA to reproduce the booklet and hand it out to all youths. Jim will check with Bill Pyper about whether he can print the booklet and coordinate with Rick & Terry about a new cover maybe using either our club logo or the logo we used for the recent PCR convention. As a reminder, we plan to use this program for any young person (I.e. boys and girls) to generate increased interest in our hobby.

Jim wants to remind all members that dues are now due for the third quarter. He then mentioned that there is change in the dates for next year in our use of the Vet's Hall. While Feb 7-9 and Apr 18-20 which we have scheduled for our normal Vets Hall Run and the Oct 3-5 Public Train Show are ok, the Aug 8-10 Vets Hall Run would have to be rescheduled to either late July or early August. We decided on Aug 8-10.

Bud & Dave are now planning our Free-mo run for Jul 12-14. Bud will contact all members to determine which modules will be there and make sure that Matt will be able to provide a truck and help with setting up the electronics. Final plans will be set at our club meeting on the 9th, but for now plan Jim will have the doors open at 5 PM Friday and Bud & Dave will be at the storage locker also at 5 to load the modules there. All who can help load etc should either meet them there or shortly thereafter at the Hall.

Dave closed the meeting at 10 After 8 PM.

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 1)

tion. Hence (Figure 2) decorating a steam locomotive to recognize a visit to San Luis Obispo by Teddy Roosevelt, president of the United States. It seemed natural to create a moving billboard in rural areas.

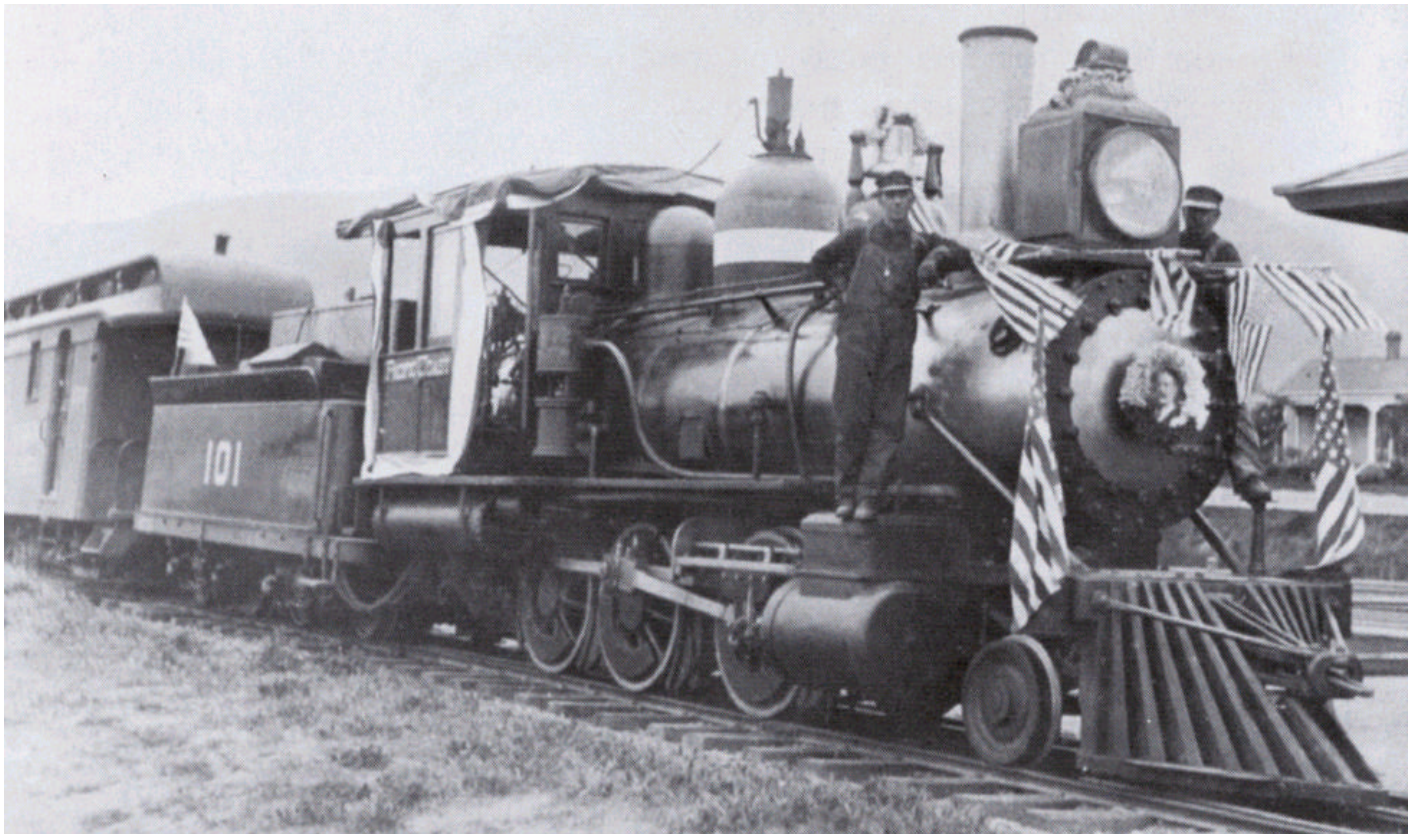


Figure 2. Pacific Coast engine #101 decorated for the visit of President Roosevelt. Credit: Collection of Malcolm R. Gaddis

Figure 3 of the bridge crossing of Arroyo Grande Creek has a more sinister connection. One of the more dramatic events on the Pacific Coast Railway occurred according to the San Luis Obispo Herald in 1896. As the result of a quarrel over land rights between a well-liked Arroyo Grande homesteader and a ‘squatter’ on his land, the squatter shot the homesteader dead and wounded his wife. The squatter, his son and nephew were soon arrested, and rapidly relocated into the county jail. However according to the Herald, “The cold-blooded murder had so aroused the populace that a lynching party was assembled that marched to the old jail and removed the three prisoners.” The nephew was released, but the man and his son were forthrightly taken to the site of the murder and lynched – their bodies were then taken to the Pacific Coast Railway bridge over Arroyo Grande Creek and strung up there for public view. (This incident occurred about ¼ mile south of the present Loomis Feed Store on Branch Street in present day Arroyo Grande).

In December 1895, the local business news section of the Herald highlighted the announcement of a “New Industry” for the area: growing cabbage. The paper noted that improved trans-

(Continued on page 4)



Figure 3. First Pacific Coast Bridge crossing the Arroyo Grande Creek with Locomotive #5. Credit: Ruth Paulding, Bennett-Loomis Archives.

Lets Talk Trains

By Richard Hamilton

SanDiegoRail (sandiegorail.com) announces a new era in the world of trains. With the help of wsRadio (wsradio.com) the subject of trains will be discussed on a world wide basis any-time YOU want. How is this going to happen? Technology. We are going to merge the world of trains with the Internet and the medium of Talk Radio.

Starting on Saturday, July 6, 2002, a new talk radio show will begin. Lets Talk Trains (letstalktrains.us) will premier via wsRadio on the Internet from 10AM to noon pacific coast time, 1PM to 3PM east coast time. And, as was said above, any time you want to listen to it. That's right, the show will be available on a 24/7 basis at the wsRadio website in the archives.

This show will be discussing all forms of railroad related subjects: Freight / Passenger / Model Rring / Historical / Museums / Excursions / Amtrak / And much more!

Topics for discussion will be listed on the Lets Talk Trains website along with guests scheduled to visit the show. The show will also allow calls to be taken from listeners for topic discussion.

You are invited to make suggestions and submit ideas for the show. If you happen to know of some organization or person

who we need to consider having as a guest on the show, hey, let us know. You can make suggestions for the show to: suggestions@letstalktrains.us. The website is up and has a lot more information including the hosts of the show. There is even information on advertising on the show. As the show gets closer to coming 'on the air' we will post the toll free number you can call to join the show. More information is available on the website.

In the meantime, we hope you will enjoy the show whenever you like.

Special Note: We now have an automated email list manager. The link to it can be found on the 'Where' page of the website. Please enter your email address and select the subject and frequency of emails you would like to receive from SanDiegoRail and Lets Talk Trains.

Richard Hamilton - Whats Happening On The Rail In San Diego? - SanDiegoRail.com
P.O. Box 1654 - Chula Vista, CA 91912-1654

Host of Lets Talk Trains - letstalktrains.us
Saturdays 10AM to noon - West Coast time

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 3)

portation made this crop feasible for the area. The Pacific Coast Railway expedited the produce to more populated parts of the state in cooperation with the Southern Pacific with its connections to San Francisco or Los Angeles.

The Pacific Coast Railway had already stimulated another type of "industry" in the Arroyo Grande area – this one also involving food: A local farmer was having trouble with jackrabbits

eating his hay crop. With such ready nourishment, the jackrabbits were proliferating, as rabbits are known to do. When the farmer mentioned his problem to a friend, a conductor on the PCRY., the friend immediately offered a solution: "...the conductor... told him of a commission merchant in San Francisco who was buying jackrabbits for sale to the foreign sections of the city." Interested, the farmer contacted the merchant and

(Continued on page 5)

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

PCR and NMRA for five years \$235.00

PCR \$6 and NMRA \$23 Affiliate at \$29.00 (No Bulletin)

PCR and NMRA YOUTH at \$36.00

PCR only (requires NMRA membership # above) \$6.00

PCR only - five years (requires NMRA # above for 5 yrs or life) at \$25.00

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.

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 4)

discovered that he was paying \$2.50 per dozen for cleaned, but unskinned rabbits "... if they arrived overnight at San Francisco from Arroyo Grande."

Excited at the prospect of solving his agricultural and financial problems simultaneously, the farmer set to hunting. On the first day, after bagging the required dozen, "He put them on the narrow gauge which met the 'Lark' (the northbound Southern Pacific train) at San Luis Obispo at midnight and the jacks were on the Frisco market the next morning."

When, a few days later, payment came for the first shipment, the farmer went right out and bought a double-barreled shotgun – and considered himself in the rabbit-hunting business from then on. "He soon became a one-shot artist...and there were very few days thereafter...that from ten to twenty dozen of his jackrabbits did not go to market."

story of the brother of the pile driver operator (see Figure 4 of a typical pile driving operation on the Port Harford Pier) who decided to make extra money running liquor. While the pier was remote, it was not so remote that the IRS did not also realize that places like Port San Luis were ideal for smugglers, especially at night. However, the brothers thought that they had the ideal set of conditions for running liquor during the daytime. The older brother would leave the safety of the pier on the pretense of fishing, travel out to a supply boat offshore, load up with a couple of barrels of hooch and return. The younger brother would be working the steam on the pile driver including using the whistle to signal directions to the boats in the water which were placing the piles. Just as on the railroad, there were a series of whistle signals for various actions. However a series of five short blasts was not utilized in the pile driving process. Therefore, if the revenuers were to arrive on the pier, the younger brother would whistle five times to warn his brother not to land at the pier.

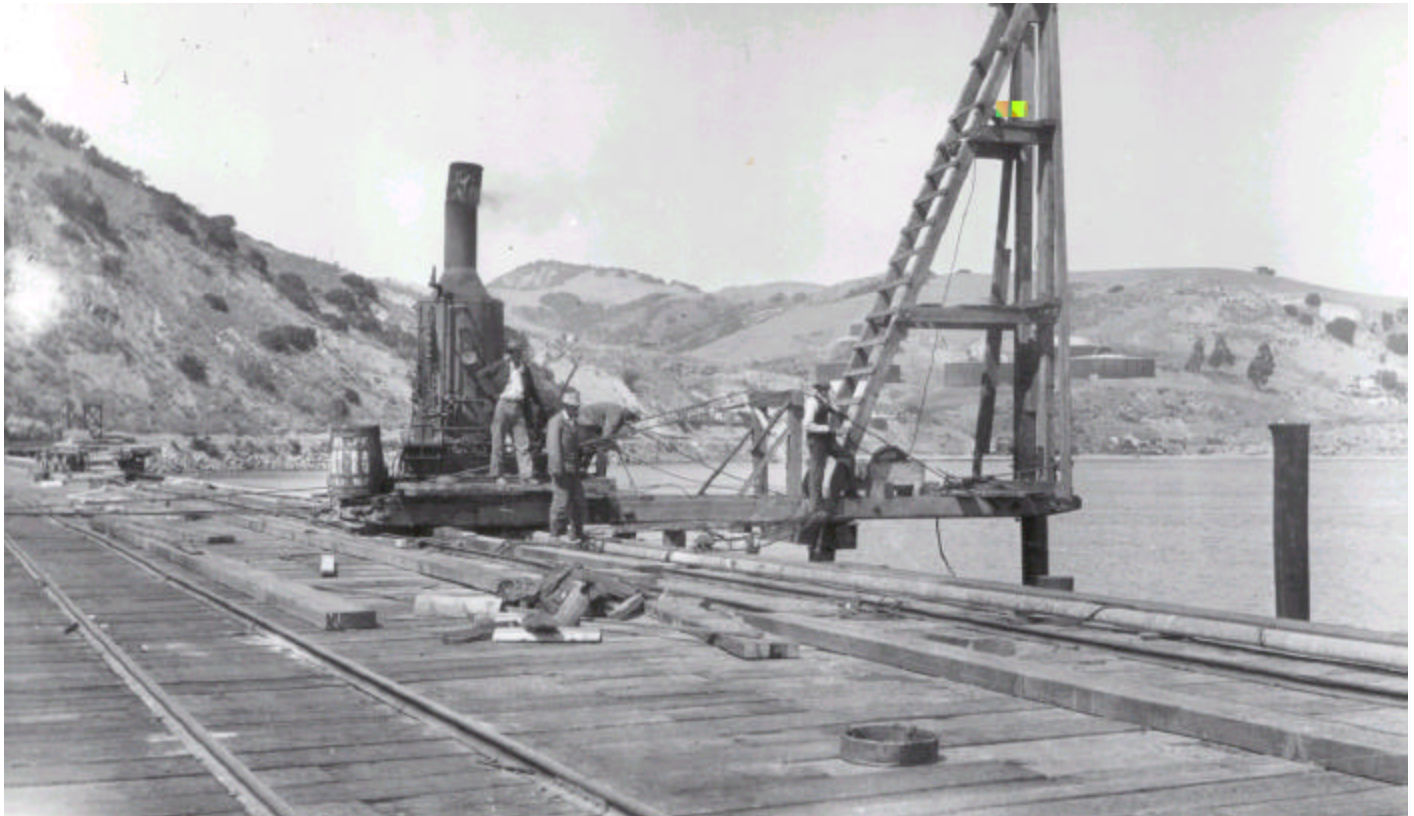


Figure 4. Pile driving operation, Port Harford Pier after the 1915 fire. Credit: Robert Brown

During Prohibition, the Harford Pier received illegal liquid shipments, in addition to freight for the railway. Robert Brown, whose father Charles was in charge of pier maintenance and construction activity, had an office in a railroad car that was kept on the seaward end of the pier, providing him with a day-to-day familiarity with activities on the pier. From there, he observed the use of the pier and warehouse as an unofficial staging area for bootleggers.

Robert Brown (interview with author 8/24/1987) recounted the

The plan was entered into with enthusiasm. The older brother set out rowing to the offshore smuggler boat. The pile driving team was in full action when indeed several IRS agents did arrive to investigate. Time passed and the older brother began his return trip toward the pier rowing with his back facing his destination. The younger brother interspersed the special five-whistle signal in with his regular pile driving operations. All to no effect. The older brother just kept rowing toward the pier. The younger brother halted normal work and began signaling

(Continued on page 6)

Cajon Tales: Part 26 (Nicknames)

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

In the Feb. issue Trivia column by Chuck Paul there's a question about why switchmen were called "snakes." Actually it was only used for those who belonged to the S.U. of N.A. (Switchmen's Union of North America) which had in its logo a sinuous design that looked much like a snake and that the initials of the union lent itself to the nickname.

Speaking of nicknames, Chuck sent me an email asking about my nickname and whether it is Pancho or Poncho. I'll try to explain. Take a good look at the picture and then read the following.

Back when the LA Division operating crafts called one another by name on the radio there happened an odd coincidence. There were several engineers with Frank for a first name. Duncan, Hannah, Norris, Post and maybe one or two more I can't remember now. Usually we could tell the conductors' by their individual voices but one night there were at least three Franks running engines with conductors who had "default" voices.

As I was approaching The A Yard with a drag off the hill, I heard one of those "default" voices get on the radio and say, "Ease her down, Frank," and a few moments later with EMPHASIS the voice said, "THAT'LL DO, FRANK!" Three trains were put into emergency and all three of us Franks wondered if it was OUR conductor who wanted the sudden

stop. (None of them derailed or broke in two.)

A few months later I was visiting my Dad who was switching in the Milwaukee Terminal on the Milwaukee and told him I really envied my pal (of blessed memory) Gordon S. Adams; also a hogger and a teacher who was universally called "Gordo" which was a play on words because it is Spanish for "fat" which Gordon certainly was not! I told dad that when a conductor called



"Gordo", he knew it was for HIM.

A month or two later I received a mailing tube which contained the picture which is attached. Dad had paid a talented switchman a case of brandy to create this work of art. Dad said that if I had enough nerve to hang this in my shack in Barstow the other rails would start calling me "Poncho". Neither he nor the artist understood that a poncho is rainwear and the Spanish nickname for Francisco is

"Pancho."

There are a few things about the picture you may find interesting. There is a station sign on the telegraph pole you can't read in this quick snapshot, (please don't criticize my photo; I didn't want to get out the tripod and the copy lens, it's just a snap.) The station name is "Apple Valley." When I was on the Cushenbury Turn we could still see a few gnarled, stunted dead trees, about two or three feet high left from the fool who thought he could grow apples in the desert. Apple Valley was a local joke. There is reference to the "high, dry, and dusty" but I believe that really belongs to either the Elsinore or the San Jacinto lines. Of course there is the guitar; I was something of a folksinger in those days.

And there is the 3443. It was the engine the Santa Fe couldn't tame. Something about the suspension or the driving apparatus just wouldn't work right on that engine, and in my father's words which he must have picked up as a lad sailing on the ore-boats of the great lakes, "she had rolled over more times than a Toledo whore."

Finally there is a sticker which reads "Sante Fe". It was given to me by the claim agent. He noticed the picture in my home after my wreck and thought the sticker which had been provided in the thousands by a software firm would complement the "Poncho" mistake.

Later, Frank

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 5)

with just the five-whistle series. Again to no effect. The older brother continued rowing with his back to the pier oblivious to some very strange dancing and hand gesturing from the pile driving crew. More five-whistle blasts and still the older brother kept rowing as if he had

forgotten the special arrangements. He landed and was arrested. It then became apparent that he had sampled far too extensively of his goods and could not distinguish one whistle signal from another. *****

Fig. 1. The dashing engineer of Engine 108, circa World War I given the capped stack. Credit: Collection of Andrew Merriam

Fig. 2. Pacific Coast engine #101 decorated for the visit of President Roosevelt. Credit: Collection of Malcolm R. Gaddis

Fig. 3. First Pacific Coast Bridge crossing the Arroyo Grande Creek with Loco #5. Credit: Ruth Paulding, Bennett-Loomis Archives.

Fig. 4. Pile driving operation, Port Harford Pier after the 1915 fire. Credit: Robert Brown



What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul



A more grown up Chuck still enjoys our hobby. :->

Chuck very early on showed his interest in trains. :->

Hello again railfans and modelers. This month's web site is called Widow Creek and can be reached by going to <http://www.widowcreek.com> There you will find a plethora of links and pages for the serious modeler.

When you bring up their home page you will find the following introduction: Welcome to The Feather River Canyon! The Feather River Canyon is a place where a railroad learns respect for nature. Even for a company of Union Pa-

cific's capability, the canyon presents a tremendous operating challenge. The danger of rockslides is always present, and UP hasn't always been able to add sidings or other improvements to make running trains here much easier then it was when Western Pacific built the line in the early part of the 20th century. With maintenance personnel constantly trying to keep the line in prime operating condition, between train movements, and access afforded only by the railroad itself, the challenge never ends.

Along the top border there are places you can click on to get a look at photos of locomotive rosters from the UP, SP, WP & D&RGW railroads.

In the upper left corner there are 9 buttons that you can click on to get a more in-depth display of their entire operation: 1. WCRR Ops 2. Track Plans 3. Research 4. The Layout (photos of the layout in progress) 5. Go Shopping (a variety of places you can get deals on both modeling and prototype equipment) 6. Database (places to get prototype data) 7. Submit a photo 8. FRR photos, (following the Feather River Route) and 9. Train Cards.

Scroll on down and you will find the label: "Our Heralds" Under these heralds is their "Mission Statement" To build a freelance model railroad closely representing the geography and the traffic of the Western Pacific RR's Feather River Canyon Route from Oroville to Portola, with a branch



Chucky's Trivia Corner

By Chuck Paul

The railroad time-line: Milestone events have taken place in American railroading, that have impacted railroad service in many ways. I have selected a few that caught my attention; but I have listed them out of order. See if you can re-arrange them in chronological order, from the earliest to the most recent. This should be interesting, as it will take some thought. The correct order may surprise you.

- A) The last RPO train is operated. 1. ___
- B) The FRA came into existence. 2. ___
- C) G.E. introduces it's first diesel locomotive (U25B). 3. ___
- D) Baldwin Locomotive Works quits building diesel locomotives 4. ___
- E) Airslide hoppers are introduced. 5. ___
- F) Mechanical refrigerator cars placed into service. 6. ___
- G) CB&Q builds the first "Vista Dome" passenger car. 7. ___
- H) ALCO builds the first successful road diesel electric. 8. ___
- I) B&O introduces the bay window caboose. 9. ___
- J) First oscillating headlight developed by MARS Light Co. 10. ___

Answers are on the back page.

line to Sierra Pacific Industries in Loyalton, CA.

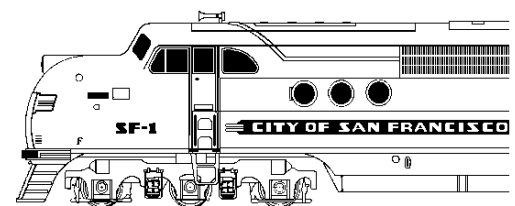
For those of you who are interested in keeping current on how this web site is progressing, you can click on a wide variety of entries listed by date and title.

Rather than list them all here, I invite you to go to the Widow Creek Web site and check them out for yourself. "Happy Rails"



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



June Meeting Minutes & BSA Proposal continued

(Continued from page 2)

each Monday night at 9 PM on railroads. There was positive discussion on both Bill Pyper's continued operation of Railroad Prynters even though he has sold his printing business and that Jack Parker is working with his son Jeff on expanding Central Valley Model Works (see <http://cvmw.com> for their product line of Curvable Switch Kits, Track Modeling Supplies, Stock Car Kits, Detailing Parts Packages, and Scale Bridge Kits complete with photos.)

Brewster then went over the plans to hold a railroading jamboree at our train show to help the Boy Scouts earn their railroading merit badge. He will communicate with the BSA to set it up. We will provide instructors for as many of the 7 stations as we can and let all scouts and their leaders who are wearing their uniforms in at \$1 each instead of the normal \$3 admission for the train show. As a reminder, kids under 12 are admitted free and adults who are NMRA members get in for \$2.

Brewster then went over a booklet that is a substitute for the Boy Scouts blue cards. The RR merit Badge booklet was

used at the National Jamboree Merit Badge in Midway has National's approval as a substitute and was also used in the Boone County Fairgrounds in Boone, IA for the Boy Scout Railroad Camporee last May where about 700 scouts qualified. The trick is for each Scout to get the booklet stamped at each of the seven stations and then hold onto the booklet until examined by his Scoutmaster. Then, the Scout keeps the booklet in his red folder as a memento and record.

Brewster then pointed out that the Rail Awareness for Youth and the BSA are ostensibly different programs. Rail Awareness for Youth uses the Merit Badge pamphlet and the NMRA Golden Spike Award as its core. BSA's Railroad Merit Badge Program uses the same things. Any organization is welcome to use Rail Awareness for Youth pamphlets and instruction cycle, whereas BSA has Merit Badge guidelines to follow, including Safe Scouting, Child Safety Awareness and Abuse Prevention, Two Deep Adult Leadership, the Buddy System, adult leadership training, patrol/peer leadership and trained adults in their field

of interest. Brewster said that our costs for reproduction of the booklet for each youth will be reimbursed and that the program could be used by any interested young male or female during the train show.

Tom Turner (from the Santa Barbara area who has helped us in the past) is the Advancement Chairman of the South Coast District for the Boy Scouts and a member of their Los Padres Council Advancement Committee (Which includes all of the areas from Carpenteria to just South of SLO and maybe even SLO.) as well as being a Railroading Merit Badge Counselor in this council for about 25 years. He has already stated that he will help out at the train show, sign up merit badge counselors, teach us/them about how to do it and give the required child protection training.

Action items for this are for Brewster Bird to get written permission to us for reproducing the booklet, contacting the San Luis Obispo Boy Scouts to set up the publicity for the event to each Boy Scout troop not only in SLO but also in the neighboring counties, telling us how many copies to be reproduced and nailing down whether the costs of reproduction are to be covered by the BSA or by a set fee to each scout who registers for

the program as we can't afford to have a loss on those costs. Jim Jonte is to get the booklet reproduced per Brewster's guidance once we have the necessary permission and quantity. Terry is to contact the Operation Life Saver program for their involvement and give publicity in the newsletter. Dave is to arrange for as many instructors as possible for the seven stations. Tom Turner is to coordinate with the Boy Scouts from his end and ensure that our instructors have the proper guidance.

Dessert was served and Dave finally closed the meeting as it was getting to dark to see and we were all pleasantly stuffed. Thanks again John & Marcia.

Green Fruit East X814

By Wayne Scarpaci



UP challenger type 4-6-6-4 #3930 is seen as a point helper with Up 4-8-4 # 814 looping around Sullivan's curve with a PFE reefer block in 1946. 36X48 canvas

SAN LUIS OBISPO


MODEL RAILROAD CLUB

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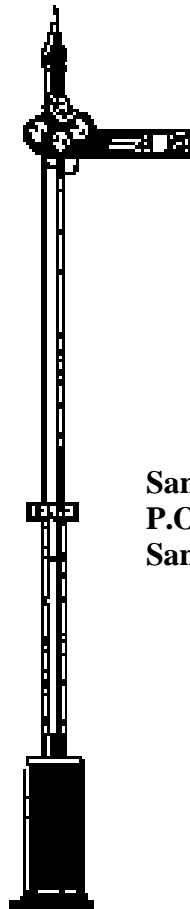
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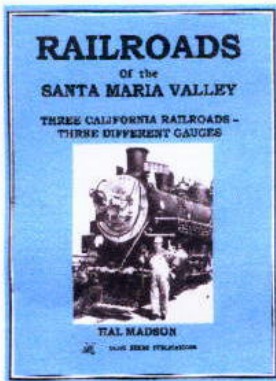
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