

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS

Drawing By Norm Hammond



Volume 14, Issue 11

November 2002

Upcoming Events

- 2002
- Nov 12 Club Mtg. @ Congregational Church, 7 PM
- Nov 16-17 PCR Daylight Division Meet in SLO
- Nov 26 Board Meeting @ Applebee's in SLO, 7 PM
- Dec 13 Xmas Party @ Margies, 630 PM
- 2003
- Jan 14 Club Mtg. @ Congregational Church, 7 PM
- Jan 28 Board Meeting @ Applebee's in SLO, 7 PM
- Feb 1-2 LDSIG/OPSIG Regional Meet in Santa Clara
- 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

Inside This Issue:

Notes Along The Pacific Coast Ry	1
Presidents Message	2
October Board Mtg. Minutes	2
PCR Daylight Div Meet in SLO	2
Scouts At the Train Show	3
Layout Visitor's Etiquette	4
PCR Application	4
Cajon Tales Pt. 30	6
Forming A Steering Committee	6
Daylight Directors Report	9
Joint SIG Meeting Weekend Feb	9
Chucky's Trivia Corner	10
Show Financial Report Preliminary	10
Ads & Club Info	11

Notes Along The Pacific Coast Right Of Way Now and Then: Meet Me at the Station

By Andrew Merriam



Figure 1. San Luis Obispo station area with the 1939 Pacific Coast Railway fan trip. Photographer unknown.

1
9
3
9

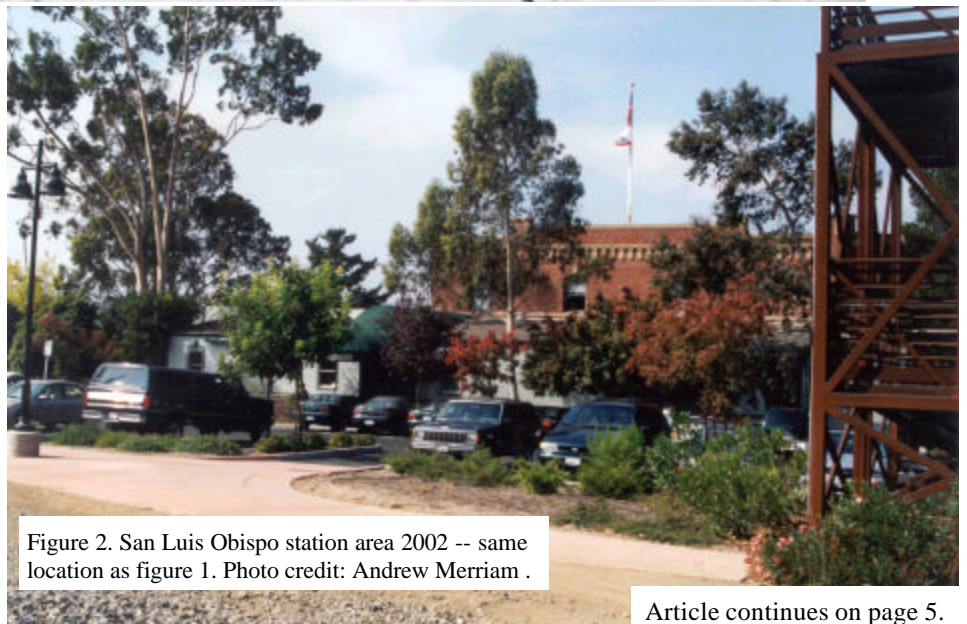


Figure 2. San Luis Obispo station area 2002 -- same location as figure 1. Photo credit: Andrew Merriam .

2
0
0
2

Article continues on page 5.

Presidents Message

By Dave Wilding

Hi Everyone,

Well our Annual Train Show and October Run is now over with for another year. Some interesting happenings with the scouts and other young ones coming through and the raffle of the 4' x 8' HO layout. Big Thanks to Mark for making two young boys real happy. Big Thanks also to all who worked so hard to make the show a success.

The next interesting event for us will be the Daylight Division Meet that we are hosting on the weekend of 16-17 November. After that is our annual Christmas party at Margie's Diner at

6:30 pm on Friday 13th of December. If you have an unwanted kit or two of some kind and are willing to let it go. Then wrap it up and bring it to the party. The Overton Passenger cars certainly went around and around enough last year.

P.S. I won't be at the Tuesday November 12 meeting. We will be up north. Recently, JoAnn, Xavier, and I went to Sonoma to the Train Town. We rode on the small trains there and had a lot of fun. Thought I would share the fun news. That is all for now. See you guys at the Division Meet at Hilding's Nov. 16.

Dave Wilding

October Board Meeting Minutes

By Jim Jonte

The SLOMRC Board Meeting called to order by President Dave Wilding at 7:05 pm on 22 October at Applebee's Restaurant in San Luis Obispo. Present were Dave Wilding, Bud Rogers, and Jim Jonte.

Discussion was held on our recent train show with particular mention of the Boy Scout participation and the great help from our visiting Model Railroaders. Thanks were also given to our hard working family members without whose help we never would have gotten things cleaned up and put away. Most of the comments we heard from our guests, the vendors, and the

public were positive. Payment of the remaining show bills was approved.

One of our members, Mark Lang, made a couple of life-long friends when he won the major raffle prize - the full size, operating layout - and then very generously turned around and gave it to two young boys who had been drooling over it all weekend.

Following discussion of Bud's eminent retirement and move into their new house the meeting adjourned at 7:38 pm.

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 Charlie Burns on "Castings" starting at 10. The second clinic starting at 11 will be by Mary Carole Larson on 'Scumbling.'

After lunch (probably pizza ordered in from about noon to 12:30 PM) will be the business meeting. Following which will be our 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 have eight layouts and two manufacturing facilities on tour for the rest of the afternoon to about 6 PM. In addition to

Hilding Larson's layout being available for viewing and operation all weekend, Andrew Merriam's depiction of the Southern Pacific's Coast Line in the early 1950s will be open for viewing Saturday afternoon with operation Sunday morning for the first 4 people who sign up.

Other layouts on display include those of Charlie Burns, Jamie Foster, Glenn Geissinger, John Hischier, and Terry Taylor. Jeff & Jack Parker will not only have Jack's beautiful layout open for viewers but also their Central Valley Model Works open for tour. Williams Brothers will also be having an open house to show off their very nice kits and detail parts.

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. In case you need help on directions Hilding's phone # is 805-543-1133.

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.

Scouts at the Train Show

By Terry N. Taylor

During the San Luis Obispo Model RR Clubs 13th Annual Train Show last month, our club decided to help local teenagers and pre teens learn more about railroads and model railroading. Brewster Bird (from Visalia) who is the Day-light Division Director for PCR volunteered to head up our effort by using the Boy Scouts Railroading Merit Badge Program that he has been heavily involved in as the framework for our reaching out to young members of our local communities.

Steve Francis of our club is also connected to the scouting program and led the way in contacting all of the local scout troops both before hand and after to make sure that each troop got feedback and the proper paperwork (Blue Cards) were properly filled out for each person.

Tom Turner who has helped our club so much in the past is also heavily involved with the scouting program (as the advancement chair from the Boy Scouts Los Padres Council of Santa Barbara, CA) and came up to help out. Bruce Morden who is also involved with the scouting program and his son Michael (who earned one of the merit badges and helped out where he could) also came up from Carpinteria and Doug Wagner who is the Chief Clerk/Paymaster for the Day-light Division came over from Bakersfield with Danny Seames to help our club members.

When Terry Masters of the Union Pacific RR heard that Robert Alexander who normally represents Operation Life Saver for us was not able to make it, he &



Tom Turner going over layout design methods. Bruce Morden Photograph 5 Oct. 02

Frank Calabrese handled the responsibility without a flaw. Staffed by over twelve volunteers, we attempted to share our experience with young people about railroading, safety and hazards.

Any interested person, male or female, teenager or pre teen, was allowed to go thru the seven stations that we had set up. As a result, we saw 16 Boy Scouts earn their Railroading Merit Badge from a total of 25 attempts by registered Boy Scouts that we know of from ten differ-



Michael Morden operating the SLOMRC Time Saver layout while Doug Wagner watches. Bruce Morden Photo 5 Oct 02
ent troops and three different districts or councils. Not all scouts bothered to register and for sure we do not know how many non scouts participated but there was a bunch of them. Two Brownies finished the program as well and earned their Jamboree Railroad Company patch. Five Cubs that we know of started but were too tired to finish. I remember way more than 5 cubs in uniform going from station to station or just enjoying themselves at the show over the weekend.

Each scout received a preprinted railroading booklet that our club prepared based on a sample provided by Brewster covering the merit badge requirements and organizing the activity into seven



Brewster Bird testing on Signaling. Bruce Morden Photograph 5 October 02

stations. This booklet contained a signature page inside the back cover showing where the scout has completed the merit badge requirements if all seven stations are initialed by the proper station agent. When the last page of the book and the scout's individual blue card were given to Steve, he forwarded the signed blue card to the respective scoutmasters.

Since not all scouts registered; if you know someone who did not get his blue card filled out, please have him contact Steve Francis at 4463 Poinsettia St., San Luis Obispo, CA 93401. Scouts that obtained a partial fulfillment of the requirements (either blue card or booklet), can call him (with their merit badge buddy) to arrange a time to finish the merit badge if they so choose. Steve's phone number is 805-541-0905. Additionally, several scouts helped our train club set up for the show and earned service hours.

The stations and their volunteers were for #1 Scale / Gauge & RR Operating Video (Dave Wilding); #2 Rail Safety - Operation Life Saver (Terry Masters of the Un-

(Continued on page 10)



Mark Lang describing how the End of Train Device shown here works. Bruce Morden Photograph 5 October 02

Layout Visitor's Etiquette

When visiting another modeler's railroad, if you can't say something nice, don't say anything at all. The following article is from <http://www.gatewaynmra.org/layouts.htm> and is worthy of consideration.

Would you want a guest in your home to pick up everything, to look it over without first asking, or perhaps put down wet glass on a nicely polished wood table? Of course not! The rules of good etiquette one observes as a house guest also apply when visiting a model railroad.

* Never pick up anything. If you need a better view, ask the owner for permission.

* Never lean on a layout.

* Do not touch, scratch, feel or move anything.

* Do not smoke in a host's home.

* Don't be so quick to point out a "better way."

* Be tolerant of scale and skills. If you can't say something nice, well ... silence is golden.

* Sign the guest book and thank the host and hostess.

* Respect the host's property, both inside and outside his or her home.

* Do not dominate the host's time. Others may have questions or comments, too. The same goes for the best viewing area. Let everyone enjoy the layout.

* If you see someone violating the rules, remind them.

* Ask permission to take photographs. Any photos you take are for your own personal use and are not to be sold or used commercially. Commercial photo rights belong to the layout owner. Remember that others want to see the layout too. Don't block aisle ways when photographing.

* Above all, don't be so serious! This is, after all, a hobby and it is fun!



Here is one result of some of Andrew Merriam's recent efforts that will be on display and used for double heading during the run session at the upcoming PCR Daylight Division Meet. Stenner Creek Trestle is in the foreground. The horseshoe curve is in the distant background under the Morro Bay fog bank and then the track curves and climbs up the ledge to the right.

While you do not have to be a member of PCR to enjoy the friendship of fellow modelers at the upcoming Daylight Division Meet in San Luis Obispo on the weekend of November 16 & 17. It is nice to belong and there are some distinct benefits. Ask any of us at the Meet or go to either <http://www.pcrnmra.org/> or <http://www.nmra.org/> to check out what is available there.

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

San Luis Obispo has been a railroad town since August 1876, when the Pacific Coast (born the San Luis Obispo and Santa Maria Valley Railroad) started construction to its Port Harford connection with the Goodall, Nelson and Perkins steamship line. While the Pacific Coast passenger station was at the intersection of South and Higuera Streets, the railroad business really began to pick up in May of 1894 when the young Southern Pacific arrived in town after an 8-year construction effort down the Santa Lucia Range from Templeton. This effort required 6 tunnels as well as the spectacular horseshoe curve and Stenner Creek Trestle near where the Men's Colony is today.

While the passenger service to the pier at Avila would continue for another 40 years (though at the end one had to hitch a ride on the caboose) the real transportation hub shifted to the new Southern Pacific Station near Osos Street that was built in 1894. The Pacific Coast had little choice but to build an extension from its existing San Luis Obispo to Arroyo Grande main line that came down South Street and curved past the existing fire

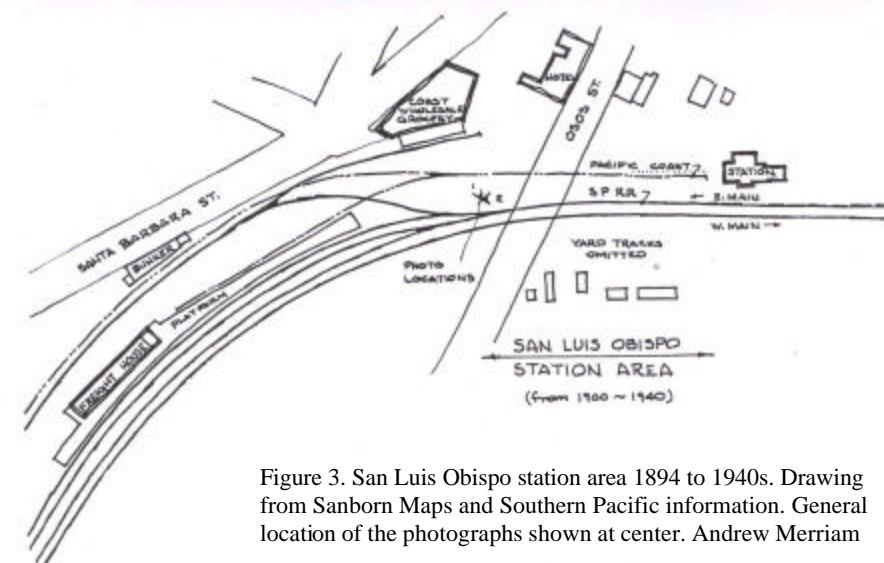


Figure 3. San Luis Obispo station area 1894 to 1940s. Drawing from Sanborn Maps and Southern Pacific information. General location of the photographs shown at center. Andrew Merriam

station on Broad Street. The spur to the SP station diverged the near the modern fiber optic units behind Mountain Valley Freight and Rizolli's Automotive.

Figure #1 shows a portion of a considerable passenger effort by the PCRY. Actually this is the 1938 fan trip where many of the passengers arrived by the then brand new streamlined Daylight and boarded the PCRY. for a trip to the San

Luis yards and then on to Avila. The train that day consisted of three coaches, a combine (starting the picture at the right), two converted gravel gons, caboose #2 and then the old RPO #200 which would be burned for scrap the next year. The engine was Consolidation #106 freshly painted. All in all, for the PCRY., a massive eight-car passenger train.

(Continued on page 7)

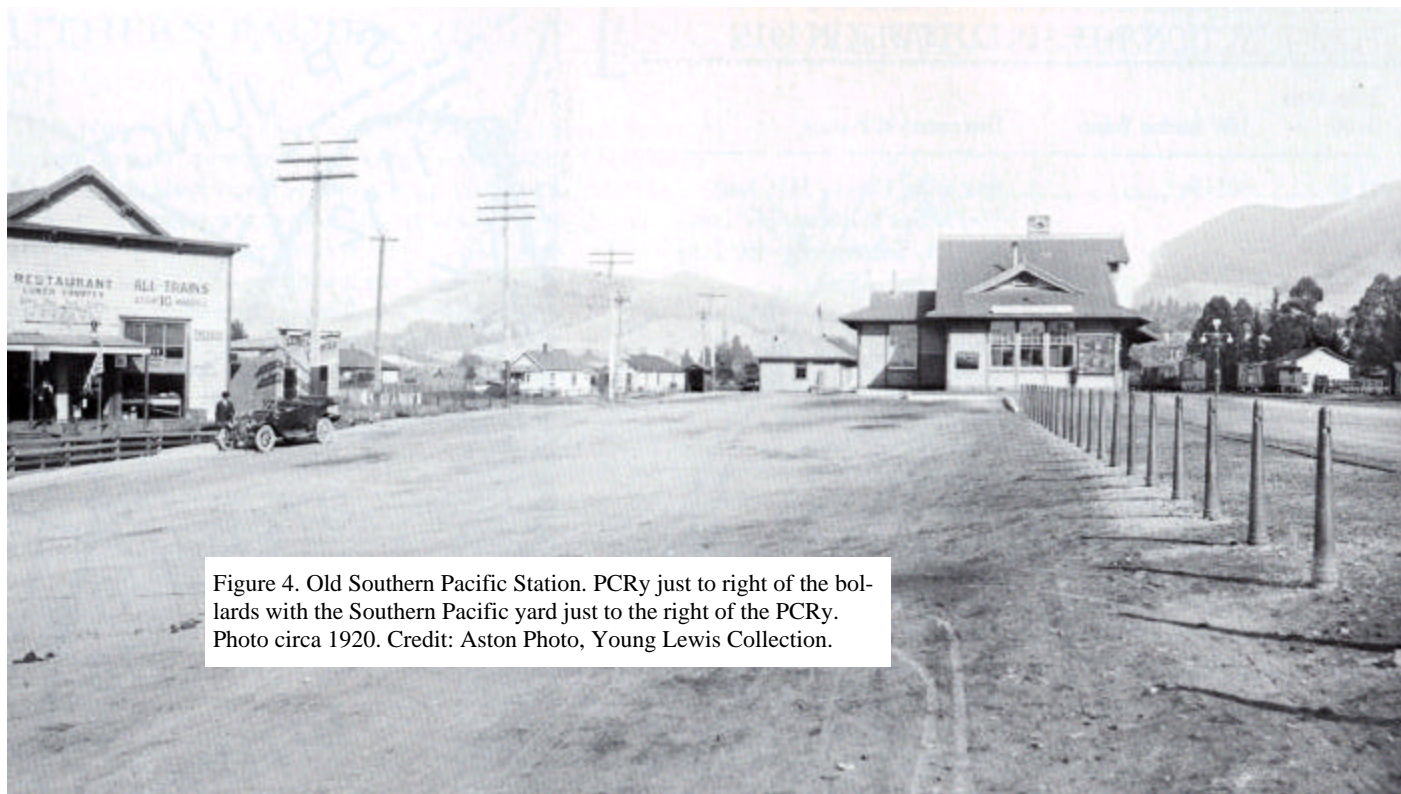


Figure 4. Old Southern Pacific Station. PCRY just to right of the bollards with the Southern Pacific yard just to the right of the PCRY. Photo circa 1920. Credit: Aston Photo, Young Lewis Collection.

Cajon Tales: Part 30 (Escondido Job)

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

Harold Perkins, "Perky" what can I say? We were pals. We worked the Escondido job for months and had a ball. Perky didn't have enough seniority to work on the road until the war, when he was set up running almost immediately.

His first call was to climb on a big steamer and help a PASSENGER TRAIN to Summit. On the way down, he didn't use the retainer on the helper, he did use too much independent, the tires got hot enough to slide off the drivers and he derailed on the way down. It was NOT his fault, C'est La Guerre!

I think there were a lot more EMD's than FM's on the V.V. Switch (Victorville). We had very few FM engines. If memory serves, the 3000's were called the Trainmaster by FM. "Perky" and I had one for a long time on the Escondido job. I had

quite a lot of fun "bridging" those 20-30 car trains with mostly loads of fruit down that nice little hill on the Escondido Branch without the dynamics. The engines in those FM's were opposed piston; two pistons in one cylinder with crankshafts on top and on the bottom. They were developed for our submarines, I believe.

Brings back another memory. Curtis Rice bid in the job and he ran the engine to Escondido with a stuck feed valve, so that the brake pipe pressure was determined by the Main Reservoir governor. When the pressure was going up, Curtis would run like hell and then when the pump cut out and the pressure dropped, the brakes would set and we would stop for a while. Curtis grinned and said that when we got to Escondido I would have the nasty job of disassembling the feed

valve and cleaning it.

I thought about that for a while and then asked him if I were going to run the engine back as usual, or if he was going to run it. He said I was going to work home and I knew then what I would do. We got to Escondido, he did the switching and we went to beans.

Rice was asking me when I was going to clean the feed valve. I stalled him till we were ready to go home and then said to him, "If I can "bridge" a train from Summit to San Berdoo with the brakes set, I don't know why I can't bridge one from Escondido to Oceanside with the brakes released." And I did; leaving the dirty valve-cleaning job to the mechanical department!

F.L. Post ex-hogger

Forming A Steering Committee for the YVRR

By Jim Zandee

Yosemite Valley RR Historical Society
Sent: Friday, November 01, 2002 19:04
Subject: [YVRR] Steering Committee
Forming, you're invited

Fellow YV Historians, We're reached the point where it makes sense to see if we can put together a non-profit organization. To do this, a few of us have proposed putting together a Steering Committee, whose sole job is to create a proposal for the group to consider. We're anticipating this proposal will then be presented to the entire group for comment before we actually incorporate.

Goals for the group are simple:

- 1) Create a proposed name and by-laws for the group.
- 2) Figure out requirements for incorporation.
- 3) Find an attorney to handle the paperwork, if one is necessary.
- 4) Determine if we need membership dues and what they should be.
- 5) Present a written proposal to the rest of the group and determine how we'll make the decision to incorporate.

Your participation is requested.

If you are willing to serve on the Steering committee, please let me know by email @ zandee@umich.edu. Service on the steering committee doesn't necessarily mean you'll be asked to serve on the board, so it may be a relatively short term effort. Our hope is that we'll get a group of 7 people together to serve on this committee. Meetings will likely be via chat or tele-conference, so no travel is required.

Feel free to raise any questions or concerns to group or to me directly. My hope is to get started after the 15th of November, giving plenty of time for folks to decide.

I'd suggest we call for volunteers for the steering committee and then let them elect leaders if they need them. Also, I don't think any of us should assume we're on the committee. Let's see how many folks volunteer. If we get 5 or less, all of them can serve and we'll all be grateful. If there are more than 5 volun-

teers, we can hold a vote on this list to determine who's going to serve.

Thanks, Jim

I think the name could very easily be the "Yosemite Valley Railroad Historical Society", but I also like "Friends of the Yosemite Valley Railroad."

Jim is the Secretary for the YVRR Historical Society and 'owner' of the YosemiteValleyRR@yahoo.com. Yahoo states that this "A group dedicated to sharing information, pictures, and ideas about the Yosemite Valley railroad. Most of the group are modelers as well, though the emphasis is on sharing prototype information. " At the present time there are 43 members of this group.

If you are interested in the Yosemite Valley RR, you might consider visiting Jack Burgess very nice web site at www.YosemiteValleyRR.com and then following the links posted there to several other good web sites.

Notes Along the Pacific Coast Right Of Way continued

(Continued from page 5)

Relevant to this discussion is the inclusion of the Coast Wholesale Grocery Company in the background complete with flagpole. This landmark building in the railroad district which was once a major source of foodstuffs has today become a major source of lawsuits as the old building has been converted to an upscale office complex with several law offices, see Figure 2 taken in October 2002. The flagpole is still in place. A portion of the Jennifer Street Bridge is visible at the right.

The PCRY. station spur would extend past the Wholesale Grocery Company to a stub at the Southern Pacific Station. There was also a reverse stub track, which connected to an extended platform from the still existing freight house (see plan Figure 3), which was used to transfer goods between the two railroads. The original station is shown in Figure 4 with the Pacific Coast tracks just to the right of the line of bollards. SP cars are visible in the right background. The restaurant building at the left is today's Alano Club. In this era (1920) Osos Street crossed the tracks just about where the photograph was

taken. This easy access to the railroad scene made San Luis Obispo one of the most photographed yards that I am aware of for its size.

The Daylight was a major fixture on the passenger scene since its inauguration as a heavyweight train starting in the 1922. In 1937 the new lightweight streamlined Daylight was inaugurated. San Luis Obispo continued as a crew change and helper point. Figure #5 shows trains #98 and #99 in all their glory as they meet at the station. By this time (circa 1950) the PCRY. had been torn up for scrap. The old station roof is still visible, just to the right of the crew servicing engine 4450. However, a new Spanish style station had been constructed at the head of Santa Rosa Street in 1943 and this station is also visible between the two tall station light standards. At this point Osos Street still cut through the yard.

(Continued on page 8)

Figure 5. Trains 98 and 99 (the Daylights) meet at San Luis Obispo in the early 1950s. The paint scheme on the big streamlined northern such as 4450 (a GS-4 in Southern Pacific classification) included red, orange, silver and black. Many argue that they were the most handsome steam engines around. Photographer unknown.



Notes Along the Pacific Coast Right Of Way continued

(Continued from page 7)

By the 1980's the scene had changed significantly in the kind of locomotive power available. The steam to diesel motive power transition was completed in the mid 1950s. Now second generation diesels were in command. Figure #6 presents two pretty unusual items on the Coast Line a couple of GE B-30-7s which were usually consigned to the Cotton Belt (as is boldly lettered on the side of engine 7796), and the second unit is in the short-lived Kodachrome scheme for the projected merger of the Southern Pacific and Santa Fe which places the time of this photograph in 1985 or 86. The old SP station is now

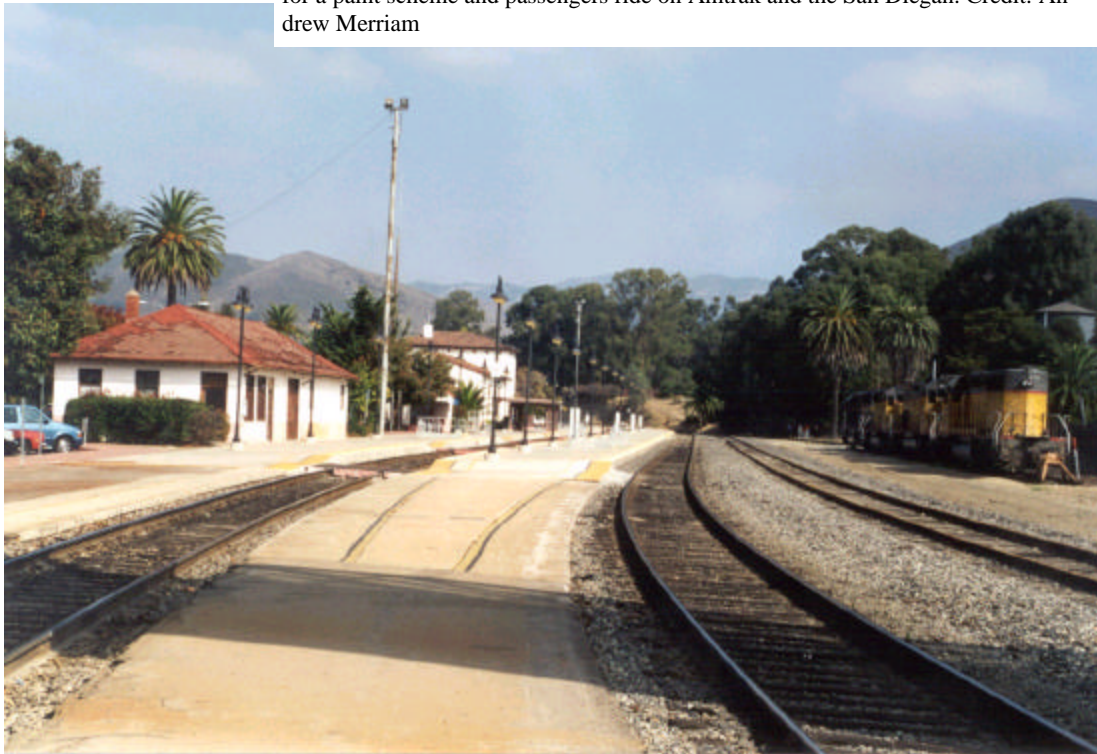


Figure 6. Two GE B-30-7s briefly grace the coast line in 1985. The second is in the bright red and yellow premerger Santa Fe/Southern Pacific paint scheme. Both belonged to Cotton Belt and were photographed at our feature location. Credit: Andrew Merriam.

Figure 7. It is October 2002. San Luis Obispo is still a railroad town. But the railroads that made it famous for nearly a century are gone. The new owner has yellow for a paint scheme and passengers ride on Amtrak and the San Diegan. Credit: Andrew Merriam

gone but the light standards are still in place as are the palm trees which were used by engineers to spot their locomotives.

In October 2002 Osos Street has been severed to vehicular traffic for forty years, but the demand by pedestrians and bicyclists has generated the need for the industrial strength Jennifer Street Bridge that is now a dominant landmark. The historic 1943 tank providing water for steam engines has been preserved and the palm trees have grown another two decades worth. The station area now serves four passenger trains a day; the new owner's yellow painted helper units await the next train up Cuesta Grade just a century and a few hundred yards from the early 4-4-0s of the Pacific Coast of 1900.



Daylight Directors Report by Brewster Bird

Daylight Division Director's Report for Second half, Year 2002

Since our PCR annual Convention in May, The following has been happening in the daylight Division:

June 8 saw a TTOS swap meet and train show hit Fresno at the fairgrounds. August 245 was the summer DD meet at Marlin Costello's house in the Fresno area, featuring DCC operated HO layouts, Mel Norwood's home layout, Fresno Model Railroad Club's Manchester Center layout. September was quiet as far as the local scene is concerned.

The month of October, though, was a busy month if one was a model railroader? The first weekend (4,5,6) found swap meet and us at San Luis Obispo for the annual SLOMRC club shows. The meet featured the seven stations necessary to complete the Boy Scout Railroad-ing Merit Badge in an afternoon. Fourteen Scouts completed their requirements during the event, some from San Luis Obispo, and some from Santa Barbara and one from San Diego. Two Brownies also earned their Jamboree Railroad Company patch for completing the program. Twenty-two attempted the program, plus seven Cubs from a SLO den sat through the signal station before falling out to attend the train show. Daylight members assisting were: [Station #1 (Scale / Gauge & RR Op Video) Dave Wilding, Station #2 (Rail Safety - Op Life Saver) Terry Masters (Union Pacific Police), Station #3 (Diesel/Elect Power & FRED's) Mark Lang, Station #4 (Rail Car Identification, Train Types & RR

Departments) Steve Francis, Station #5 (Amtrak / Timetables) Bud Rogers, Station #6 (Signals) Brewster Bird, Station #7 (Layout Planning) Tom Turner. Also helping out were Jim Jonte, Bruce (and Michael?) Morden and somehow even I sometimes got involved. (Part contributed by Terry Taylor)].

Paul Deis had a great selection of stuff for sale, as he is clearing out some projects, and Chuck Paul had some pretty neat art up for grabs. Williams Brothers had a pretty good selection of their models for sale. Central Coast Trains had a marvelous exhibit, even though sales are down. Kevin Isbister's Foothill Hobbies was there too, with a nice selection of N and HO items. Those San Luis Obispo guys and gals put on a great show. The FREMO group took over the basement of the Veteran's Hall with Dave Wilding and family holding a side show along the open space that remained.

The next weekend the San Joaquin Valley Model Railroaders had a pretty good show, too. Taking place at the Tulare County fairgrounds one could see all of the UP trains zipping past the front door, and check out all of the activity at the Tulare yard of the UP. Inside the fairground building, several dealers did well, but the key was in the layouts. This year the Bakersfield Golden Empire Model Railroad and Historical Society brought up their HO layout and had a great time. Warren Gold, a SJVR member was able to get a hold of some great raffle prizes. Scott Offenthussen, SJVR's newest member was manning the recruiting booth for the group and gave us a

count of five new club members for the meet. Gene Stover, from Porterville was spotted there, a faithful PCR member (models the L & N in fine scale 'O'). Steve Borges, Yolanda Banuelos-Borges, bought their O tinsplate layout Alan Arnette and Cecil Eppler, both PCR members, exhibited their fine N scale layout. Butch Cowdry brought along his S scale railroad, replete with seasonal goblins and webbing!. Jerry Casey contributed a fine glass rose that he made. One year Sally won one of his etched glass mirrors with a railroad theme. It hangs in our room. The HO group of the SJVMRs brought two switching layouts manned by Dale and Frank. The third switching layout is the JD Heiskell representation, not operable, but there in all its glory.

Our upcoming election looks promising, but no candidates as of yet. The November meet in San Luis Obispo should be exciting. Two days in length, it will capture one day of meeting, clinics and white elephants, and one day of operating sessions at selected layouts around SLO County. February will be in Bakersfield and May should be in Mariposa. Mariposa is a treat. Great little coffee company off Highway 49, and a half-dozen layouts ranging from N scale to Garden Railroading with some scale O thrown in to scare the HO purists. Looking for a two-day swap meet and operating session in Fresno for August but no firm dates as of yet.

That's all from this reporter...
Respectfully submitted,
Brewster Bird, Daylight Director
"-30"

Joint SIG Meeting Weekend Feb 1-2, 2003

By Bob Jacobsen

The Layout Design and Operations Special Interest Groups are holding another joint Regional Meeting in Santa Clara, CA (approx. 45 minutes south of San Francisco) on Saturday February 1 and Sunday February 2, 2003.

A terrific two-day program is being developed. We expect the agenda will include clinics, operations discussions,

track planning workshops, and visits to local layouts. We will also be arranging operating sessions at a number of nearby layouts for both days.

Details will be posted on the meeting website as they become available: Please let me know if you are planning on coming. My email is Bob_Jacobsen@lbl.gov and my phone # is 510-486-7355

The Layout Design SIG email is ldsigs@yahoogroups.com and its web address is <http://groups.yahoo.com/group/ldsigs/>

The Operations SIG email is Ry-ops-industrialSIG@yahoogroups.com and its web address is <http://groups.yahoo.com/group/Ry-ops-industrialSIG/>

Chucky's Trivia Corner

By Chuck Paul

OK all of you "wanna be" rails, here are some railroad terms and slang for you to challenge yourself with. See how many you can Get right:

1. Accommodation Car: A) Crew's dormitory car; B) Caboose; C) Passenger sleeping car; or D) Gentlemen's lounge car.

2. Alertor: A) A safety device attached to the throttle to assure the engineer is alert; B) Early slang for a "torpedo"; C) Device used by conductor to alert engineer of hot boxes; or D) Flag stop signal to alert engineers to stop and pick up passengers or freight.

3. Apron: A) Heavy, leather protective garment for engine-house welders to wear; B) Another term for platform; C) Small, metal lip around some open freight cars to keep freight from sliding off; or D) Part of the dining car uniform.

4. Back Over: A) to return a switch to its original position after passing it; B) A padded leather garment worn over the back of a track repairman while off-loading and placing ties; C) Term used for backing a tractor over the space between piggy-back flat cars; D) An unofficial move by a train crew to make sure a fallen hobo doesn't talk to RR officials about his free ride.

5. Balling the jack: A) Re-railing a truck that has gone on the ground; B) Jacking or hoisting a rail car so trucks can be changed; C) High-Balling; or D) Replacing the roller bearings in a locomotive or "Jack"

6. Bat-out: A) "kicking" cars; B) Using a long bat to bust loose stubborn brake wheels; C) Adding a cut of cars to a new train; D) Both A & C; or E) None of the above.

7. Bouncer: A) A railcar with a flat wheel; B) Slang for railroad cop; C) "Bull"; D) Old term for caboose; or E) Both B & C.

8. Bridge Hog: A) An avid railroad fan who hogs pedestrian bridges to take railroad pictures; B) A hobo who boards trains by jumping from bridges; C) Hose connecting or bridging tank cars that form a multi-car unit; or D) A railroad bridge worker.

9. Buggy: A) Crew's dormitory car; B) Passenger's sleeping car; C) Business car; or D) Old term for caboose.

10. Bull: A) Non-union railroad employee hired to protect the railroad; B) Baton carried by railroad police; C) nickname for hard-nosed brakemen who throw hobos off of trains; or D) None of the above.

ANSWERS to Chucky's Trivia Quiz are on the back cover

Scouts At the Train Show continued

(Continued from page 3)

ion Pacific RR & Frank Calabrese); #3 Diesel/Elect Power & FRED's (Mark Lang); #4 Rail Car Identification, Train Types & RR Departments (Steve Francis); #5 Amtrak / Timetables (Bud Rogers); #6 Signals (Brewster Bird); #7 Layout Planning (Tom Turner); and Doug Wagner and Danny Seames helped by watching over the young ones running our club's time saver layout. Jim Jonte, Bruce Morden and Terry Taylor also were involved in making sure that the event was organized properly and running smoothly. I am not specifically mentioning family members here but both Steve and Dave's spouses and offspring were present and very helpful.

We all had fun talking to the young scouts and others who may now continue our passion for model railroading. For sure there were a lot of happy parents as we even had three layouts in (two in HO and one in G Scale) setup where the young ones could actually run the trains themselves. One of the layouts (4x8 multi-train setup) was raffled off at the end of the show and when Mark Lang learned that he was the lucky winner, he turned around and gave it to a pair of youngsters and their equally happy mother who had been prompted by the young ones to purchase several raffle tickets. Good Show Mark!

Feedback was so immediate and positive both at the show and

afterwards from both the participants and members of the scouting program that we will probably continue the program next year on the 3rd thru 5th of October at our 14th Annual Train Show.

Preliminary Show

Income Report

By Jim Jonte

Income

Donations and Raffle.....	2,114
Vendor Tables.....	1,300
Layout Raffle.....	95
Silent Auction & Magazines.....	32
Total.....	3,541

Expenses

Vets Hall Rental.....	815
Table Rental.....	471
Miscellaneous Costs - printing, postage, shipping, telephone, advertising, etc.....	215*
Total.....	1501*

<u>Net Income</u>	2,040*
-------------------------	--------

*Miscellaneous expenses —Not final.

SAN LUIS OBISPO



MODEL RAILROAD CLUB

BUILDING PAPER

OVER 20 DIFFERENT KINDS OF
BRICKS, BOARDS, BLOCKS, & ROCKS
O, S, HO, & N GAUGES

FOR SAMPLES AND PRICE LIST SEND \$2⁰⁰ TO:



**RAILROAD
Prynters**

DEPARTMENT SLO
POST OFFICE BOX 13113
SAN LUIS OBISPO, CA 93406

**Our Club Is a Proud Member
of the NMRA ®**



Radio Control ♦ Model Railroading ♦ Rocketry
Plastic Model Kits & Supplies

FOOTHILL HOBBIES

973 Foothill Blvd., Suite 5 San Luis Obispo Ca 93405

Kevin Isbister
Proprietor

(805) 544-TOYS
FAX (805) 544-8696

SLO Trains

Subscription Rates

Via Internet is Free - Just send us your email address

Via Post Office - \$20 per year (normally 12 issues)

Advertising Rates

Business Card size - \$30 per year (normally 12 issues)

Please Support All of Our Club Advertisers



Central California's Premier Narrow Gauge THE PACIFIC COAST RAILWAY

A 312-page hardcover book by Kenneth E. Westcott & Curtis H. Johnson. The in-depth story of this 3-foot gauge prototype that once ran from Port San Luis through San Luis Obispo to Los Olivos 300+ photos, 50+ plans - structures, locos, and rolling stock Milepost by milepost track diagrams \$49.95 plus shipping (\$4.00 U.S. \$8.00 foreign) CA residents please add sales tax. Check, M.O., Visa, or M.C. to Benchmark Publications, P.O. Box 26, Los Altos, CA 94023 Phone 650/941-3823, Fax 650/941-3845
Email: gazette@worldnet.att.net

WILLIAMS BROS. INC.

R/C ACCESSORIES & H.O. RAILROAD ACCESSORIES

1119 Los Olivos Ave., Unit #3, Los Osos, CA 93402
(805) 534-1307 Fax (805) 534-1366
E-mail: info@williamsbrosinc.com

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

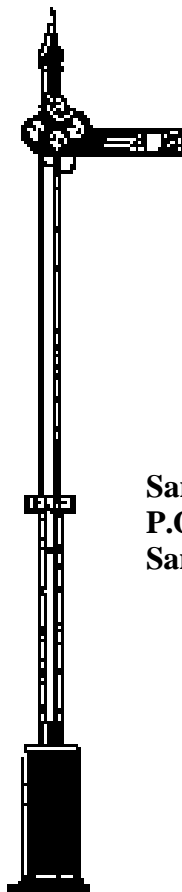
P.O. BOX 15655
SAN LUIS OBISPO, CA 93406-5655

Terry N. Taylor – Editor
Phone 805-595-9535 / terryntaylor@charter.net
Volume No. 14 Issue No. 11 November 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
1013 Peach Street, SLO, CA 93401
Vice President Bud Rogers **Phone:** 805-772-1734
E-mail topbud1963@pkfamily.com
P.O. Box 3357 San Luis Obispo, CA 93403
Treasurer Jim Jonte **Phone:** 805-234-0523
E-mail jjonte@earthlink.net
709 Islay Street, SLO, CA 93401
Secretary/Newsletter Editor Terry N. Taylor
Phone: 805-595-9535
E-mail terryntaylor@charter.net
575 Bassi Drive, SLO, CA 93405-8039
Run Coordinator Paul Deis
Phone: 805-528-4230 **E-mail** 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
815 Santa Maria Way, Los Osos, CA 93402
Member @ Large Matt Hoffman
Phone: 805-543-5843 **E-mail** matt@uphs.org
4978 Caballeros, San Luis Obispo, CA 93401



San Luis Obispo Model Railroad Club
P.O. Box 15655
San Luis Obispo, CA 93406-5655

ANSWERS to Chucky's Trivia Quiz

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

Please Support All of Our Club Advertisers



Central Coast Trains

Specializing in HO & N Scale
Bill & Anita Walter OWNERS
7600 El Camino Real Suite #3, Atascadero, CA 93422
Phone (805)466-1391 Fax (805)462-3634
E-MAIL: cctrains@tcsn.net WEB: <http://centralcoasttrains.com>
EBAY handle: cctrains

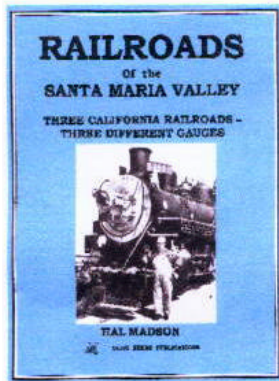


COMPLETE
MODEL - TRAIN - R.C.
ROCKET & CRAFT DEPTS.

805.544.5518

OPEN 7 DAYS A WEEK
DOWNTOWN - 855 MARSH - SAN LUIS OBISPO

Serving San Luis Obispo for over 39 years



RAILROADS of the SANTA MARIA VALLEY Three California Railroads, Three Different Gauges

This comprehensive history of the railroad industry of California's Santa Maria Valley features the Pacific Coast Ry, Santa Maria Valley Railroad and Betteravia's feedlot railroad as well as capsule histories of major industries served. Loaded with ideas for the modeler and facts for the rail buff this volume is sure to please anyone interested in the unique short line railroads of California's central coast. Hardbound, 198 pgs, 224 photos, maps & illustrations. Was \$45 and now till Xmas just \$35. Send check to Hal Madson, Box 6512, Santa Maria, CA 93456. Personal inscription upon request.