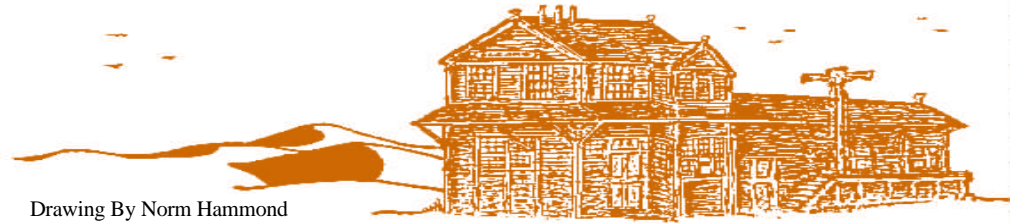


# THE SAN LUIS OBISPO MODEL RAILROAD CLUB

## SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 12

December 2002

### Upcoming Events

- 2002
- Dec 13 Xmas Party @ Margie's in SLO at 6:30 PM
- 2003
- Jan 14 Club Mtg. @ Congregational Church, 7 PM
- Jan 18 & 19 GEHAMS 1st Annual Model Train Show in Bakersfield
- 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
- Feb 22 Daylight Div Meet GEHAMS Clubhouse in Bakersfield
- 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 SLOMRC 14th Annual Train Show @ Vets Hall in SLO

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## Railroads Of The Santa Maria Valley Santa Maria's Electric Trains

By Hal Madson

### The Electric Road is built

The Santa Maria Valley is rich in railroad history as no less than four different railroads operated in the valley, the Southern Pacific, (now operated by the Union Pacific Railroad), the Pacific Coast Railway and the still operating Santa Maria Valley Railroad. Often completely forgotten is the little 42" gauge feedlot industrial railroad that was at Betteravia.

This is the story of the electric trains that the Pacific Coast Railway operated in the valley from 1906 until 1928. There was close to twenty-five miles of track that at one time or another was under wire as requirements changed on the system.

Santa Maria had its' own electric generating plant that had been established in March of

*(Continued on page 5)*

First Street Car, in Santa Maria, Cal.



Dinky and combine on Main Street circa 1910.

## Daylight Division Meet In SLO

By Tom N. Turner

I just wanted to write a quick note of thanks to all those that entertained us so well at the Daylight Division meet in San Luis Obispo in November..

tioning all of you, by name, who helped to put the meet together for us; but if I try, I know that I'll overlook someone and I don't want to do that. But please allow me to thank a few key individuals....

Everyone is to commended on providing such a great meet. Please forgive me for not men-

*(Continued on page 3)*

## Presidents Message

By Dave Wilding

Hi Everyone,  
It is hard to believe that December is here, the last month of 2002. We have had a busy year and a fun October big annual train show.

Diner in SLO at 6:30 pm with a business meeting and elections of officers, with good food and of course the usually hilarious gift exchanges. See you all at Margie's. Now where did I put that caboose that Jim has been looking over? ;>)

Our Christmas party will be Friday December 13th at Margie's Dave Wilding

## November Club Meeting Minutes

By Steve Francis

The SLOMRC monthly club meeting was called to order by Jim Jonte @ 7:10 on 12 November. Attendees: Jim Jonte, Steve Francis and Tom Kolby. Terry was sick, Dave was out of town and Bud was FIGMO. With only one club officer in attendance, we did not have a quorum.

wants a donation – since there was no quorum, this was deferred.

Jim offered the club's copy of the NMRA calendar to Tom; he accepted the calendar. Steve provided receipts to Jim for the copying of the Boy Scout merit badge pamphlets (about \$70). Jim will credit that to Steve's membership dues. The NMRA

Jim talked about the PCR Daylight Division meet on the 16<sup>th</sup> and 17<sup>th</sup> of November at Hildings that we are hosting. Jim also mentioned that the December meeting will be the Christmas party at Margie's Diner on Friday the 13th at 6:#0. There is a gift exchange. Bring wrapped gifts, valued about equal to an Athearn car or about \$7 to \$10s or a 'fun' gift. The meeting ending at 7:30.

## Request For Activity Notices

By Terry N Taylor

We have been getting more and more requests for printing rail oriented activity notices in SLO Trains. If you have an activity that you would like mentioned to well over 800 persons, hobby shops, clubs, libraries, rail museums, electronic bulletin boards, or what have you etc. who are interested in central California rail activities, please send me information to either put in the newsletter itself or the covering notification email that the issue is ready to be downloaded from our web site.

north of San Francisco and of course everything between the Pacific Ocean and Nevada. Thus we carry both historical and current prototype rail activity of all types as well as modeling articles in our monthly 10 to 12 pages with color photos and increasing positive feedback is prompting us to now list more and more activities in the area.

We have no idea of the actual readership of SLO Trains as issues are forwarded by readers all over the place and we receive new inquiries every month how persons can get on the mailing list. We even now have a subscription rate for those who want a printed version or can not access the web site. Please see page 11 for details. If you know someone you think would like a copy, tell them about us and have them send their email address as the growth in readers has meant a better selection of articles for all.

So please keep us in mind when you are planning an activity whether it is a convention, rail trip, open house, Division Meet, or what have you as others would like to know about it. Best to include a contact persons phone # and email address along with the date and location so that readers can contact that person directly for the latest information. Thanks.

Please also keep us in mind for rail oriented art, photos and articles as this newsletter is a cooperative effort and needs constant input for all of us to enjoy its contents.

While SLO Trains is the club newsletter for the San Luis Obispo Model RR Club (all scales) and strongly pushes the Pacific Coast Region (and some Pacific Southwest Region) activities when and where ever it can, it has morphed into something a bit bigger as a lot of you are fully aware as we certainly do not have this many members in our club. Would you believe less than 20?

Our club address is The San Luis Obispo Model Railroad Club / P.O. Box 15655 / San Luis Obispo, CA 93406-5655

My address as the club Secretary/Newsletter Editor is Terry N. Taylor / 575 Bassi Drive, SLO, CA 93405-8039. My phone # is 805-595-9535 and my email is [terryntaylor@charter.net](mailto:terryntaylor@charter.net)

For purposes of deciding what to cover in our newsletter, we define central California as being from just north of Los Angeles to the upper reaches of the San Joaquin Valley over to

### Line Art

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

## Coast Division Quarterly Meet in Fremont

By Rod Smith

Yes folks, once again the Coast Division will be getting together for a quarterly meet. On December 8 we will gather at the California School for the Deaf in Fremont. This is our usual location for Fremont meets and a map is included on the cover of the Coast Dispatcher which was mailed 3 weeks ago; so all Coast Division members should have it by now. In case you don't have the CD, the address is 39350 Galludet Drive.

The program for this meet will have one of those wonderful clinics by Dave Conery and Brad Lloyd. This one is Scenery Basics. You really need to attend one of their clinics if you haven't seen one yet. Very informative and also entertaining.

It begins at 10:00. At 11:00, Les Dahlstedt and John Marshall will present their clinic titled The Time Capsule. Also at 11:00 we continue the Roundtable series where you can ask anything about the hobby and get a lively discussion started.

We are pleased to have the Northern California Free-mo Modular Railroad group setting up a display layout at this meet. These folks do great work, and you will be amazed at the quality of their layout.

At Noon the business meeting will begin. This meet includes nominations for Superintendent, Chief Clerk, and Pay-

master. The election will be at the March meet. If you know someone who is interested in running for one of these offices, bring them to the meet and nominate them. Of course, you can also nominate yourself if you'd like to be an officer. We will also have the usual reports, followed by the Coast Division Auction! Bring your surplus stuff, and your billfold. Oh, by the way, due to California regulations, while all are welcome at the meet, only NMRA members may participate in the auction.

There will be the usual snack bar operated by the Rainbow Girls, so you won't go hungry at the meet. We hope to see you there!

## Daylight Division Meet In SLO continued



Charles Burns gave a great how to clinic on casting N Scale rolling stock & working signals. Rick Anderson Photo November 16, 2002

*(Continued from page 1)*

Special thanks to the two outstanding clinic presenters for their informative, useful clinics. I couldn't believe that that was Charles' first time presenting a clinic. Great job, Charles, and thanks for stepping out of your comfort zone a little for the benefit of the rest of us. I think I might get that Bragdon liquid latex out of the box and see if I can copy something.... (Hey, Honey, do you know where I can find the cat?). (Just kidding. Sheesh, you cat lovers surely get upset quick. <GRIN>

Mary Carole not only taught us how to 'scum', but prepared a world-class lunch for everyone as well. Thanks. (If any of you don't know what 'scumbling' is, you'll have to read the September newsletter or ask someone who was there.)

We also appreciate all those of you who opened your homes for layout tours and for operations. You are obviously a very talented group of railroad modelers ("model railroaders" are itty-bitty, plastic railroaders <G>) and it was a joy to see what you've done and to visit with you.

And lastly, but certainly not least, I wish to sincerely congratulate Terry N. Taylor on his receiving this years' "Daylight Division Member of the Year" Award. Terry's enthusiasm for the hobby, his eagerness to assist anywhere he can and his cheerfulness always reminds me how much fun this hobby really is. Thanks, Terry, for all the unselfish things that you do for the rest of us. (And thanks for the selfish things too. <g>)

Most Sincerely, Tom N. Turner (the "REAL" TNT) Goleta, Ca

Mary Carole Larson also gave a great clinic on how to easily blend buildings into the layout. Rick Anderson Photo November 16, 2002



# PB&J Railroad "Open House" PCR Daylight Division Meeting in San Luis Obispo

By Jamie Foster

Fosterville (AP) - James Trevorsky, section manager for the Pacific Bill and Jamie Railroad, announced that today's tour of the PB&J Railroad was attended by about 35 railfans and well wishers. This was held as part of the National Model Railroad Association's Pacific Coast Region Daylight Division Meeting being held in San Luis Obispo, CA. Visitors were welcomed on a drop-in basis between 2:00 pm and 7:00 pm on Saturday, November 16, 1895\* (\*For actual year, add 107).



Pictured at left are three visitors keeping their eyes on No. 30 as it chugs by on its way from Shamokin to Fosterville. The last two cars of No. 1201's empties can be seen as that train waits on the siding as it approaches the Shamokin bend.

At upper right, two of the young attendees took over, each intently



watching and engineering their own trains as they go around the Shamokin bend. Notice the R/C control units in each of their hands. Pictured below is the new "bubble car" as it passes the Cora Savidge Elementary School on its way to Fosterville. This was a big hit

with railfans of all ages.

Mr. Trevorsky suggested contacting the PB&JRR office for information regarding future tours.

For a lot more info please go to <http://www.jf2.com>



## 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.

## Railroads Of The Santa Maria Valley continued

*(Continued from page 1)*

1904, and a little over a year later, mid 1905, the narrow gauge Pacific Coast Railway was granted a franchise by the state to build an electric railway from the depot on west Main Street to Guadalupe. Conditions of the franchise stated that the road had to be in partial operation by May 1, 1906 and completed within two years. There was some speculation that the electric road could be extended along the right of way surveyed earlier for the Midland Pacific, (never built), to Port Harford, (Port San Luis). This never transpired, but if it had it may have extended the life of the little interurban railway.

In January of 1906, a sixty foot right-of-way was deeded and the line to Guadalupe was started. Track was laid four miles west to the Schuman Ranch, and a spur was extended about one half mile north into the ranch to access beet dumps that were constructed. (See Note #1 at the end of this article).

The wire was strung not only along the new extension, but also two miles south from the depot to Union on the PC main, and then three miles west on the existing Betteravia Branch to the Union Sugar Company beet refinery at Betteravia. While the first section was being laid, the Union Sugar Company had negotiated a lease to grow beets on the Garey Ranch some five miles east of Santa Maria. In late March of 1906, a branch of the



The first electric passenger train from the SP depot in Guadalupe at Main & Vine Street

“Electric Road” was extended to Garey Ranch from a connection on the PC main about 1.7 miles south of the Santa Maria depot and called “Suey Junction”. An extension on this branch also existed from a point about two and three quarters miles from the main and ran about a mile north to the Nicholson Ranch, presumably to haul beets, this branch appearing on an assessor’s map dated 1909. According to an article in the Santa Maria Times, the Garey Branch was maintained by Union Sugar Company, who would operate it with a locomotive leased from the PC.

On June 7, 1906 an article in the San Luis Obispo newspaper described the

delivery to the PC of a new “Electric Motor”. A photo of this little locomotive appeared in an edition of the Santa Maria Times on September 9, 1955. It was able to pull ten cars. Until this time a steam locomotive was used, this leased from the narrow gauge company. Sometime later a second electric motor (locomotive), arrived, (See Note #2). A car barn for the locomotives some 60 feet long was constructed at Railroad and Cook Streets. When Cook was later extended across the railroad, it had to be curved to meet its’ alignment on the west side of the old railroad yard. That curve remains today as testimony of the location of the car barn.

Once the work on the Garey Branch was completed in mid 1906, the track gang moved to Port Harford to commence the rebuilding of the main line from there to San Luis Obispo. After all, the company had the franchise, which allowed them the time for this diversion from the work on the Guadalupe Branch, and so Santa Maria’s electric line took a back seat for more than a year. By March of 1908, the grade was completed to the SP main at Guadalupe. The franchise was granted down the middle of Guadalupe Street, (State Hwy 1), however neither the PC or the SP wanted to man a signal tower located where the two roads crossed, as mandated by state law. (See Note #3). It was planned to survey a line parallel to



E-1 and combine coach on Main Street

*(Continued on page 7)*

## Cajon Tales: Part 31 (Dirt, Wheels & Marker Lights)

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

In response to some questions by Rod Welch on 29 November on the Santa Fe list ([SANTAFE@crcvms.unl.edu](mailto:SANTAFE@crcvms.unl.edu)), Francis Post responded as follows "Oh boy, time to gear up the old memory box.

First; In my opinion, based on my Milwaukee and USAR coal time and my Santa Fe oil time, coal-fired engines were easier to keep clean. You can hose off coal dust with water. Santa Fe oil-burners were equipped with a pathetic kerosene torch for the engineer to use at night when "oiling around" or otherwise needed. NOBODY used the torch for light.\* (see below) We sprinkled the kerosene from the torch all over the gauges, cab seats, and elbow rests then sprayed them off with the deck-hose which sprayed really HOT water and a bit of steam. We needed the kerosene to "cut" the film of oily residue that got on just about everything in the cab.

Now; there were no "class/marker lights". On the front of the engine the "signal lights" on regular trains, i.e., trains running by timetable authority were dark (unlit), UNLESS, they were carrying signals for a following section. Those signals were green flags by day and green signal lights by night. On the rear of the tender there were "marker lights". I know they could show red, and they did when running "extra" as a "light engine". Here is where my memory fails me; I can't remember if those engine markers could show another color. (Perhaps white if backing as an extra train, or green if stopped in the clear in a siding.)

My recollection is that when I hired out on the Santa Fe, the CABOOSE markers were red and yellow; displaying red to the rear and yellow to the sides, UNTIL, they were stopped in the clear in a siding

when they were turned to display yellow to the rear to let approaching trains know they were all in the clear. A few years later all the marker lamps were changed from red and yellow to red and green. At least that's my memory of it all.

\*The old story was that about 1934 in the depths of the depression when twenty-five cents would buy a pretty fair meal, a young trainmaster found a passenger engineer at Needles using a fusee for light as he oiled around (as everyone did when it was really dark) and he said to the engineer, "John, did you know those fusees cost the company twenty-five cents apiece?" Old John looked at him and said, "Yes, I do, and they're well worth it!"

On the Milwaukee we ran on coal, on the Santa Fe we ran on oil, here I seem to run on "gas". F.L. Post ex-hogger "

## Daylight Div. Report

By W. Brewster Bird

- 16 November 2002 -

There is a lot to do in the Daylight Division in the next year. Starting with the fall/winter show season, GATS will be in Fresno December 21-22, 2002. PCR/Daylight will be there also. We should be running the membership table at that show. In January 2003 we have two major events on the horizon. Of Course the Golden Empire Railroad and Historical Society's annual show at the Kern County Fairgrounds takes place over the Martin Luther King weekend. That Saturday, in Santa Barbara, we will be participating in their annual 'clean-out-the-carpet-fuzz-from-your-trainset,' workshop and Merit Badge Rave. In February again in Bakersfield, the GERHS will be hosting the Daylight Division meet, first weekend of the month.

We are hoping that the Merced Operating Society will be hosting the May meet, and Fresno will be hosting the August segment. November is up in the air but may bring the rolling Daylight juggernaut back to SLO.

## Merry Christmas From SLOMRC

By Chuck Paul



On the Regional scene, our next annual convention will take place in the Coast Division at Pleasanton, CA. April 23-27, 2003. For more information contact Jack Wall, 925-294-9766, 266 South Sea Way, Livermore, CA 94550. Featured is a speeder ride up Niles Canyon (OK, you Western Pacific fans!).

Went by train to the BOD meeting at Sacramento, got a free night at the Doubletree, but the cab ride cost \$18.50. See Bills submitted for payment. Let us hope that all of us vote during the upcoming spring fling for our Daylight offices. When in doubt, get involved! 'Til next time, Vaya Con Dios!, '-30-'

## Railroads Of The Santa Maria Valley continued

*(Continued from page 5)*

the SP to a point opposite the SP depot in Guadalupe to be the terminus. As it turned out, it would take some time to survey and acquire the right-of-way. Once passenger service commenced, the train was met at end of track by a bus, which completed the trip into Guadalupe. It wasn't until April 17, 1909 that passenger trains de-trained at the Guadalupe depot.

The main line of the Pacific Coast Railway passed six blocks west of the civic center of Santa Maria. When the tracks came through, growth was to the west, however the main business district was centered at Main and Broadway. The citizenry led by the town council pressed the railroad company to extend the electric line east from the depot into downtown Santa Maria. The railroad wasn't anxious to build the spur, as it wasn't cost effective. After all, they had a monopoly on rail transportation. The city prevailed however, and the line was extended eight blocks east to Vine Street. A passing track was laid in at the end of the branch allowing the steeple cabs to run around the combine that was used in the first years of service. The passenger station was at the Hotel Bradley located at Main and Broadway. There was some speculation the line would be built a mile further east to the fairgrounds, but this didn't transpire. The line was in operation by early 1908, and

Santa Marian's could ride the electric car to the depot and then the main line train anywhere on the PC system, just like being in a big city! Municipal railroads used electric equipment because it was economical to do so and less likely to frighten horses. In cases where small steam locomotives were used, they were often shrouded to keep draft animals calm.

The beet cultivation effort in Garey failed due to improper soil conditions. They just didn't do well in the shallow Yolo soils of the upper valley. Once Union Sugar wasn't interested in the area, the electric operation was abandoned by them in favor of constructing a new electric line into Betteravia from a point on the Guadalupe branch about three miles west of Santa Maria directly to Betteravia. This provided a more direct route for the raw beets to enter Betteravia over the narrow gauge. The Union Sugar Company is believed to have owned this branch also. Service was discontinued on the old Betteravia branch also known as the "steam line". Both branches were in existence simultaneously for a time, as shown on the 1909 assessor's map.

### The Locomotives

*(Continued on page 8)*



E-3 stands in front of Hotel Bradley, the eastern terminus of the electric road.

## Railroads Of The Santa Maria Valley continued

*(Continued from page 7)*

The equipment used on the little interurban was unique to say the least. It is believed that the first two locomotives were four wheel "electric motors" built by the General Electric Company. According to Best, the first PC electric motor was the E-1 built in San Luis Obispo in 1907. The PC report to the ICC Bureau of Valuation stated that the E-1 was built in 1905. Johnson and Westcott in their publication, Pacific Coast Railway state that the E-1 was built in 1907 using the power truck from a "dinky" "of unknown origin". It is entirely possible that the power truck came from one of the two motors then in use to build a larger freight motor to handle the beet traffic. A photo of a dinky and combine on Main Street was taken sometime after April 1908, but before the bank building was expanded in 1818. A second steeple cab was turned out by the PC shop crew at San Luis in 1909, Best & Johnson/Westcott, (1908, ICC B of V report), and used almost exclusively for freight. The E-1 was used for freight and passenger service until the arrival in March of 1913 of the steel center door trolley car purchased new from the Cincinnati Car Company and numbered E-3.

The car was a deluxe piece of equipment as described by the Santa Maria Times to the local citizenry. It was just over fifty-five feet long and could carry 58 passengers. The car was divided into baggage, smoking and passenger compartments. The run to Guadalupe could be made in just twenty minutes. Once the E-3 was in service, the E-1 was used almost exclusively for freight. It can be imagined that when the E-3 was in the shop, one of the freight motors handled the passenger run, or perhaps a motor bus was used. It is assumed that the remaining dinky was disposed of some time after the arrival of the E-3.

### Operations

Operation on the little electric road settled down to a routine. The passenger run was between Santa Maria and Guadalupe, and perhaps extras were run to Betteravia over the new branch built off the Guadalupe branch in 1909. The town of Betteravia was a social hub of sorts what with its' lake and dance hall attracting young people by the trainload. The trolley car also hauled express shipments for Wells-Fargo Company and mail between Santa Maria and Guadalupe. Freight traffic was for the most part beets from dumps in the fields to the refinery at Betteravia. The yard at the plant had dual gauge track. The narrow gauge brought in strings of beet cars as well as cars loaded with lime rock that was quarried near Lompoc. The heavier locomotives on the standard gauge Santa Maria Valley Railroad no doubt moved most all the cars up onto the highline. SMVRR # 21 was equipped with dual couplers and so could move cars of both gauges. A photo in Johnson/Westcott shows E-1 pulling a string of what appear to be cars loaded with gravel, which was used to surface roads in the valley before asphalt paving, (See Note #4).

### End of an Era

Things seem to have gone well for the electric road up until the time that the Betteravia sugar refinery closed in the Fall of 1927. A number of things contributed to this, there was a world surplus of sugar pushing prices down and a nematode, (worm), that preyed on the beet root became prevalent in the soil.

When the refinery closed, that ended the electric freight service on the PC. The freight motors were closed up and hauled to San Luis Obispo to be stored on the scrap line. What little freight traffic still existing was handled by the steam locomotives. One year later, the trolley car went into retirement due to competition from automobiles. To satisfy the PUC, a bus was acquired to transport passengers. The track into downtown was used occasionally for special charters, as in the high school "Football Trains" to away games.

The right of way to Guadalupe was abandoned and taken up as part of a road improvement project in August 1937. Although the beet refinery at Betteravia had re-opened in the spring of 1934, the narrow gauge never again hauled beets using electric power.

The street track was deemed too expensive to remove and so was donated to the city of Santa Maria. For years it remained a reminder of the "Santa Maria Trolley" until it was paved over during an over-layer sometime in the 1960's. After that, and forgotten, it would occasionally surprise street excavation crews. At the time of this writing, CalTrans is doing a complete dig-out and re-build of Main Street between the 101 and Blosser Road. No doubt the old railway will be resurrected one last time if for no other purpose than to remind older Santa Marians of a colorful past and perhaps educate others of past technologies in local mass transit.

This history was taken from the pages of the author's book, **Railroads of the Santa Maria Valley** - Three California Railroads - Three Different Gauges available from the au-

*(Continued on page 9)*

On West Main looking east toward the old curved warehouse, for years a valley landmark.





## Bar Mills Models

By James A Powell

Editors Note. I asked James to write a short article about what he does for Bar Mills Models since their company is on the East Coast and he is a very recent transplant to our area. Following is his reply.

I was originally doing some prototype building for Bar Mills Models when I lived in Brunswick, Ohio (a suburb of Cleveland.) When Beth and I moved out here, Art Fahie, the owner of Bar Mills, got us set up to produce the masters for the castings for all of the new craftsman kits that his company is producing now. Laser-Cut Craftsman kits are now a huge part of Bar Mill's overall sales. We are not just a billboard company anymore.



Up in Maine, the 4 lasers run 24/7 and so does the casting process. What other time is left is devoted to packing kits. This leaves almost no time for the 6 employees to do anything else. There was just no time to make masters for castings and even less time to learn how to use the equipment that is involved in that proc-

ess. That's when Art asked me to help out. I work for Bar Mills part time, at nights. During the day I am a programmer, writing statistical analysis programs for quality control applications.

We have a 3D scanner as well as 3D milling machine here in Paso Robles. I render most of my designs in a 3D program called "Rhinceros." Those designs are then sent to the milling machine where the masters are cut. The process is really amazing. After the pieces come out of the machine, I add final details using a stereo microscope. Those masters are then sent to Rhode Island where molds are made, then the molds are shipped to Maine for production at the Bar Mills facility.

Another thing Bar Mills West (the name Beth and I use for shows) does is sell our Bar Mills products at train shows. Bar Mills East hits a lot of shows on the East coast, and since we are out here it only makes sense to do the same here, so we now do shows throughout California. To see a list of our upcoming shows, visit [www.barmillsmodels.com](http://www.barmillsmodels.com) and click on the "On The Road" button.

I also have a personal website that was reviewed about a year ago in this newsletter. It's at [www.trevinocircle.com](http://www.trevinocircle.com). If you click on the "Ad Signs" link, you can download hundreds of free advertising signs. There are also over 500 photos

## Christmas Cards

By Chuck Paul

Chucks Christmas Cards (like the one shown on page 6) are available either direct from Chuck Paul or at hobby shops like Foothill Hobbies (see their ad on page 11). He normally sells them at train shows for \$12.00 for a pack of 7 cards. Please also look over his artwork that is available for sale by either going to Foothill Hobbies ([KAcircus@msn.com](mailto:KAcircus@msn.com)) or on line at <http://garcia.efn.org/~chaspaul/painting.html>. Email him at [chuck-paul@charter.net](mailto:chuck-paul@charter.net) to inquire about prices and availability.

of my old layout, the Wiscasset, Trevino & Western on the site. I hope to start on a modular On30 layout soon! Well that's it in a nutshell.



Bar Mills Scale Model constructed this "3-square-foot" (approx.) diorama for use in both "train" & "trade" shows to help demonstrate how much can be done in a small space!

## Railroads Of The Santa Maria Valley continued

(Continued from page 8)  
thor at 805-925-8065

### End Notes

Note 1. This is an educated guess on the author's part based upon the premise that beets were grown in the area of the ranch, there were no other logical reasons why farm produce would be loaded in the field, (except from facilities such as beet dumps requiring spurs), and that Union Sugar Company had at this time leased ranchland for beet growing in the Garey area and caused an extension of the elec-

tric road to that area specifically to haul beets to Betteravia.

Note 2. Again, an educated guess based on articles published in the Santa Maria Times describing the expansion of the electric company in August of 1907 and mentioning the two electric locomotives and the expected delivery of a third, (PC no. E-1?). Neither of these two locomotives appeared on the PC rosters, and so it is assumed that they were leased to, or the property of the Union Sugar Company, which at one time operated the beet trains.

Note 3. In his book "Ships and Narrow Gauge Rails", Jerry Best describes an altercation between PC track layers and SP workmen that involved the SP men tearing up the PC track as the crew tried to lay it across the SP right-of-way. The author could find no evidence of this altercation in any newspaper articles published at the time of the alleged event.

Note 4. The photo caption labels the load beets, however, mature beets are much larger and cast a different shadow pattern on the load.

## Chucky's Trivia Corner

By Chuck Paul

Hello again all you railfans out there. Here are some more railroad terms and slang taken from Duffy Littlejohn's book, *Hopping Freight Trains in America*. Challenge yourself by seeing how many you can get right. (have fun). ☺

1. A bull local is: A) Drag freight ; B) Cattle train; C) Long, slow-moving train; or D) Both A & C.
2. Buff in means: A) Cleaning up the caboose; B) Loading blocks of ice into an old reefer; C Bring together a train's slack; or D) Backing a locomotive into the loco shed.
3. What are bumpers? A) Structures located at end of a stub track; B) Draft gear; C) Another term for the pilot; or D) Shock absorbers.
4. What is a car knocker? A) FRA inspector; B) Yardmaster; C) Trainmaster ; or D) Freight yard worker who inspects cars and readies trains for departure.
5. To "catch out" means: A) Picking up a mail bag; B) Grabbing train orders; C) Hopping a freight train; or D) Picking up an empty car.
6. What does it mean to climb the rails? A) Doing whatever it takes to get a promotion; B) Derailing a train; C) Taking a train up a steep grade; or D) Track repair.
7. Who is the Crumb Boss? A) The conductor; B) Section gang lead-man; C) The designated chef in a hobo jungle; or D) The head cook in a dining car galley.
8. What is dark track? A) Track which has no signaling system; B) Section of mainline track where radio signals are blocked; C) Track that runs along the bottom of a steep canyon; or D) Track that runs through a tunnel.
9. What are dashboards? A) Part of locomotive cab console; B) Same as "control stand"; C) Another term for "brakeman's platform"; or D) Railroad employee coveralls.
10. Which of the following is NOT referred to as the "deck" in hobo slang?: A) The roof of a passenger car; B) The roof of a freight car; C) The floor of caboose; or D) The floor of a flat-car.

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

### Update - California Roadbed Co. By Richard A. Jayne

Our company is no longer called Homabed. Instead our company name is California Roadbed Co., Inc. Our new address is 3568 Balls Ferry Road Cottonwood, CA 96022. Our phone number is 530-347-9783 and our fax is 530-347-9796. Our web site is [WWW.homabed.com](http://WWW.homabed.com) A new web site is under development for online ordering which should be up and running by the end of January 2003.

California Roadbed Co., Inc purchased the Homabed product line from the bankruptcy of Scott Grubbs trains and more of Richmond, CA on 10/17/01. We first setup operations in French Camp near Stockton CA where we leased a 2000 square foot building. All machines have been in place some time now and our first orders shipped on November 20 of that year. We have since purchased land and are building a new facility in Cottonwood, CA which we expect to move to very shortly.

In addition to our normal line of roadbed products we have a new .125" (1/8)" roadbed for HO which is now shipping in both the 45 degree and the 60 degree bevels. The new HO scale Number 6 turnout pads with 45 degree bevel have been released in both the standard roadbed thickness and the new .125" (1/8)". They are based on Atlas number 6 custom line switches. Call for pricing or visit [www.homabed.com](http://www.homabed.com).

Our O scale turnout pad is based on the Atlas O scale switches

### Lompoc Valley Open House By Wayne Asbury

The Lompoc Valley Model Railroad Historical Society is hosting an Open House on Saturday December 14, 2002 from 10:00 A.M. to 4:00 P.M. at 428 North I st. Lompoc, CA. Admission is Free For Information: 805-736-0501 or [OboeEH@aol.com](mailto:OboeEH@aol.com)

There will be trains representing the past and present running for your enjoyment. The society is a non-profit group dedicated to the preservation of the history of railroading on the Central Coast. The Coastal Valley Line is a 12' x 35' model railroad that represents scenes from the Central Coast of California.

Wayne Asbury Secretary/Treasurer of the Lompoc Model Railroad Historical Society [OboeEH@aol.com](mailto:OboeEH@aol.com)

for both the 054 and 072. The turnout pad come in both the O slim line and the O heavy line and has 45 degree bevels. Again call for pricing or visit [www.homabed.com](http://www.homabed.com).

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530-347-9783 Voice [www.calroadbed.com](http://www.calroadbed.com)  
530-347-9796 FAX [www.homabed.com](http://www.homabed.com)

Editors Note: The new site will be [www.calroadbed.com](http://www.calroadbed.com) but I do not expect it will be up and fully functional before the end of January. In the meantime [www.homabed.com](http://www.homabed.com) is still available.

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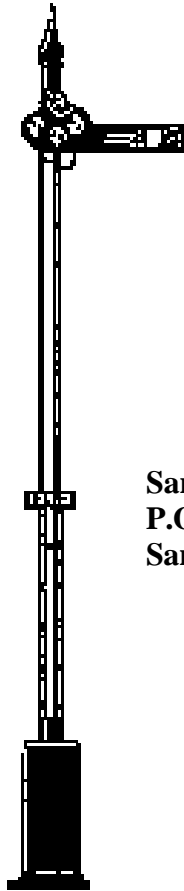
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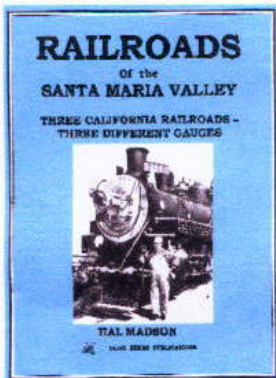
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**ANSWERS to Chucky's Trivia Quiz**  
1=D, 2=C, 3=B, 4=D, 5=C, 6=B, 7=C, 8=A, 9=D, 10=C

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