

# THE SAN LUIS OBISPO MODEL RAILROAD CLUB

## SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 09

September 2002

### Upcoming Events

- 2002
- Sep 10 Club Mtg. @ Congregational Church, 7 PM
- Sep 24 Board Meeting @ Applebee's in SLO, 7 PM
- Oct 4-6 Public Train Show Vets Hall
- Oct 8 Club Mtg. @ Congregational Church, 7 PM
- Oct 9 San Luis Obispo RR Museum Meeting @ Embassy Suites in SLO, 7 PM
- Oct 22 Board Meeting @ Applebee's in SLO, 7 PM
- Nov 12 Club Mtg. @ Congregational Church, 7 PM
- Nov 16-17 PCR Daylight Division Meet in SLO
- Dec 13 Xmas Party @ Margies, 630 PM
- 2003
- Feb 7-9 Vets Hall Run in SLO
- Apr 11-12 WP Convention in Oakland @ Holiday Inn (Hegenberger Road)
- Apr 18-20 Vets Hall Run in SLO
- Apr 23-27 PCR Convention in Pleasanton @ Crowne Plaza Hotel
- 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 Now & Then In Arroyo Grande

By Andrew Merriam

As a boy, John Loomis remembers working at his uncle's warehouse and store in Arroyo Grande. The building had a Pacific Coast Railway siding just down from the PCRY station and warehouse near Branch Street. In the first half of the 20<sup>th</sup> century farm supplies and goods were shipped in by the railroad and local agricultural produce was shipped out. John narrates: "During my early years peas were shipped in hampers which were then loaded from the warehouse into the PCRY boxcars. As a kid I used to go into the warehouse and pop open the pods and eat fresh peas before they were loaded."

"The warehouse also served as a retail outlet for some food stuffs and, of course, a shipping

point for agricultural products going to Port San Luis to be loaded onto ships. There were times when there wasn't much happening but my uncle still had to be there to mind the store/warehouse. There was this pot bellied stove in the office to keep out the chill. I remember going upstairs and peeking through the floorboard at my uncle who was putting together his stamp collection and every now and then would spit tobacco juice at the stove. The result was a loud sizzle and a satisfying puff of steam.

"During the Prohibition era, there were a fair number of local stills to generate liquor for those with the illicit need. In those days the

*(Continued on page 3)*

## PCR Daylight Division Meet in SLO

By Terry N. Taylor

We will be hosting the Pacific Coast Region Daylight Division Fall Meet at Hilding Larson's home (located at 7050 Lewis Lane just south of the airport in San Luis Obispo) on the 16th and 17th of November. Registration will start at 9 AM with the first clinic by Paul Deis on "Laying Turnouts on the Los Osos Valley Railroad" starting at 10. The second clinic starting at 11 will be by Mary Carole Larson on "Scumbling."

Before you get too worried about possibly becoming a 'scum' or getting 'scummy', 'scumbling' is a painters word for making a color less brilliant by covering the object (think of a new freight car or building here) with a thin coat of opaque or semi-opaque color. It can also mean to soften the lines or colors of a drawing by rubbing lightly. The results are very believable and easy to accomplish. You will even see some on the layouts that you will be able to visit this weekend. After lunch (probably pizza ordered in from

about noon to 12:30 PM) will be the business meeting. Following which it will (as Doug states) then be time for our world-famous White Elephant Auction. Look around for what you don't need any more and wrap it up in either newspaper or that infamous brown paper bag routine to see what hilarious bids and surprises you can help tease out of your peers. It can be a model, a book, a tool, some modeling supplies or even a piece of the prototype. But watch out as sometimes there is a joke involved.

Don't forget that we will be holding elections this time and please also bring your favorite models, photos, or models to show off and be judged. We will watch Doug closely so that he doesn't try to auction them off also.

We will have nearly a dozen layouts and two manufacturing facilities on tour the rest of the afternoon to about 6 PM. With some layouts

*(Continued on page 7)*

## Presidents Message

By Dave Wilding

Hi Everyone

Terry Taylor called me on Thursday the 22nd of August and wanted to know if I would like to go to Cambria with him to look at the train layout that was for sale and I said sure.

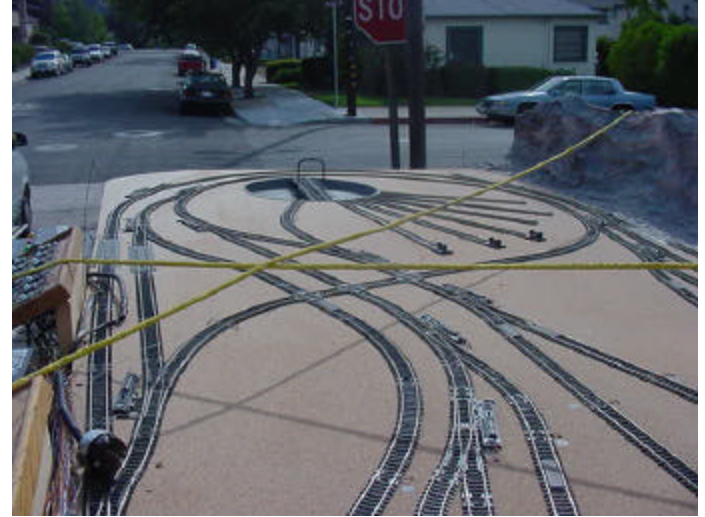
We looked at it and decided that the club could use at least part of it if we could remove the built-in benchwork without damaging the layout that fully filled the small bedroom. The



two of us plus the owner/real estate agent who wanted to sell the house spent the next three hours taking 6 inch long lag bolts out of the wall studs and deciding where to cut the wires etc. Then the fun began as we loaded my car and Terry's for the trip home. The two photos show my car and the portion that we are going to use as a demo layout for junior engineers.

After an uneventful journey home, Terry & I unloaded the layout at my house so I could work on what we (the club) could use at the October Train Show (you are coming the 4 thru the 6th aren't you?) here in San Luis Obispo.

I am currently working on the 4x8' part which can run two trains at a time plus being able to do some switching and hope to have it ready in time for the run to show newcomers another possible layout they can build.



Speaking of the show, we can use some more help in setting up not only the tables with place names for both the vendors and the different guest layouts but also the signs since we will be on both floors this time. Please let Bud, Jim, Terry or I know.

Thanks. Dave W.

## August Club Meeting Minutes

By Terry N. Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at about 7 pm, 13 August, 2002, at the Congregational Church on Los Osos Road in San Luis Obispo. In attendance were Steve Francis, Jim Jonte, Bud Rogers, Terry Taylor, and Dave Wilding.

We went over the status of the upcoming train show ( Please see the Board Minutes for updated information). While we will not be setting up our Free-mo layout per se, Chris Palomarez (who is organizing the Free-mo set up) has a key to our storage facility and will be using some of our club modules. As a result, all club members will be able to run on the layout over the weekend. Club members are encouraged to contact Chris and help in the set up and disassembly.

Jim stated that third quarter dues were now due. At this point 14 members are paid up thru the third quarter. Dues are \$30 per quarter with a junior rate of half that. Main expenditures

are for our storage location rental, insurance, layout maintenance, and the club newsletter.

Terry discussed a possible club demo layout located in Cambria and was authorized to look into club purchase if it became available at a reasonable price to the club (See Presidents message for details) .

Dave and Terry were then authorized to arrange for door prizes suitable for junior engineers to try to get more future model railroaders involved in our hobby.

Dave will arrange for having sample layouts in all the various scales as well as a display of the various scales and gauges so that the train show attendees will be able to view and understand the possibilities available to them.

The meeting was adjourned at 10 after 8 pm.

## Notes Along the Pacific Coast Right Of Way continued

*(Continued from page 1)*

raw beets were shipped to Betteravia, processed and then some of the sugar was shipped to Port San Luis in sacks. I remember my dad and friends talking about the stillers who, since the PCRY boxcars were constructed of wood, drilled up through the floor in the night and drained off the sugar they needed to keep up the liquor production.”

You can still find remnants of the Loomis warehouse and store where these events took place if you know where to look.



Figure 1: Arroyo Grande Railroad District in 1940. Loomis warehouse on right - Bennet Loomis Archives

A 1940 photograph (Figure 1), probably taken from a boxcar on the siding, shows the Arroyo Grande railroad district. The occasion is one of the last passenger rides of the PCRY before its abandonment. The corrugated iron clad Loomis warehouse is at the right; the automobiles are lined up along Branch and Crown Streets. The Pacific Coast building at the center is the former station and warehouse obviously selling lumber and construction supplies at the end of its life. The large saw tooth roofed structure on the left was a pumpkin-processing factory – a venture that was less than economically successful.

The successor to the “hanging bridge” of the July article can be seen in the middle left. Figure 2 is the same general view taken this year. Only glimpses of the original Loomis building are visible in the present wood sided structure. Obviously an automobile parking

*(Continued on page 5)*



Figure 2: Same area as Figure 1 in 2002 - Andrew Merriam Photo

# CALPOLY'S Annual Swanton Pacific Ranch & RR Day

## Sunday September 29

By Ed Carnegie

Come celebrate in the annual Cal Poly Day at Swanton on Sunday, Sept. 29, 2002-11:00 AM 'till 4:00 pm at Cal Poly's Swanton Pacific Ranch near Davenport, CA. Enjoy a great Santa Maria style BBQ (tri-tip, beans, bread, salad, dessert, one soft drink/customer) served in Swanton's delightful College Park all for just \$15.00 / person adult \$8.00 /child up to 8 yrs. old. RSVP BY 9/20/02

Call Poly's College of Agriculture invites you to participate in its annual celebration of train rides, barbecue, and viewing of the Swanton Pacific Ranch in Davenport, CA on Sunday, Sept. 29, 2002. Those attending will be brought up to date on what has been taking place at Swanton for both the railroad and the ranch. Those who wish to watch the firing of an authentic and historic live steam locomotive should arrive between 9 & 10 am. Rides will begin around 11 am and continue until BBQ time, which is scheduled between 12:00 & 1:00 pm. Rides, along with various other tours, will resume after lunch & continue until approximately 4:00 pm

If you have never visited the Swanton Ranch or the Railroad before, be assured that you will enjoy seeing the steam engines, a diesel engine, crone car, roundhouse and turntable, machine shop, and a Swanton historical me morabilia display. If it has been some time since you were last there you will be amazed at all the infrastructure improvements and other ongoing projects. Tours of both the ranch, and train facilities will be conducted. You won't want to miss these very informative tours.

**DIRECTIONS** The small village of Davenport is just nine miles north of Santa Cruz on Highway 1. Drive 1&1/2 miles north of Davenport on Highway 1 and turn right on Swanton Road. The headquarters for the trains is three miles up twisting and turning Swanton Road (all paved). Another clue: It is the first place on the left past the CDF station on Swanton Road,

approx. one quarter mile. You will turn left at the white picket fence. Parking attendants will guide you.

Swanton Ranch serves as an extension of Cal Poly's instructional programs in agriculture, forestry, and other disciplines. The trains are a living /operational part of history in that they were used in the Pan Pacific Celebration of 1915 in San Francisco. They are now operated and maintained by Cal Poly's Swanton Pacific Historical Railroad Society, a group of about 180 volunteers that come from all over the state. The 3,200 acre Swanton Ranch, along with the historic railroad were given to Cal Poly, in 1993, by the late A Smith, founder of Orchard Supply Hardware, and a Cal Poly alumnus. Smith earned a bachelor's degree in crop science in 1944 and a master's in agriculture education in 1956

Whether you have been to this beautiful locale in the past, or not, be sure to mark your calendar to attend this year. There is lots to see, do and enjoy. Many changes have occurred over the years, so come see the progress being made!

We will need an accurate head count for the barbecue by Friday, September 20. please send your check (\$15 /adult and \$8 / child up to 8 (years old) to cover expenses for the barbecue and refreshments to: Ed Carnegie BioResource & Agricultural Engineering Department Cal Poly State University Son Luis Obispo, CA 93407

RSVP's received after 9/20/02 will be \$25.00 /adult and 15.00 / child] We cannot guarantee walk in sales at the door. Make Check Payable to Swanton Pacific RR or SPRR. Tickets will be held for you at the Swanton Ranch. If you have any questions, call Ed Carnegie at (805) 995-3659, or email at [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu)

## 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 \$240.00

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 3)

lot has replaced the small railroad yard.



Figure 3 was photographed from the 1909 Sanborn insurance map now hanging in City Hall. It shows a portion of the Loomis warehouse area. The present Loomis House was the old Cottage Hotel built around 1893 to serve travelers arriving by train. The warehouse of John's memories was a 40 by 48 foot structure with corrugated metal siding and light truss framed shed roof. The Pacific Coast Railway's station and warehouse is south of the Loomis structure on the other side of Branch Street. There was the main line, a siding and a spur track serving the warehouses.

Figure 4 shows the Loomis complex of today with the warehouse now embedded in four additions with wood siding. A whole devel-

Figure 3: Sanborn Map of 1909 for Warehouse area. - Andrew Merriam Collection

opment of sheds, warehouses and offices has grown up around the original house and warehouse/store. The latter remains uncolored on this map.

Figure 5 shows the front of the Loomis warehouse as seen from across Branch Street during the same "last ride" event of the PCRY in 1940. Figure 6 shows the same view taken 60 years later, long after all obvious traces of the Pacific Coast were gone though the warehouse/store is still serving the now much enlarged community of Arroyo

(Continued on page 6)

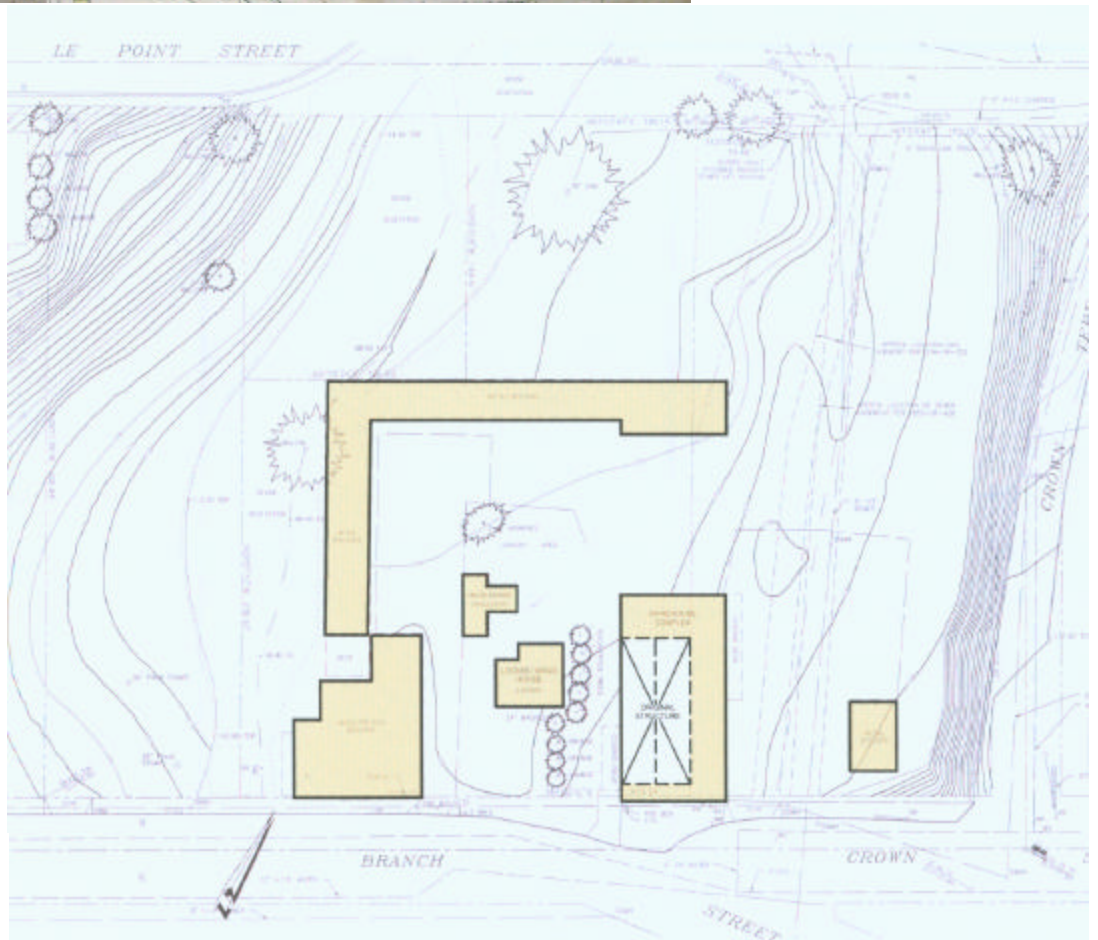


Figure 4: Loomis warehouse (shown in white) in 2002 — Andrew Merriam Collection

## Cajon Tales: Part 28 (Rain)

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

When asked by Ed Workman about why the track had not washed out in the 10 years prior to the 1978 derailment (where Santa Fe Locos #5015 & 5037 were shall we say a bit banged up) that he was in (see the April 02 issue) just east of Summit, Francis replied as follows:

Au contraire; Jedediah Smith called the San Bernardino Valley the Valley of Paradise. When I moved there in '43 there were constantly running artesian springs in downtown San Bernardino. There is a big mall now where the young fellows rowed their ladies around Urbita Springs and where, thirty years later, I ran model boats and model airplanes from rafts we built.

Yes, the Mojave Desert is and was a real desert; but the San Bernardino Valley was lush with greenery and standing water. As late as 1945 the big buildings downtown had pumps in their basements to pump out the seepage.

Summit had a lot more rain than Victorville and there was a depression where water collected above the tracks. I know there had been "problems" with the water collecting there in the past, but I don't know what the "problems" were.

I believe the old main was built with small equipment, dumping in a few yards at a time and running over it to tamp. The new line was built with massive equipment and perhaps it wasn't tamped as well; or maybe they used different fill.

Also, I believe it (1978) was the wettest

year since '36. I didn't hear about a 5" year in LA, but I can tell you the annual average for Riverside is 17" and though it doesn't rain often in So Cal, when it rains, it RAINS.

I've been up here in Western Washington since '79 and I've only seen it RAIN once

or twice. And when you're out on the desert it REALLY RAINS! Maybe only every ten years, but Oh, Brother! One of the hardest rains I've ever experienced was right in Barstow. The reason the Southern California water table is now so low is the millions of people who live there. They've used it up. F.L. Post

## Notes Along the Pacific Coast Right Of Way



Figure 5: Last Railfan Trip in 1940 in Arroyo Grande - Bennet Loomis Archives



Figure 6: Similar view as Figure 5 in 2002 - Andrew Merriam Photo

*(Continued from page 5)*

Grande. The original metal gable end is now surfaced with a board and bat siding; the porch has been filled in to provide greater sales area for modern versions of agricultural dress and implements. Crown Hill on the right is now adorned by modern condominiums. However there is a small plaque, seen in the lawn at the lower right, placed there by the Loomis family to memorialize the Pacific Coast Railway.

## August Board Meeting Minutes

By Terry N. Taylor

The SLOMRC Board Meeting was called to order by President Dave Wilding at about 7 pm, 27 August, 2002, at Applebee's Restaurant in San Luis Obispo. Also in attendance were Jim Jonte, Bud Rogers and Terry Taylor.

Terry passed over to Jim a vendor check for another 6 tables for the upcoming train show that we are hosting at the Veterans Hall in San Luis Obispo on the weekend of 4-6 October and we discussed the show status. So far 57 vendor tables have been spoken for of which 4 are gratis to museums or historical societies. Bud has the room dimensions from Paul Deis and will plan the space for each vendor, layout, and display location.

Guest Layouts include the AACE N scale, Elsie (Left Coast)

HON3, Free-mo HO Scale, Golden Empire Historical & Modeling Society N Scale, SLOMRC HO Demo Layouts #1 & 2 for the junior engineers, and several of Dave Wilding's layouts in Z, N, HO, S, O & G scales. Combined with the vendor displays and the seven stations for the scout model railroading merit badge which will be open to all interested parties, this should be a good show for all ages.

We then discussed the new club demo layout for junior engineers that Dave & Terry worked on from Cambria (see Presidents message for details and photos) and the door prizes for those junior engineers that Glenn Geissinger and Terry have been gathering. Jim settled all outstanding reimbursements and the meeting was adjourned at about 8 pm.

## PCR Daylight Division Meet in SLO continued

*(Continued from page 1)*

to be open for operation Saturday evening from 7 PM to ??? and also Sunday for those who stay over.

Speaking of which, in addition to viewing and running Hilding's depiction of the Yakima Washington Branch of the Union Pacific and the parallel Northern Pacific in an around the room layout plus a peninsula (16' x 25' HO DCC with scenery), we will have Anna & Paul Deis' two layouts on tour. The first is the Southern Pacific Railroad's Coast Line between San Luis Obispo and King City in 1949 in HO. No scenery yet but the benchwork and hand-laid turnouts are magnificent. The second layout is a free lance G scale logging layout in the adjoining room (that goes around the wall and thru the bathroom). Again North Coast Engineering DCC on both of these layouts with the HO one in addition to Hilding's to be open for operation later that night and on Sunday. Signup lists will be available during registration.

Andrew Merriam's depiction of the Southern Pacific's Coast Line in the early 1950s will be open for viewing Saturday with operation Sunday morning for the first 4 people who sign up. This is a very nice HO gauge garage sized layout with Digitrax DCC and sound of course. Andrew has just completed the Stenner Creek Trestle and horseshoe curve complete with backdrop painting and full scenicing. Also on display is the National NMRA first place in online structures double track drawbridge at San Pedro. The community of downtown SLO is also well on its way to being completed as it was in 1952.

Just down the block is John Marchetti's extremely well detailed Port San Luis Pier of the Pacific Coast Railway in the 1940's. The layout is 18' x 2' in On3 and well worth the visit.

Terry Taylor models the Santa Fe's Coast Lines Valley Division 2nd & 3rd Districts in the San Joaquin Valley in 1953. The layout is in HO with DCC (North Coast) in the garage and adjoining rooms. Track is currently being laid on the middle level. The bottom level (about 1200' of staging and storage tracks) is done and the upper level is still in the design stage.

Operation is hoped for by Meet time. ;>)

John Hischier's B&H RR is a 14" gauge ride-on Amusement Park train that will also be on the tour. The layout is a 100' x 200' oval with a long siding back dropped by Bishop's Peak.

Glenn Geissinger has the start of a very nice little logging layout to show you. You may remember the track design contest that was in August 2000 issue SLO Trains. The track is now in on the main level and scenery is progressing. As soon as the 'Saw Mill' arrives from Sierra West, the logging will start and development of the upper level (where the trees will be) will commence. Glenn has it set up so that he can either operate using DCC (North Coast) or just operate the old fashion way. ;>)

Charlie Burns models the Southern Pacific Route circa 1964 in N scale. He has a 12 track staging yard with working signals and now has the roadbed in on the second level with a painted backdrop up.

We also have on tour Jamie Foster's B&J RR (<http://www.jf2.com/trains/>) where visitors are welcome to run a train if they want. Jamie even has a Play Mobil train that the youngsters can run with minimal supervision. The B&J RR is a freelance 1900-ish G-scale outdoor layout. The tour includes Jamie's railroad office with its modest railroading collection.

We have a double treat for you on the next one. Jeff & Jack Parker will not only have Jack's beautiful early 1950s free-lanced HO layout based on the Northern Pacific Railway near Logan, Montana open for viewers but also their Central Valley Model Works. Go to <http://cvmw.com/> and look them over.

And finally (but certainly not least), Williams Brothers will be also having an open house to show off not only their very nice HO scale structure and vehicle kits that a lot of us like so well but also their detail parts and line of aviation kits. Go to <http://www.williamsbrosinc.com> and look over what they have.

For sure we plan for you all to have a good time so come on by and see what this area of the Daylight Division has been up to.

## San Luis Obispo Model RR Club Train Show

# The San Luis Obispo Model Railroad Club's 14<sup>th</sup> Annual Model Train Show

Veterans Memorial Hall, 801 Grand Ave at Monterey  
San Luis Obispo, CA

**Saturday, October 5<sup>th</sup> 10 to 5 PM**  
**Sunday, October 6<sup>th</sup> 10 to 4 PM**

Layouts of several scales, vendors, raffles, clinics and a lot of family fun

**Admission - Adults \$3.00 — N.M.R.A. Members \$2.00**

**Boy & Girl Scouts and their leaders in uniform \$1.00**

**Children under 12 are free**

Questions? Contact:

Jim Jonte @ 805-234-0523 or [jjonte@earthlink.net](mailto:jjonte@earthlink.net)

Terry Taylor @ 805-595-9535 or [terryntaylor@charter.net](mailto:terryntaylor@charter.net)

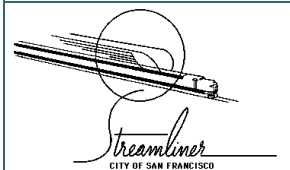
Dave Wilding @ 805-543-1651 or [DTCBATS2@aol.com](mailto:DTCBATS2@aol.com)



### Caliente

By Wayne Scarpaci

SP4352 Title: Caliente.  
12X16 The San Joaquin  
Daylight seen  
northbound on the Cali-  
ente loop circa 1947.



### Line Art

Many of the line art  
items used in this  
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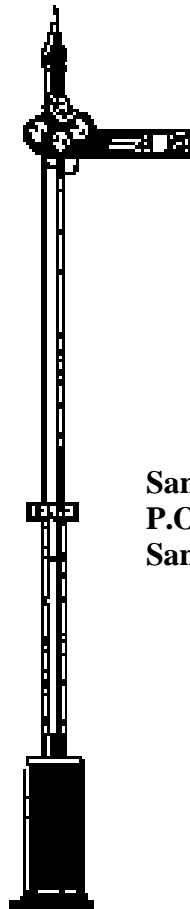
**THE SAN LUIS OBISPO MODEL  
RAILROAD CLUB**  
P.O. BOX 15655  
SAN LUIS OBISPO, CA 93406-5655

Terry N. Taylor – Editor  
Phone 805-595-9535 / [terryntaylor@charter.net](mailto:terryntaylor@charter.net)  
Volume No. 14 Issue No. 9 September 2002

Visit the Club Web site at  
<http://www.trainweb.org/slomrc/>

**Club Officer List**  
As of 15 December 2001

**President** Dave Wilding **Phone:** 805-543-1651  
**E-mail** [DTCBATS2@aol.com](mailto:DTCBATS2@aol.com)  
1013 Peach Street, SLO, CA 93401  
**Vice President** Bud Rogers **Phone:** 805-772-1734  
**E-mail** [topbud1963@pkfamily.com](mailto:topbud1963@pkfamily.com)  
P.O. Box 3357 San Luis Obispo, CA 93403  
**Treasurer** Jim Jonte **Phone:** 805-234-0523  
**E-mail** [jjonte@earthlink.net](mailto:jjonte@earthlink.net)  
709 Islay Street, SLO, CA 93401  
**Secretary/Newsletter Editor** Terry N. Taylor  
**Phone:** 805-595-9535  
**E-mail** [terryntaylor@charter.net](mailto:terryntaylor@charter.net)  
575 Bassi Drive, SLO, CA 93405-8039  
**Run Coordinator** Paul Deis  
**Phone:** 805-528-4230 **E-mail** [curlyp@best1.net](mailto:curlyp@best1.net)  
1958 Los Osos Valley Rd., Los Osos, CA 93402  
**Member @ Large** Mark F. Lang  
**Phone:** 805-528-0333 **E-mail** [mfl@tcsn.net](mailto:mfl@tcsn.net)  
815 Santa Maria Way, Los Osos, CA 93402  
**Member @ Large** Matt Hoffman  
**Phone:** 805-543-5843 **E-mail** [matt@uphs.org](mailto:matt@uphs.org)  
4978 Caballeros, San Luis Obispo, CA 93401



**San Luis Obispo Model Railroad Club**  
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**San Luis Obispo, CA 93406-5655**

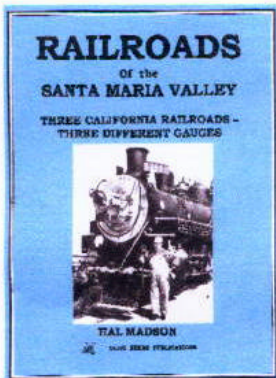
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