

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 15, Issue 3

March 2003

Upcoming Events

• 2003

- 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
- April 8 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Apr 11-12 WP Convention in Oakland @ Holiday Inn (Hegenberger Road)
- Apr 18-20 Vets Hall Run in SLO
- Apr 22 Board Meeting @ Applebee's in SLO, 7 PM
- Apr 23-27 PCR Convention in Pleasanton @ Crowne Plaza Hotel
- May 13 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- May 27 Board Meeting @ Applebee's in SLO, 7 PM
- Aug 8-10 Vets Hall Run in SLO
- Aug 23 PCR Daylight Division Meet in Santa Barbara
- Oct 3-5 SLOMRC 14th Annual Train Show @ Vets Hall in SLO

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Notes Along The Pacific Coast Right Of Way Oil Cans on the Central Coast

By Andrew Merriam

E. W. Clark replaced Johnston in 1900 as superintendent of the Pacific Coast Railway. And while I doubt that he ever considered the term "oil can" as anything other than the lubrication container used by engineers, his railroad was the first to run tank trains on the Central Coast.

His immediate concerns, however, were more about loss of business. On January 1901 "The Gap" was closed as the Southern Pacific drove its last spike on the Coast Route near Gaviota. The passenger business at Port Harford would soon be a memo ry. (However derailments and the need to replace the light rail meant that the

SP's Sunset Limited did not become a regularly scheduled passenger train until December 7th of that year.) In addition, while 1899 had been a banner year for freight with 450,000 sacks of grain, most hauled to Port Harford, the closing of "The Gap" also meant changes in freight hauling patterns on the Pacific Coast.

However during the end of the 19th century, the ranches and rural lands of the southern San Luis Obispo and northern Santa Barbara Counties saw a new type of prospector; employees of Southern California oil companies

(Continued on page 3)



Number 105: Photographer and date unknown from the collection of Mark Effle. Colorized by Curtiss Johnson using Photoshop Elements. This is a time-intensive process, but works startlingly well. Curt uses a digitizing tablet and stylus, and says that it's very much like painting a picture.

Presidents Message

By Dave Wilding

Thanks Everyone for helping put together our February run. It was free-mo with DDC and steam engines that sounded soooo real. That sure makes a big difference. Everyone there had a lot of run time with plenty of opportunity for triple meets and whistles.

We did have quite a few visitors come by and most of them

were treated to the fun of running some of the trains around the track. They all enjoyed the trains and the layout.

Our next run will be in April on the weekend of 18-20 at the Vets Hall and I hope more club members can come by and enjoy our next layout. That's all for now. Thanks, Dave.

February Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding shortly after 7 pm on 11 February at our new meeting place in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo.

In attendance were Kevin Isbister, Jim Jonte, Terry Taylor, and Dave Wilding. Kevin brought his new two foot module framing that is ready now for track and scenery and we discussed the possibilities. Kevin was able to attend the run the previous weekend and had some fun operating the sound

equipped locos there. Overall the run was a success but we did unfortunately burn out the booster side of the command station via a short in the wiring. Terry will send the unit into to NCE for repair. We also discussed that the problem of our February run layout (31 modules) being to large for just one booster as we were having some signal problems that we had not experienced before. It was moved and seconded that we purchase an additional booster unit to help alleviate this problem.

(Continued on page 8)

February Board Meeting Minutes

By Terry N Taylor

The SLOMRC The SLOMRC Board Meeting was called to order by President Dave Wilding at 7 pm on 25 February 2003 at the Applebee's Restaurant in San Luis Obispo. Present were Jim Jonte, Terry Taylor and Dave Wilding.

Jim had reproduced the flyer at a cost of \$24.13 for a 1000 copies for our October Train Show that Terry had prepared and

sent a bunch of them on to Gary Riich for distribution at other train shows. Dave will pass copies on to Central Coast Trains, Foothill Hobbies and Law's Hobby Center. Speaking of Foothill Hobbies, we discussed Kevin's statement that he would probably close down the shop by the end of the month.

(Continued on page 3)

SLOMRC Membership Information

By Terry N Taylor

We have two basic memberships, Regular (anybody) and Student (full time under 23 years old). Regular members pay a \$40 initiation fee plus \$30 per quarter dues while Student members pay the \$40 initiation fee but only \$15 per quarter dues.

All dues are due before the first day of January, April, July, and October, however the first quarter is pro-rated by the month on the application. General meetings are held on the second Tuesday of the month at 7 pm, at conference room of the Mid-State

Bank on Broad Street in San Luis Obispo.

If you would like to become a member, please either come to a general meeting; or complete the form below and mail it with your initiation fee and first quarter dues to: *SLOMRC / P. O. Box 15655 / San Luis Obispo, CA 93406*. For more information; either write to the address above, call Kevin Isbister at 805-544-TOYS during the day or email the secretary, Terry Taylor at terryntaylor@charter.net

Name _____	Age _____
Address _____	
City _____	State _____
Home Phone _____	Work Phone _____
Email Address _____	Type of Membership _____
	Date _____

Sacramento Northern Caboose #1636

By David Epling



Back from the dead! Previously unknown, Sacramento Northern caboose #1636 materialized from private ownership in the Sacramento area to its new home on F street in Virginia City Nevada. The owner plans to restore it to its original Sacramento Northern Condition.

According to the data by Copeland and Groff: The SN caboose 1636 was sold to the SN in July 1958. Previously it had been rebuilt from caboose WP 15827 in May 1942 to caboose WP 642. The SN 1636 was 1 of 2 WP-rebuilt SN cabs with the tender style steps. The other was 1631.

Line Art

Many of the line art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from www.rhistorical.com

Oil Cans on the Central Coast continued

(Continued from page 1)

searching for the geology that indicated oil. Discovery of new oil fields were to change the PCRY's rural way of life for several decades.

According to Gerald Best ([Ships and Narrow Gauge Rails](#), now published as [The Pacific Coast Company: Ships and Narrow Gauge Rails](#) by Signature Press - see <http://www.signaturepress.com/pcc.html>), the first strike of production grade oil occurred in April 1901 when the Western Union Oil

Co. leased the Careaga Ranch in the Los Alamos Valley and brought in a well that flowed 200 barrels a day without pumping. Superintendent Clark's interest in these events turned into active participation when in January 1902 the second well came in at 2200 feet. At that point the PCRY had no tank cars but Clark knew what to do. An emergency request was dispatched to oil companies in Southern California for a supply of steel tanks from standard gauge cars.

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February Board Meeting Minutes continued

(Continued from page 2)

Back to the train show, Dave stated that he would look at preparing posters based on the flyer and we all agreed that we would again have a special rate for Boy and Girl Scouts in uniform as well as offer the same Merit Badge Program that we had last year to all interested youths. We do need to advertise more this year and Dave will be responsible for getting the word out to both the national magazines and the local press. At our next club meeting, we will discuss possible venues after Jim looks into the Cal Poly and Cuesta sources. In the meantime Dave and Terry are to keep their eyes open for low cost kits to hand out as door prizes for the kids and a layout to raffle.

We then discussed the offer we had received from Norm Hammond representing the RR Museum in Oceano to set up

our modules during their 100 year celebration of the depot being in Oceano. The original station built in 1896 burned in 1903 and the present one (a Type 22) was moved here in March of 1904 by the Southern Pacific. Jim will set up a meeting time with Norm to look over the space available.

We looked over some photos of the run and had fun with the one showing a notorious caboose napper maybe broadening out to other fields. See photo on page 8. All agreed that the sound equipped 4-6-6-4 UP Challenger (Mike Mosher) triple heading with Regis Joly's Class Y6 2-8-8-2 and Big Boy 4-8-8-4 was nice and we appreciated their help in both setting up and our tear down. Our next run will be on the weekend of April 18-20 at the Vet's Hall (downstairs) and will be a DCC circle type setup with all of the yard modules present. We then adjourned the meeting at about 8 pm.

Revised Fundraising Goal for Zephyr Project

By Eugene Vicknair

The Zephyr Project is a program of the Feather River Rail Society. The mission of the project is to preserve the history of the California Zephyr passenger train and its people through the protection, restoration and presentation of its artifacts, events and rolling stock.

After several recent donations and a look at the fund numbers, we have revised our target for purchasing the windows and doing the dome and exterior work for the Silver Hostel (Western Pacific 832 dome-lounge-dormitory car).

Raising an additional \$22,000 will allow us to order ALL the windows and window frames the car needs. It is estimated that the dome will require \$6-8,000 to acquire and refurbish parts and the interior. And it is estimated that the exterior will need \$5-7,000 to perform the needed cosmetic work to return it to an in service appearance.

So, the revised restoration target is now \$22,000 for the windows and \$35,000 for all work we would like to do before the end of the year.

The FRRS has several major events occurring toward the late summer and early fall of 2003. It is the hope of the Zephyr Project team to have the exterior, with windows, and the dome complete in time for these events, beginning with Portola Railroad Days and ending with Railfan Photographer's Day, or at least be working on completing them.

The window maker's quote is still firm, but with prices, etc. being so uncertain lately, this cost

could rise if we do not act soon. The window maker has made a great offer for doing the car, including sending their chief engineer out to personally measure and evaluate the car and assist in fitting trial windows and frames to ensure proper installation.

On the parts front, some of the ZP team will be on the road in the next few months evaluating two collections of CZ lounge car parts that have been offered to us. Also, welding work is slated to occur on the 805-A soon to strengthen some old frame members.

Acquiring these windows will only happen if we have been asked by Silver Hostel will events planned in the windows in dome, we could see the Hostel events such as



parts and getting the windows with your help. We many people when the be ready for various the next few years. With place and a refurbished look forward to actually out on the road, going to Truckee Railroad Days.

Information on making donations and donation gifts are available on the website (www.zephyrproject.com), and there is a link to make secure, online donations. The website is also the place to look for info on upcoming work parties.

Thank you to recent donors Tony Burzio and Wayne and Linda Monger, as well as to all those who have purchased items from the Zephyr Project store (www.cafeshops.com/zephyrproject).

Myself and project co-manager Eric Stephens will be at Winterail working the FRRS table if anyone wants to stop by and talk Zephyr Project issues. We will be accepting donations and have a supply of shirts, hats and buttons on hand for donors.

As always, if anyone has any questions or suggestions, please feel free to contact me at eugene@zephyrproject.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.

Oil Cans on the Central Coast continued

(Continued from page 3)

By the time the tanks arrived by steamship at Port Harford a series of flatcars had been outfitted to create a fleet of homemade tanks cars. In addition to meeting the demand for a new type of cargo, Clark capitalized on the oil discoveries by converting the Pacific

Coast's fleet of locomotives to oil burners thereby beating the Southern Pacific in the use of the liquid fuel by more than a year. By the end of the year there were 14 wells producing up to 300 barrels a day. Since the tank cars of the era could only haul approximately 180 barrels of crude, the demand for more cars was

heavy. Tank cars typical of this period are shown in the 1939 line-up at Santa Maria after the great boom years (*see Figure 1*).

Then Clark's participation turned into a headache. On June 2, 1903 near Graciosa

(Continued on page 7)



Figure 1: A string of steel tanks cars on narrow gauge flatcars at Santa Maria 1939. Credit: *Harold F. Stewart* (reprinted in *The Pacific Coast Railway: Central California's Premier Narrow Gauge* by Kenneth Westcott and Curtiss Johnson)

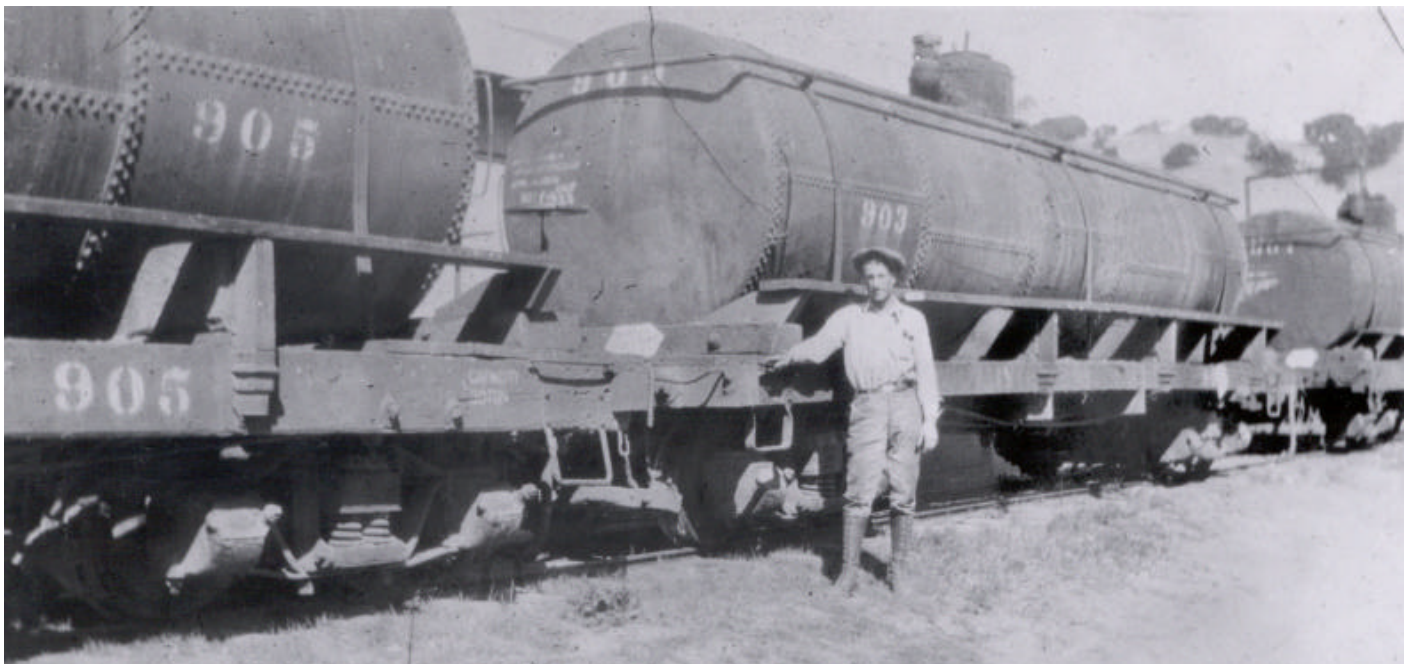


Figure 2: Union Oil Company loading facility at Avila. John Simas is the tank car loader. Avila estimated between 1906 and 1915. Collection of *Andrew Merriam*

Cajon Tales: Part 34 (Drops, Double Drops & Dutch Drops)

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

The following is a compilation of comments mainly between Francis and Evan in August 2002 on the Santa Fe list at SANTAFE@crcvms.unl.edu while discussing a railroad maneuver that was not always 'smiled' upon by management

I sort of wish people would use the term railroad men from the middle west to the Pacific used; it was a "drop". I NEVER heard any working rail use the term "flying switch", never. There was another maneuver called the "dutch drop"; do any of you know what that was??? F.L. post ex-hogger

"From what I understand, "drops" in general are a way of getting a locomotive to the other side of a cut of cars when only a stub-end spur is available. They require three crew members: the engineer, a man riding the cars to pull the cut lever and set the handbrake (if needed), and a man on the ground to throw the switch.

A straight drop is a facing-point maneuver. Pulling the car toward the switch, the engineer shuts off to give the man riding the cars enough slack to pull the pin. The engineer then accelerates the locomotive away from the now free-rolling cars. After the locomotive passes through the switch, the man on the ground quickly relines the switch for the spur, and hopefully the cars roll into the spur clear of the fouling point. The man riding the cars can set the handbrake to slow and stop the cars in the spur.

A "dutch drop" is a trailing point move. As before, the engine and cars get up some momentum, the man on the cars pulls the pin, the engine races ahead, the man on the ground lines the switch, the engine quickly reverses and pulls back into the spur, and the man on the ground re-lines the switch for the approaching freight cars." Evan

Right; but the only time this move is practical is when you can use gravity to accelerate the cars AFTER delaying them with hand brakes. Otherwise the move would be too dangerous. A double drop,

like a dutch drop is best performed where gravity and hand brakes help make it safe. Those were the days when you could ride a car and operate the hand brake, nowadays I don't think I'd try it with brakies running alongside the cars; it would be ludicrous.

A drop was what some people called a flying switch. A "dutch drop", at least on the Santa Fe, was when you had work to do on a spur you had to back into and you were going to "turn" there. A place where you couldn't leave your caboose on the main, or where the spur was a long one and you wanted the cab with you. The only dutch drops I observed in thirty years on the LA Division were down on the fourth district where the grade on the spur was a bit downhill to the main.

Having shoved the caboose up the spur, if you just came out on the main with it, it would have been on the wrong end; so, As you came back down the spur, you cut off the caboose with a brakie on the cab hand brake holding it to a crawl while the engine zipped down onto the main and over the switch, then lined the switch and pulled over it till in the clear. The switch was thrown again as the brakie on the cab knocked off the brake and let the cab come down onto the main and then stopped it, the switch was re-lined, the engine backed onto the cab, and away you went back to where you had come from.

If I recall correctly we did this on the spur that serviced the old Irvine Ranch. When the Santa Fe wanted to cross Irvine's land, Irvine said, "OK, but any stations on my ranch will be named after my children." The Santa Fe did indeed live up to the agreement. I remember there was a station named Catherine, and I believe, Browning, and several more I don't recall.

Yes, it was against the rules and always had been; but when a "drop" saved a few hours of trying to run around a car in a crowded terminal, the officials loved it. Once on the second district of the LA

Division a new young trainmaster who ended up as a railroad president rode with us for sixteen hours because he thought he would catch our crew lying down on the job. As we approached Upland he asked how long we would be there switching. The conductor, Lloyd Mayer, knew this was a loaded question so he immediately said, "Frank, I'm going to write on this card the time I think it will take to do the work here. I want you to do the same on another piece of paper, then we'll hand them to the trainmaster." When the trainmaster read the two pieces of paper he was very surprised because our two estimates of the time necessary to do the work differed only by five minutes. What the hell; we were regular on the job and we knew our jobs.

After the crew got down from the cab to do the switching the TM said, "Frank, they're f----- me." I was disgusted with his ignorance and asked him if he had observed the illegal drop we made at Kaiser. He said he had. I asked him if Corky Gillard's move getting the switch on that move would have qualified as an Olympic Athletic Achievement. He haltingly agreed that it would. I then informed him that if we had abided by the rules it would have meant at LEAST an hour getting around that car before we could spot it on the spur. He looked as if he was ready to cry and finally agreed that we were doing a fine job and that we did well to get all the work done in sixteen hours.

I'm seventy-three now and I just remembered the TM's name; Mike Haverty. And I'm NOT criticizing Mike Haverty; he was a fine young man and he treated me very fairly, but he was put into a terrible position; he was boss over men and he DIDN'T KNOW THEIR JOBS. It was worse than the "peter principle"; he wasn't promoted just beyond his capabilities, he was just out of college and didn't KNOW railroading.

If any of you know Mike Haverty, tell him that Francis L. Post, ex-Cajon hogger wishes him well.

Oil Cans on the Central Coast continued

(Continued from page 5)

Station, Pinal Well #3 came in at 2500 barrels a day “with a force so great that it spewed oil over the top of the derrick” (page 53 of [Ships and Narrow Gauge Rails: The Story of The Pacific Coast Company](#) by Gerald Best). When the Pinal Company sought to shut the monster down, the casing cracked. “... when Superintendent Clark hastened back from San Francisco where he had been meeting with oil official on the shipping problem, he found oil bubbling out of the ground around Pinal #3 at such a rate that it was flowing down the canyon toward his railroad.

Hastily constructing an earth dam across the canyon, an oil lake was formed, temporarily relieving the crisis. But the busy Pinal drillers, like the school boy who sticks his finger in the drinking fountain, had been drilling a fourth well and deepening their first; both came in on the same day as gushers, creating the utmost confusion. In sympathy, Pinal #3 went on a rampage again, blew off its cap and sent the derrick across the canyon, wrecking the bunkhouse and flooding the whole area with oil.” (Again from page

53 of [Ships and Narrow Gauge Rails: The Story of The Pacific Coast Company](#) by Gerald Best).

The Standard Oil Co. had agreed to purchase all the oil that Pinal and other independents could produce. To store the oil, large tanks were shipped from Bakersfield and assembled at Port Harford where the mobile home park and marine storage yard are today (see Figure 2). New steel tanks were arriving by each ship and Superintendent Clark telegraphed Baldwin Locomotive Works for three new consolidation locomotives which would arrive in May of 1904.

The Pacific Coast was now in the positive position of having to haul vast amounts of supplies to the oil fields from Port Harford and the large transfer dock at San Luis Obispo (see [Figure 1 of this series of articles titled Notes Along the Pacific Coast Right of Way in the January 2003 issue of SLO Trains](#)). Strings of tank cars went to the port for both Standard Oil and Union Oil where the oil was off loaded into storage tanks. Each company maintained their own tanks for holding the oil until it could be loaded into tankers. A

typical string of tank cars is shown in Figure 2.

The original oil pier was an extension of the existing Harford pier. this burned in 1915. The Pacific Coast then built another wood pile pier which was sold to Union Oil Company just before the depression. The new engines arrived none too soon and were immediately put to work hauling the 35 tank cars now on hand for three round trips a day to Port San Luis. The great activity in the newly emerging oil fields lead to the founding of a new town with Superintendent Clark naming it “Orcutt” in honor of his friend W. W. Orcutt, chief geologist for Union Oil Company.

Union Oil made new oil discoveries adjacent to the Pinal field. Their most famous well being Hartnell #1 which initially gushed at 40,000 barrels a day, again required damming a canyon to contain the overflow. The oil volume from this well then tapered down to 20,000 barrels a day, equivalent to the Pacific Coast’s total hauling capacity (estimated at 171,000 gallons of crude per train). Of

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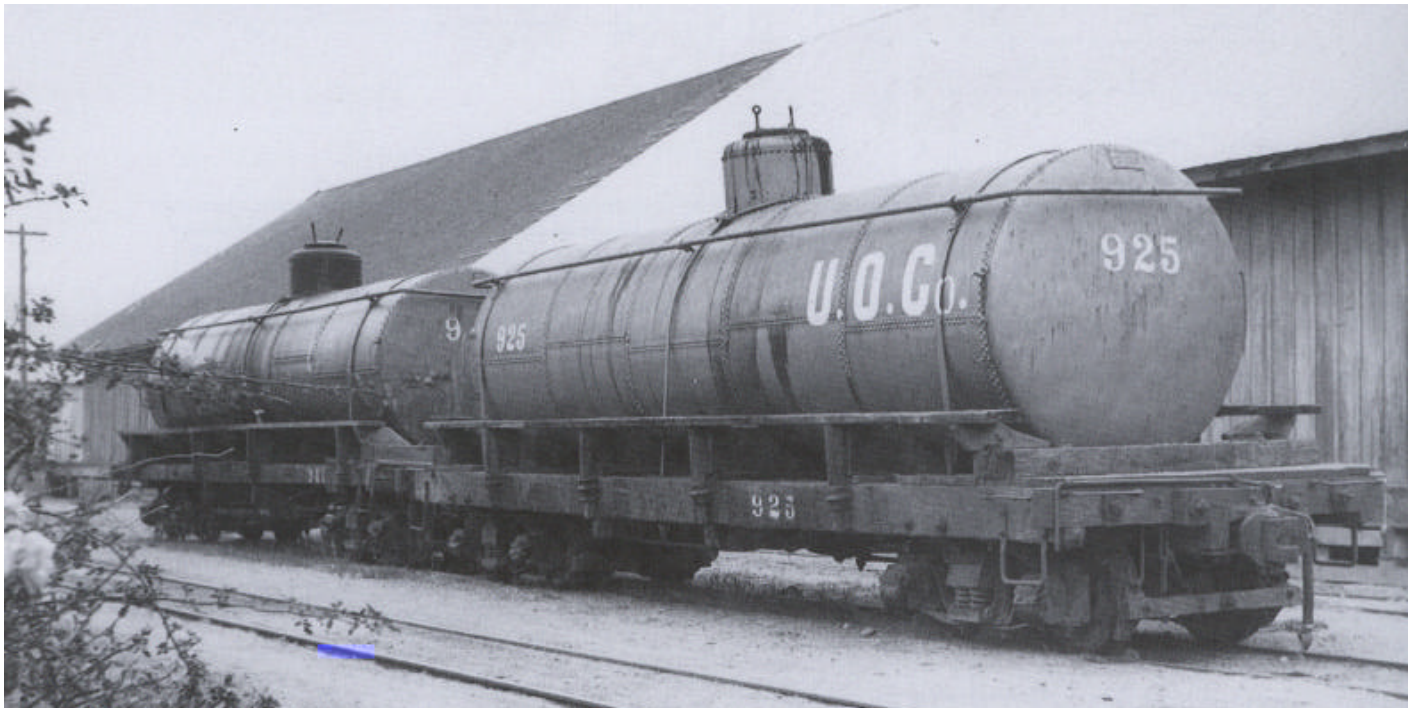


Figure 3: Tank car #925 lettered “U.O.Co.” for the Union Oil Company. Santa Maria 1938. Credit *Ken Frick* (reprinted in [The Pacific Coast Railway: Central California’s Premier Narrow Gauge](#))

NMRA Modeling With The Masters Program

By Clark Kooning

Our next Modeling with the Masters Program is being held in Sacramento on April 3, 4 and 5th. Home April 6. 2003. Our program for the ninth session in our series is geared to the beginner or intermediate level modeler. We will cover topics on an introductory basis but will include some techniques that are advanced. Since the whole idea is to teach you new skills by "doing" you will amaze yourself what you will accomplish. Here is a quick guide to another exciting weekend of modeling.

Program Topics:

- Signs and Lettering: by Pete Smith, MMR Pete will introduce you to several techniques to produce signs and letter to bring your layout to life. Learn to use many sources for signs and individual techniques to apply signs to structures. You will be only limited by your imagination as to what you can design after this hands on experience.
- Introduction to Painting Backdrops: by Lex A. Parker, MMR. A special project will introduce you to the world of backdrop painting. Learn how to find your horizon, develop foreground scenery and sky placement, and learn how to paint fantastic trees. Lex's simple techniques are easy to learn and require no artistic talent to paint your own backdrops. Each student will paint a section of backdrop.
- Introduction to Building Wood Craftsman kits By Al Boos, MMR - You will be introduced to the interesting world of wood craftsman kits and how they are best put together, you will receive instruction on assemble, painting, and weathering to complete your project of a wooden structure
- Introduction to scratch building a wood trestle bridge – By Clark Kooning, MMR This clinic is designed as a basic introduction to scratch building with wood. Each student will build his own wood trestle bridge in your scale. Learn to cut, stain and weather wood for realistic effects.

If you have any questions please feel free to e-mail me! or just to say hello! Regards: Clark Kooning, MMR / 6989 Glory CT. / Mississauga, Ontario L5N 7E2 / Canada / Telephone: (905) 824-6247 E-mail ckooning@sympatico.ca



Be warned: From the looks of this photo from the recent SLOMRC Run, it seems that the notorious caboos napper Jim Jonte is considering branching out and adding Diesels to his repertoire. Terry N Taylor Photo taken on 9 February.



Regis Joly operating a magnificent triple header of Union Pacific Steam (all with sound) pulling 86 freight cars at the recent SLOMRC Run . Terry N Taylor Photo taken on 9 February.

February Club Meeting Minutes continued

(Continued from page 2)

The consensus was that we were happier with the space downstairs at the Vet's Hall since it was a bit larger but more importantly we could drive our modules right up to the door and did not have to carry them from the parking lot like we were having to do so for upstairs. We had several persons ask about membership and Jim requested that we put a membership application form in the newsletter. (see page 2)

We then discussed our next Train Show

which is will on the weekend of 4-5 October this year. After some kidding about the mix up last year on flyers stating both that it was our 13th and 14th annual model train show in 2002; Terry promised to prepare a flyer stating that this year is our clubs 14th and get it to Dave & Jim for reproducing and handing out to the local hobby shops as well as to friends like Gary Riich to hand out at other Train Shows. Kevin will be responsible for Vendor Relations and Terry will prepare draft letters for his signature inviting vendor participation.

We all agreed that we would like our guest layouts from last year to return again this year based on their obvious popularity.

Afterwards we watched a 15 minute video that Dave had brought of the club's first public run in the Community Room of the SLO Library back in 1989 and had a lot of fun discussing the many changes in appearance of both our members and their modules in the years since then. Dave adjourned the meeting at about 8:30 pm.

Oil Cans on the Central Coast continued

(Continued from page 7)

course the SP did not sit idly and watch the whole bonanza flow to the narrow gauge. A pipeline was constructed to their siding at Casmailia. Other noted fields were developed at Palmer and Cat Canyon southeast of Santa Maria and the PCRY extended a branch line to serve these areas. Ultimately pipelines were constructed from the main oil fields to Port Harford with the resulting tank farms above the community of Avila which would last almost a century before being demolished in the late 1990's. While efficient pipelines would now take the majority of the oil from the fields to the refineries, there were still small independent producers and in some cases remote fields with pipelines to the railhead which were still served by the railroad into the 1930's.

The tank cars were composed of steel tanks typically with a capacity of 5,700 gallons mounted on 33-foot wooden flatcars. The Pacific Coast owned most, but some were lettered for Union Oil Company, shortened to U.O.Co. on the typically black tanks. See Figure 3. There are also photographs of U.O.Co. cars with silver and black lettering.

All of the Pacific Coast Cars were given odd numbers in the 901 to 981 series. Curtiss Johnson generated drawings of number 925 for The Pacific Coast Railway: Central California's Premier Narrow Gauge by Kenneth Westcott and Curtiss Johnson and published by Benchmark Publications (see ad on page 11) which are reproduced here as Figures 4a & b with his kind permission as well the photos there from.

An interesting footnote is that Standard Oil also had two tank cars numbered X-106 and X-107 imported for their reserved use, which I speculate, was to supply retail products to local service stations. See Figure 5. These cars had silver tanks mounted on 30-foot narrow gauge flat cars. Standard Oil was not shy about advertising. Each side of the car had different text but their product was "Unsurpassed" and the big block of lettering was in red.

These cars had an interesting and diverse history. They were built for the Nevada-California - Oregon (NCO) in 1913 at Reno, sold to the Standard Oil Company in 1928, came to the Pacific Coast where they lasted until 1934 when they were transferred to the

(Continued on page 10)

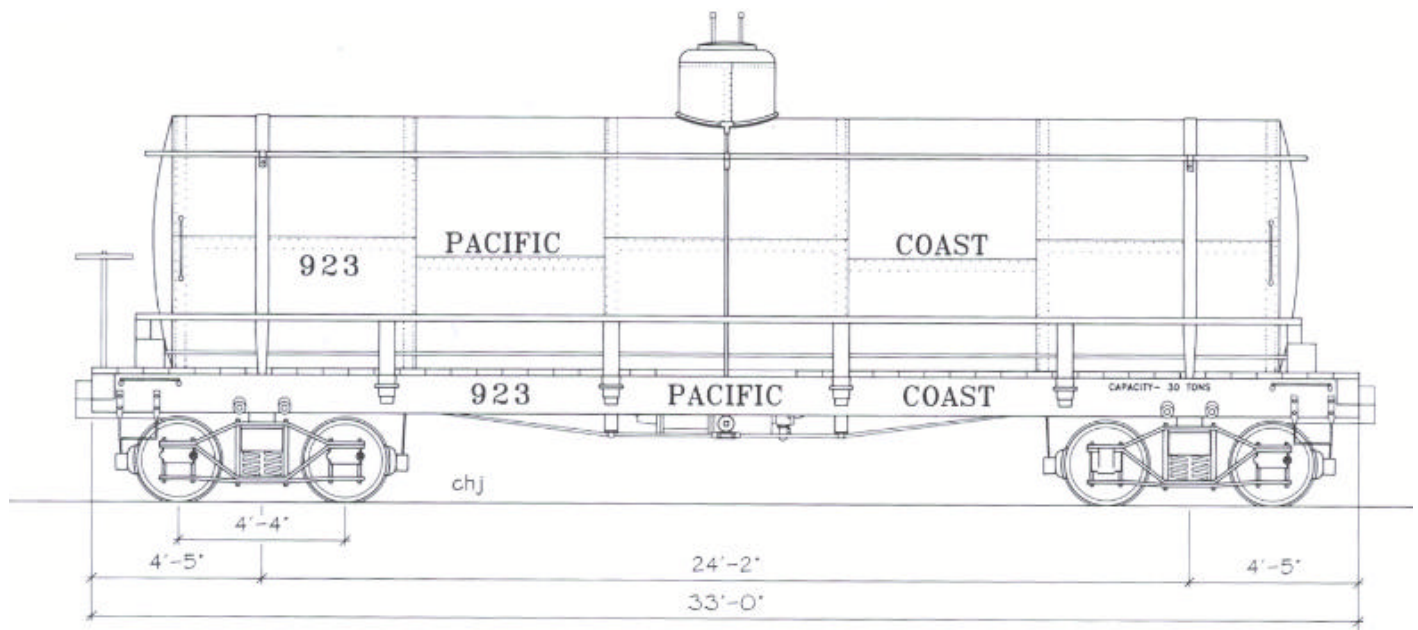
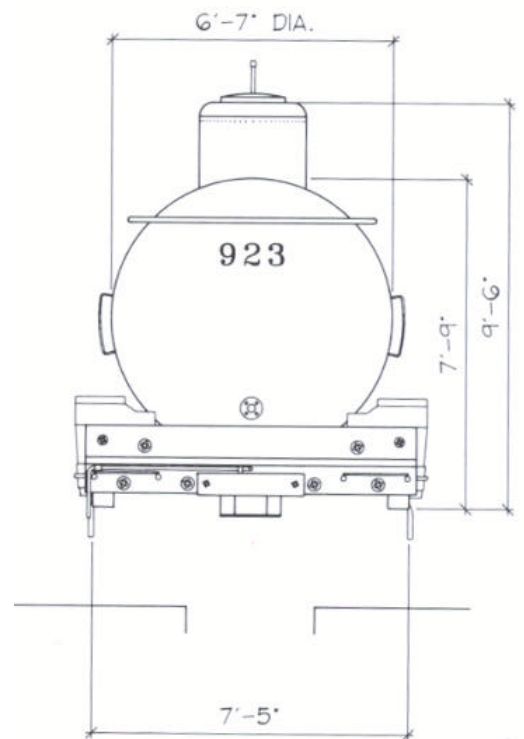


Figure 4: Pacific Coast Tank car #923 drawn by Curtiss Johnson. This car had an extra large capacity of 6676 gallons instead of the more usual 5,700. (reprinted from The Pacific Coast Railway: Central California's Premier Narrow Gauge)

Chucky's Trivia Corner

By Chuck Paul

Hello again railfans. Here are some more railroad terms from the glossary of Lucius Beebe's *High Iron* book of trains. See if you can pick the correct definition.

1. What does the term "shack" refer to? A) Yard tower; B) Radio-telegraph booth; C) Maint.-of-way storage shed; or D) Brakeman.
2. What is the shanty? A) The caboose; B) A way station ; C) The telegrapher's office; or D) The crew's sleeping quarters.
3. The shiner is which piece of railroad equipment? A) A locomotive headlight; B) A trainman's lantern; C) The light in a block signal; or D) The flashing part of a rear end device (F.R. E.D.).
4. When setting out a "short", the railroad is setting out: A) A mail bag between stations; B) A car between stations; C) A short cut of cars on a siding ; or D) A freight car that isn't loaded to capacity.
5. What time is "shining time"? A) Arrival time; B) Sunrise;

C) Change of shift; or D) Starting time.

6. What is a shunting boiler? A) A yard station; B) A water tower; C) The relief fireman; or D) A temporary repair to a leaking boiler.

7. What are soft bellies? A) Hobos; B) Supervisors; C) Wooden frame cars; or D) Grain hoppers.

8. What is a snipe? A) A locomotive mechanic; B) A diesel mechanic; C) A track laborer; or D) A brakeman.

9. What is a "snoozer"? A) A Pullman car; B) A very slow freight train; C) A late-arriving passenger train; or D) The crew's sleeping quarters.

10. The term "speedy" refers to which of the following: A) A fast freight; B) An express passenger train; C) A hot-shot; D) A call boy; or E) Both A & C.

Answers are on the back page.

Oil Cans on the Central Coast continued

(Continued from page 9)

Nevada County Narrow Gauge (NCNG) headquartered in Grass Valley. The two Standard Oil cars (plus four PCRY. cars) were transferred to Alaska to serve there during World War II on the Alaska Rail-

way.

While Superintendent E. W. Clark could never have foreseen the tri-weekly "Oilcans" of the UP passing next to the PCRY. right-of-way in San Luis Obispo,

and certainly the size of a 23,000 gallon "can" in a 78 unit train with a total capacity of over 1.7 million gallons would have staggered his imagination, he was the first to run "Oilcans" through San Luis Obispo.



Figure 5: Standard Oil owned tank cars for the refined retail product with advertising on the sides. These cars were numbered X-106 and X-107. Credit collection of *Kenneth Westcott* (and published in his book *The Pacific Coast Railway: Central California's Premier Narrow Gauge*)

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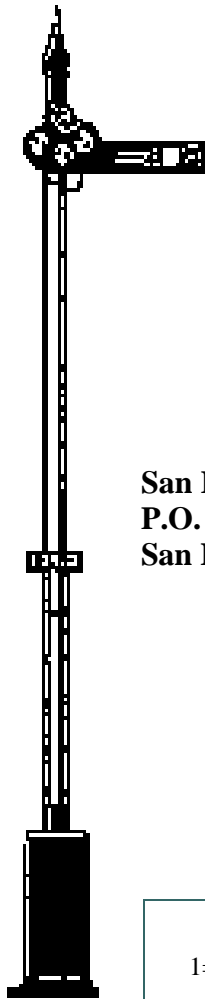
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ANSWERS To Chucky's Trivia Corner
1=D; 2=A; 3=B; 4=B; 5=D; 6=A, 7=C; 8=C; 9=A; 10=D

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