

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 15, Issue 1

January 2003

Upcoming Events

• 2003

- Jan 14 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 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 11 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Feb 22 Daylight Div Meet GEHAMS Clubhouse in Bakersfield
- Feb 25 Board Meeting @ Applebee's in SLO, 7 PM
- Mar 11 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Mar 25 Board Meeting @ Applebee's in SLO, 7 PM
- 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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Notes Along The Pacific Coast Right Of Way Now and Then: Ghosts At The Junction

By Andrew Merriam

Ghosts are sometimes hard to spot. You have to know what to look for and where to look. That is the point of this series of articles comparing 60 year-old photographs with the scene today. In the last article we visited the passenger end of the Pacific Coast spur line in the Southern Pacific yard area. This time we will

cab-forwards, a curve fitted around the backside of the SP roundhouse and a backing spur to the transfer dock which served both railroads for the first half of the twentieth century.

The historic view from the northwest side of the existing freight shed is shown in Figure 1



Figure 1: View from the SP freight station platform. The Pacific Coast is on the left. Credit: Allan Yoouell

examine the base of that spur at its junction with the main line. PCRY trackage had several interesting features in this area including the narrow gauge main crossing both legs of the standard gauge SP wye installed for turning the

with the smaller PCRY boxcar on the left and several standard SP boxcars on the right. The brick Central Grocery Building is visible on the far left. Much of the oil equipment for the

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SLO RR Museum Request

By Brad LaRose

In 1997, when we first set out to establish the San Luis Obispo Railroad Museum, it was assumed that the \$500,000 grant that the City of San Luis Obispo received would cover the cost of rehabilitating the 1894 Southern Pacific freight house. After an architect has assessed the building, the cost is estimated at

\$1,500,000+ to create a safe facility.

A few of months ago the San Luis Obispo City Council voted to spend the approximately \$447,000 remaining grant money to stabilize the building so that it wont deteriorate any fur-

(Continued on page 3)

Presidents Message

By Dave Wilding

Hi Everyone.

It is hard to believe the year 2002 is over by the time you read this article.

We had a lot of good times this year with the October Train show and finishing up with the Christmas party at Margie's. With elections and gift exchange: It is fun when some items

pass from one owner to another and so on.

This new year should also be a good year for the club, more details coming later but please note the new club meeting place at the Conference Room of the Mid-State Bank on Broad Street in San Luis Obispo. So everyone have a Happy and safe New Year.

Dave Wilding

December Club Meeting Minutes

By Terry N Taylor

The SLOMRC Christmas Club Meeting was called to order by President Dave Wilding at about 6:30 pm on 13 December 2002, at Margie's in San Luis Obispo. In attendance were Paul Deis, Angie & Glenn Geissinger, Matt Hoffman, Connie & Jim Jonte, Karl Kvilvang, Mark Lang, Mary Carole & Hilding Larson, Michael Mosher, Chuck Paul, Jan & Terry Taylor, and Dave Wilding.

After a very nice meal, we held election of officers with the following results: **President** Dave Wilding; **Vice President** Steve Francis; **Treasurer** Jim Jonte; **Secretary/Newsletter Editor** Terry N. Taylor; **Run Coordinator** Dave Wilding; **Member @ Large** Mark F. Lang; **Member @ Large** Tom Kolby. Dave reminded all club members are invited to attend the normally monthly board meeting at Applebee's on the 4th Tuesday of

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A Note From Your Treasurer

By Jim Jonte

Thanks to a very successful October Show, and a lot of hard work by all those involved, 2002 was a good year for SLOMRC. We picked up a few new members and our year-end bank balance shows a small net gain for the year, as opposed to the annual loss we have experienced the past few years. Hopefully this is the start of something wonderful.

Our insurance cost has been reduced drastically, and our Vets Hall rent will be reduced by moving into the revamped lower floor for our regular runs. In February, our run will serve as a trial of this facility. We have also eliminated the cost of a meeting place. Beginning with the January 14th General Meet-

ing, we will gather at 7PM in the Conference Room of the Mid-State Bank on Broad Street in San Luis Obispo, located just south of Santa Barbara Street and the Main Fire Station.

We are planning some kind of a surprise, so BE THERE! And, please, be ready to pay your 2003 dues, at least the 1st Quarter, so that we can stay comfortably on top fiscally. The 2002 Financial Report will be available at this meeting for all interested members to review. And I sincerely hope that your Christmas was a good one, and that your 2003 has gotten off to a start you can build on. Happy New Year to All!

Indices To SLO Trains

By Terry N Taylor

It appears that we are running out of room again on our website. I put back the 3 issues of 2000 that were missing but when I tried to upload the December 99 issue, it would not take. All of the 1999 are now not on the web site and unless I can get more room I will have to take some of 2000 back off in order to upload each of the 2003 issues. Ouch!

In the meantime, I can send you the 1999 files or any of the 2000 files (if I have to take them off also) direct if you wish. Just let me know when and which ones.

Sorry for the inconvenience. There is one bright bit of news. The three indices on the website are now all updated so that you can find items easier.

The index now includes all 48 issues of SLO Trains from January 1999 (Volume 11 # 1) thru December 2002 (Volume 14 # 12). While there was a combined July August 1999 issue (Volume 11 # 7) thus making 11 issues that year, there is an extra issue in 2001 (the August Supplemental) for the Listing of Railfan, Rail Historical & Modeling Meetings in the Central California Area that we knew of at that time.

At an average of 10 pages an issue, there are about 500 pages in the 48 issues and nearly 1000 line items in each index. There are three indices: The first is by issue date. The other two indices are by author and by title. I hope these prove useful to you. Please advise of any errors. Thanks

The Iron Road Pioneers Dedication

By Catherine J. Trujillo

On the 18th of January at 10:00, there will be a dedication of a statue portraying two Chinese rail builders pounding a spike, honoring the Chinese who built the tracks over the Cuesta Grade. The dedication will take place in Railroad Square, near the Amtrak Depot in San Luis Obispo. The keynote speaker, will be Howard Louis, youngest son of AH Louis, the Chinese Labor Contractor who hired the track layers on the grade, and made San Luis Obispo's Chinatown a reality.

The artist who designed the sculpture is Elizabeth MacQueen. Here is how she describes the work: "The IRON ROAD PIONEERS celebrates the importance of railroads in our history, honors the workers and recognizes the efforts of the Chinese community in making the "iron roads" a reality. "



SLO RR Museum Request continued

(Continued from page 1)

ther. However they declined to immediately commit the additional \$1,000,000 needed to finish the job. The City Administrator told the Council that the only way for the City to pay for the rehabilitation would be to borrow the money. In view of the predicted economic recession, he recommended against that. The architect estimates that if the work isn't done as one project, the cost will increase to \$2,000,000+. The Museum cannot open until the freight house is rehabilitated.

In addition to being a culture asset that the whole community can enjoy, the Museum will be a tremendous tourist draw. Many of you may not be aware that every tourist who spends the night in a motel in San Luis Obispo pays a 10% tax on the price of the room. That money goes directly to the City's general fund. For the year 2001, the City of San Luis Obispo collected \$3,790,300 in Transient Occupancy Tax (TOT).

We all agree that it is not a good idea to borrow money if you don't know how you are going to pay it back. However, we believe that the additional TOT collected, plus the new busi-

ness generated for restaurants, gas stations and retail stores, that increases the City's income from its share of the State Sales Tax, will pay the cost of financing the building rehabilitation. Any visitor to the Museum will have to drive through the downtown to get there. The completion of the San Luis Obispo Railroad Museum can only contribute to the prosperity of San Luis Obispo.



Council, just show up wearing your Museum button. Your participation in any way will help the museum cause.

Please write to members of the San Luis Obispo City Council urging them to revisit the issue, and to finance the repair of the freight house so that the Museum can be opened. \$1,000,000 spent now will save money in the long run and even earn money for the City. In the near future the City Council will hold public hearings asking for input on the next budget Watch for notice of these hearings and workshops in the local news media. Please attend as many as you can. If you don't want speak to the

Yours truly,

Brad LaRose, President

Winter Steam Train Express

By Patrick Michael Karnahan

On Saturday the 18th of January (at 1 pm), the Sierra Nevada Logging Museum will have a fundraiser. The museum is working with the Sierra Railroad and Railtown 1897 to offer a steam trip with the Feather River Railway Shay No. #2 at the Sonora Junction Shopping Center in East Sonora. Railtown is renting the museum two coach cars, a bar car, and another car for music.

The trip will board near KFC fast-food at 12:30. The train will leave at 1 pm and return at 3:30. The cars are covered but dress warm. The 2 1/2 hour excursion features live music by The Black Irish Band (Celtic Americana) and Back Roads (Bluegrass and Folk) Also includes: Wine Tasting, Appetizers, and a Silent Auction.

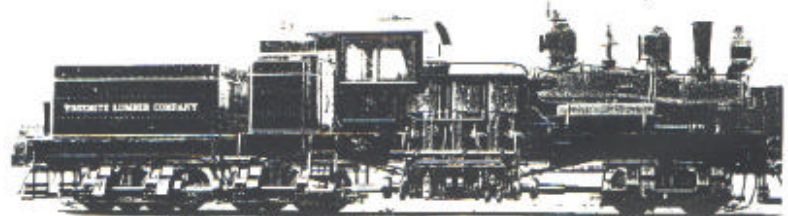
Tickets are \$30.00 a person or \$15.00 for children under 12 years and are available at Beat Music, Sonora 209-588-1572 and The Mountain Bookstore, Sonora 209-532-6117. All the money raised for this trip, less cost of the Railtown rental, will go into the final payment of Yosemite Lumber Company Shay No. #4.

The museum is a not for profit and would like to move the Shay from Nevada to the Sierra Nevada Logging Museum site in White Pines, CA/ Calaveras County as soon as possible. We hope to lay a mile of track and run it someday at the site. It should be a fun trip, maybe snow & steam! For more details contact Patrick Michael Karnahan at 209-532-8375 or at blackirish28@hotmail.com For tickets call (209)-588-1572. For more information on the Sierra Nevada Logging Museum <http://www.sierraloggingmuseum.org/>

The Sierra Nevada Logging Museum in cooperation with
The Railtown SHP & The Sierra Railroad present!

Winter Steam Train Express

SATURDAY JANUARY 18TH, 1 PM



(Powered By Feather River Lumber Company Shay No#2)

Boards at the Sonora Junction Shopping Center (Tracks near KFC drive-in)

Featuring live music by many bands!



The Black Irish

(Celtic Americana)

Back Roads

(Bluegrass & Folk)



This Steam Train ride also includes:

Wine Tasting ♦ Appetizers ♦ Silent Action ▼ 2-5 Hr Train ride in the Country ♦ live Music

Price (Adults \$30.00 Children under 12 \$15.00)

Tickets on sale at Beat Music in Sonora (209)- 588-1572

& The Mountain Bookstore at the Junction Shopping Center (209)- 532-6117

All Seats are inside but very limited!

All the proceeds raised from this event will go to the purchase and transportation of Yosemite Lumber Company Shay No#4 (steam locomotive) to the Sierra Nevada Logging Museum in White Pines California / Calaveras County.

For more information and advance tickets location call (209)-532-8375

"A Shay Helping Another Shay Event!"

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

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 1)

Sisquoc and Santa Maria oil fields were transshipped across this platform. After the demise of the PCRY in 1941, the SP used this area to install a small ramp for loading trucks onto flatcars. This exercise had little success and the ramp and spur track fell into disuse, as eventually did the freight house itself. (However, I remember picking up a large wrought iron window grill that I had shipped from New York in 1972 as a lcl (less than car load) item. The window grill still survives, the spur from which it was unloaded does not.) Anyway, at the beginning of the 21st century the whole area became surplus and has been replaced by the multi-use parking lot seen in Figure 2.

A map for this area is shown in Figure 3, reproduced from the excellent work entitled The Pacific Coast Railway by Ken Westcott and Curtiss Johnson. This Figure also shows how the PCRY had to hug the rear of the then new SP roundhouse to get to the Osos Street area. We are fortunate to have several photos of PC trains behind this classic brick structure. The one in Figure 4 shows the #106 leading (or actually pushing from the way the



Figure 2: Same view as Figure 1 in December 2002. At least much of the parking is Amtrak related and at some point will be railroad museum related. Credit: Andrew Merriam

engineer is facing) what I judge to be the 1938 fan trip down the spur away from the station. Today only nostalgia can fill in the gaps as the equipment, the tracks, and the round house have been replaced

by volunteer Pepper and Palm trees. The rock abutment of the old round house is visible at photo center (Figure 5).

(Continued on page 8)

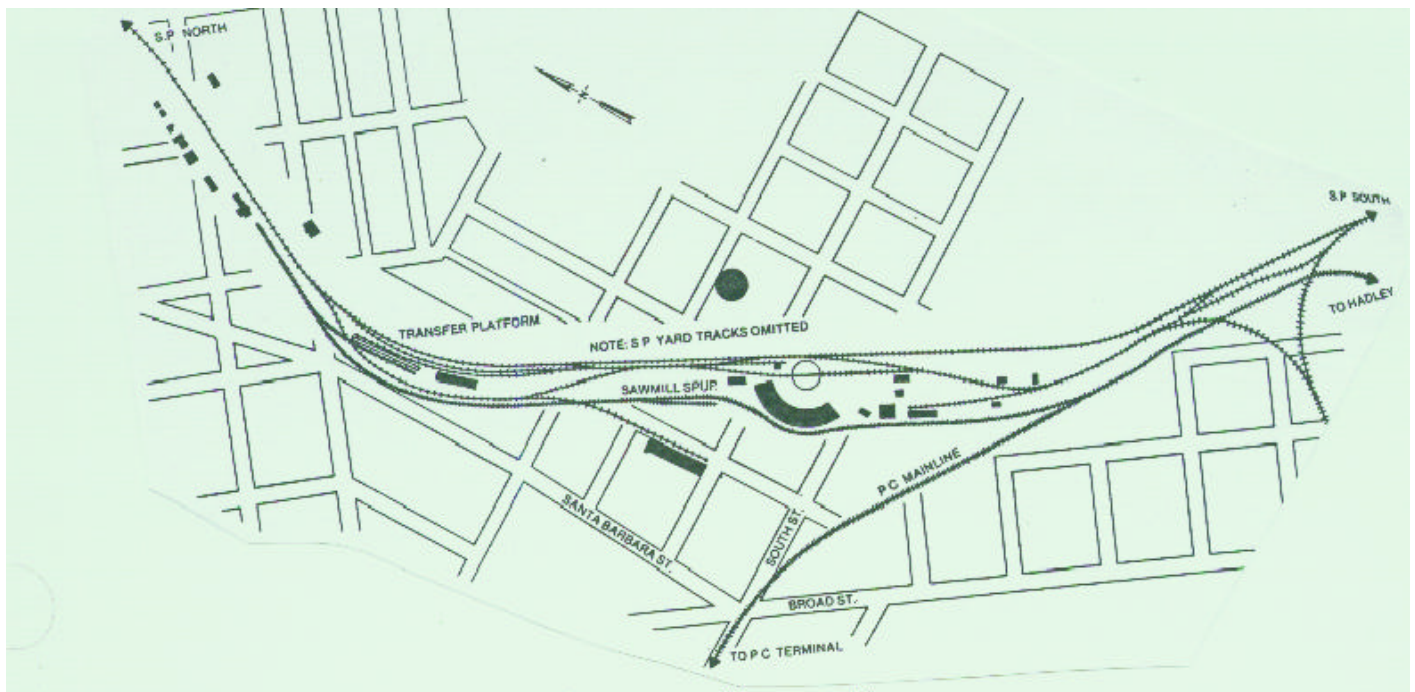


Figure 3: Map of the Pacific Coast and Southern Pacific Railroads in San Luis Obispo. The PC spur junction with its main line is at the bottom. Credit: Curtiss H. Johnson from page 136 of The Pacific Coast Railway.

Cajon Tales: Part 32 (Firing For Roy Buckles)

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

In last month's column, I said in part "... 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."

Well I think my memory tricked me on the lights; evidently the markers were red on one side and amber (or yellow) on the other sides. Marker lights signify the end of the train. Sorry for the confusion.

This month I want to talk about Roy Buckles who was a real gentleman. I worked with him a few times when he was on the passenger extra board out of LA and I was on the above-mentioned sweet deal being steam-qualified when most firemen were not. Those old-timers were very stingy with compliments, and when they came there were often some cuss-words and some growling so you wouldn't think they were softies. The first time I fired for him it was off that extra board.

I'll detour here and tell you that my dad left the Santa Fe right after the war in '45 and we went back to the middle-west. There's another story; dad didn't like California: He wanted to get fired so he

could draw the unemployment. He was working out of Needles after trading rights with Art Wallace. So he signed the call-book, rolled over and went back to sleep. He'd worked all through WWII with no brownies and he was a well-liked man, so they covered it up. He did it again, they covered it up. So he wrote a script and had me call the crew office and pretend I was a fireman who'd been browned for missing a call and resenting the soft treatment he was getting. So TM Hammitt called him in and said, "Well, I guess you want to get fired, so all right, you're fired."

When we got back to Milwaukee they wouldn't take him firing because of his age, but they were very short of Switchmen so he went to work as a trainman. When I turned 18 he got me a job firing on the Milwaukee and he told me to take the beer train. It was a job that burnt 15 tons of hand-fired coal in 7 1/2 hours. He bid in the job so he could teach me how to fire an engine. He stayed with me for six weeks, doing all the work the first few days and then gradually I did more as I learned how.

When he left after six weeks, he advised me to stay on the job. It was the toughest job on the division and the hogger Johnny Fohey had been putting up with forced-assigned firemen for months and dad said Johnny would treat me right and teach me more now that he had a comp-

tent regular man on the job. I did and he did. Johnny was a great teacher for a kid. (After dad, that is.)

Well, that's to explain why I had NO trouble firing oil-burning steamers, after hand-fired coal, an oil-burner is easy as falling out of bed. Sooo, the first time I'm called with Roy Buckles, I'm 20 years old and with a baby-face that looks about 18 and Roy doesn't complain or treat me bad but I knew he was not expecting a competent fireman.

We went up to SB nicely, I mixed the compound and took water at SB, as we started working the engine hard up around Ono I took the compound bucket, filled it full of sand, opened up the fire door, (there was a piddly little hole for sand, but it wasn't really big enough) dumped in the bucket-full and slammed the door. I then opened my seat box, got out my lunch-pail and started to eat. Roy walked across the cab and hollered, "Well I'll be a son of a b----; I didn't think there were any real steam firemen left on this railroad!"

This probably seems like a lot of bragging, but I did thirty-one years before my wreck and those tough old birds didn't hand out compliments very often. Roy and I worked a road-switcher out in the Vail District for quite a while after I got out of the army. I really liked that old boy. F.L. Post

Help Preserve The Tidewater Southern

By Eugene Vicknair

In an effort to help expand the Tidewater Southern History Pages website and provide donation funds for TS related restoration and preservation projects, I have opened an on-line store with CafePress.com. Items so far include a TS Sunburst sweatshirt, TS logo travel mug and a special Tidewater ACID T-shirt with a hazmat handling placard on the back.

After having spoken to some folks from a couple of railroad museums with TS materials, each month, any money over the

direct expenses for operating and expanding the website will be placed in an interest earning account. When \$2000.00 is reached, then a donation will be made to a different TS preservation or restoration project (yes, there are some out there!). Account logs will be posted to the Tidewater Southern website. I also have placed a PayPal donation button on the main website that will feed the same fund.

Details are available on the website about how this will be handled. I have already

received a few donations to the site. Many thanks! I am pretty swamped through the end of the year, but hope to start 2003 with an article on the Escalon Fire and completed updates to all the diesel and interurban roster pages.

This is the first time I have tried anything like this, so I expect that there will be improvements and modifications occurring regularly as I discover new ideas and receive feedback from people purchasing

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Notes Along The Pacific Coast Right Of Way continued



Figure 4: Pacific Coast #106 a consolidation backs from the station down toward the junction around the Southern Pacific Roundhouse. Date. Perhaps in the 1930's since there is still a full passenger car set. Credit: source unknown.



Figure 5: Same view as Figure 4 in December 2002. Roundhouse rock footing visible in center. Credit: Andrew Merriam

Notes Along The Pacific Coast Right Of Way continued

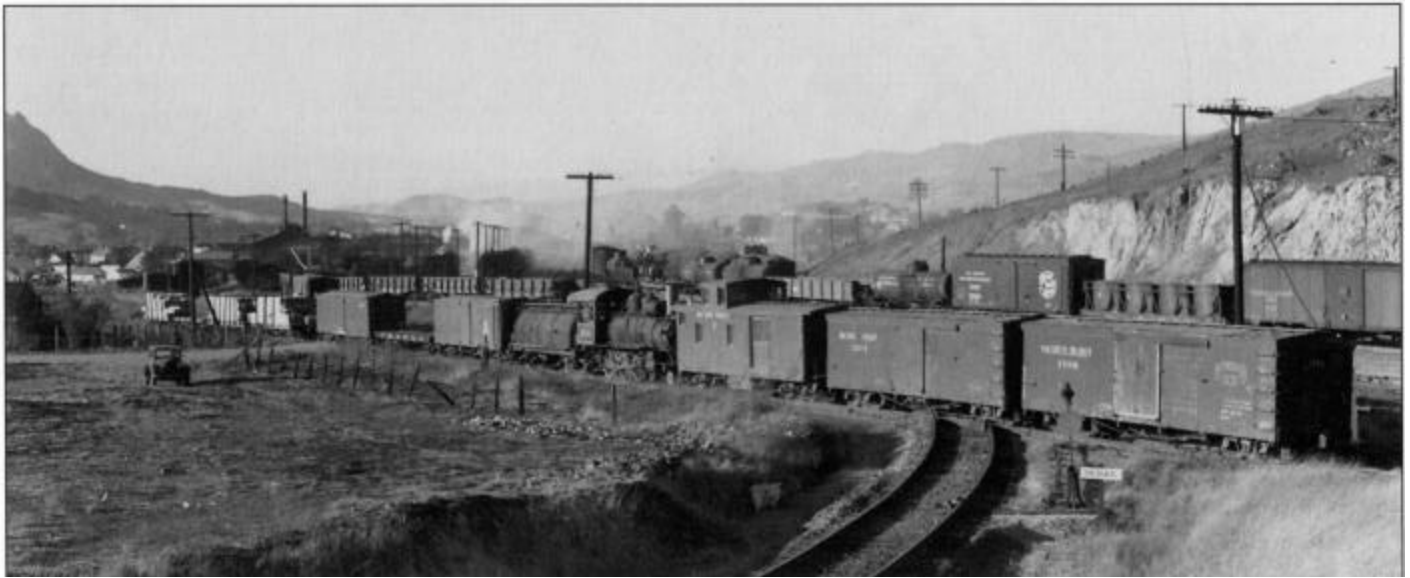


Figure 6: The SP and PC mains parallel each other just south of the PC junction with the passenger station spur. The west leg of the SP wye is in the foreground, Credit: Lew Harris, November 21, 1941. Courtesy of Curtiss H. Johnson from page 138 of [The Pacific Coast Railway](#).

(Continued from page 5)

The final scene for comparison is the junction area where the mainline joins the spur to the SP station and then heads southeast for Edna and Arroyo Grande. In the process the narrow gauge crosses the relatively new wye installed by the SP to turn the cab-forward helpers which were too long to be handled on the turna-

ble. We are very fortunate to have the scene captured by Lew Harris in November 21, 1941 (Figure 6) with both railroads fully active, though for the PC Ry it was only a matter of one month. Abandonment south of San Luis Obispo (milepost 12) was granted by the Interstate Commerce Com-

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Figure 8: SP #4187, an AC-8 crosses the Pacific Coast on the east leg of the wye. Note the change in rail size on the narrow gauge in the foreground. Credit: Lew Harris, November 14, 1941. Courtesy of Curtiss H. Johnson from page 139 of [The Pacific Coast Railway](#).



Golden Empire Annual Train Show

By Doug Wagner

The Golden Empire Historical And Modeling Society will be hosting their annual model train show on January 18 & 19, 2003. Times are Saturday 10:00 AM - 5:00 PM; Sunday 10:00 AM - 4:00 PM. Admission is \$5.00 per person and good for both days. Kids ages 12 and under free with a paying adult.

Location is the Kern County Fairgrounds, 1142 South 'P' Street, Bakersfield, CA. We are always looking for more vendors and layouts to participate in the show. For more information, contact Doug Wagner at (661) 589-0391 or email at carldw@aol.com.

Help Preserve The Tidewater Southern continued

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the products. Any thoughts or feedback is appreciated. To visit the store, please go to www.cafepress.com/tsrystore.

The Tidewater Southern History Pages can be found at www.tidewatersouthern.com. An extensive expansion of the site is in progress and the next update should occur in early January.

I have already updated the Tidewater Southern website with several new photos of RS-1s 746 and 747, as well as links to the PayPal donate site and the new Tidewater Southern On-Line Store.

Eugene John Vicknair evicknair@studiodred.com / Tidewater Southern History Pages -- www.tidewatersouthern.com / Tidewater Southern On-Line Store -- www.cafepress.com/tsrystore

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 8)

mission on December 20 of that year.

In this scene we can see one of the sturdy narrow gauge cars with its original logo (the gold belt line) showing through the boxcar red paint and revealing its parentage with the Florence and Cripple Creek in Colorado. The number 110 is obviously switching the spur as it has lumber loads to the rear and ca-boose #2 on the pilot. Interesting cars on the SP include a 40-foot flatcar with four interesting containers or transformers, a Cotton Belt with its large unique logo and a whole series of flats apparently with wood sides. While they would logically be beet racks the sides appear solid like the sulfur gons of the T&NO. This does not make much sense on the Central Coast, especially since the Unocal Refinery which does generate sul-

fur did not open for another decade.

Another photo by Lew Harris (Figure 8) shows the two year-old SP 4187 (an AC-8) crossing the PC's mainline on the east leg of the wye. Note the very heavy rail on the narrow gauge for about 15 feet in each direction where the SP had to match its heavy stock through the crossing.

Today change is the rule. Even the cuts in the hill for the SP wye have been filled in. However, the vantage points are still there, as shown in Figures 7 and 9. It only takes a little imagination to see the large and small steam engines of sixty years ago whispering in a misty ghostly vapor as they await their turn to take the crossing. Yes ghosts, but the good kind.



Figure 7: Today stack trains typically dominate the view. Credit: Andrew Merriam, December 2002.



Figure 9: Only the hill on the right remains today. Even the cut for the east leg of the wye has been filled in. Credit: Andrew Merriam, December 2002.

Joint LDSIG & OpSIG Meet In Santa Clara

By Byron Henderson

I'm looking forward to seeing you all at the Feb 1st Bay Area Meeting of the LDSIG and OpSIG in Santa Clara. I'm organizing help-seekers and (especially) consultants to offer help. (I'll address the help-providers first, then the help-seekers further down in the body of this email.) Unlike years past, the help sessions will be offered through the day on Saturday. Also unlike past sessions, I'd like us to offer both layout design _and_ op session set-up help.

To do this, we'll need willing volunteers to provide free layout design and/or ops session consulting. Some guidelines: volunteers should have designed at least one or more layouts or developed one or more operating sessions and should have an understanding of the principles of layout design and/or operating. I'll bring along some graph paper and some simple drawing tools.

I'm excited about these sessions -- hopefully we'll be able to serve more help seekers than in the past. The only downside is that both help-seeker and consultant will miss some part of the regular program, clinics, and such. We don't have a finalized clinic schedule yet, so here's what I would like to suggest. Let me know _now_ if you would be willing to consult for an hour (or more) on Saturday the 1st and if you can provide layout design help, op session help, or both. Also let me know if there is a topic in which you are particularly knowledgeable or on

which you are especially interested in helping.

I'll create some time slots and plug names in for now based on your responses. If we discover on the day of the event that your time slot would cause you to miss a clinic that interests you (or that you are presenting!), we'll do some juggling. Then we'll let help-seekers sign up for the available slots and try to spread the joy out through the day and among the consultants.

And if you will be seeking help

Drop me a note at bhenders@cisco.com now to let me know what you would like to discuss with a volunteer. My day phone is 408-525-4356 I'll send you a brief outline of the kind of information that would be useful to bring to the session (basically cribbing from John Armstrong's "Givens and 'Druthers" and experience helping set up op sessions). Some homework on your part will probably make your time with a volunteer consultant more productive and fun, though formal preparation is not a prerequisite. But please, do let me know _soon_ if you would like to speak with a consultant so that I have some idea of the number of help-seekers and can try to recruit an adequate number of consultants.

See you in Santa Clara! In the meantime, check out the Layout Design Special Interest Group at www.ldsig.org

December Club Meeting Minutes continued

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each month at 7 pm.



Connie Jonte reading the comments written on the gift she chose. T N Taylor photo.

We then decided that the February Run (on the weekend of 7 to 9th) at the Vet's Hall will be Free-mo DCC Run and that it will be held downstairs in the Vet's Hall instead of upstairs due to more room and a better rate. Jim will make all the arrangements as usual.

As a side note it was decided not to hold a Board Meeting this month and Jim would like to announce that we have also eliminated the cost of a meeting place. Beginning with the January 14th General Meeting, we will gather at 7 pm in the Conference Room of the Mid-State Bank on Broad Street in San Luis Obispo (located just south of Santa Barbara Street and the Main Fire Station).

It was moved and seconded that Terry look into purchasing 2 throttles (probably model Engineer Cab 04A) about \$170 and 10 decoders (probably Model TCS-T1) at about \$160 and if possible have them available at the next run. After discussion about what type of throttles and decoders, the motion was appropriately changed and the motion passed unanimously.

We then proceeded to the high point of the evening with the gift exchange and Paul passing out the tickets to decide

who would be the first person to choose a present from the pile. After a couple of slow starts the choosing heated up till several gifts (I well remember a very nice set of acrylic paint and brushes passing thru my hands quite a few times thank you kindly but alas they went home with Mark) went around and around with a lot of joyous laughter ringing thru the hall.



Angie Geissinger displaying her gift with Glenn Geissinger and Jan Taylor looking on. Note that the words Santa Fe on the shirt are printed backwards. T N Taylor photo.

SAN LUIS OBISPO


MODEL RAILROAD CLUB

BUILDING PAPER

OVER 20 DIFFERENT KINDS OF
 BRICKS, BOARDS, BLOCKS, & ROCKS
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 FOR SAMPLES AND PRICE LIST SEND \$2⁰⁰ TO:

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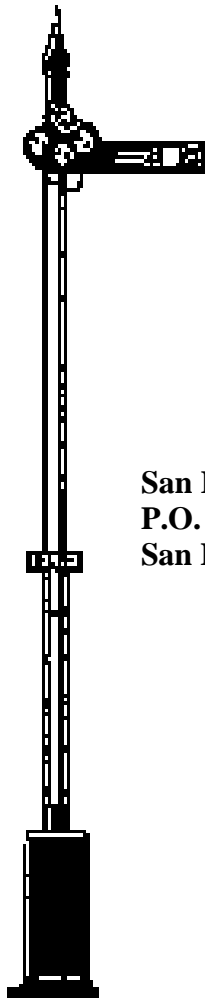
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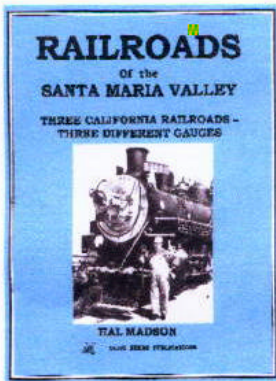


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