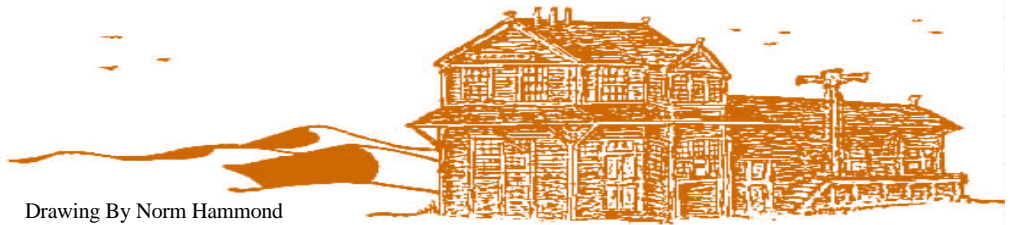


THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 15, Issue 5

May 2003

Upcoming Events

- 2003
- May 2-4 Vets Hall Run in SLO
- May 3 PCR Daylight Division Meet in Mariposa
- May 4 Miniature Live Steam RR Spring Trainfest @ Bitter Creek Western / SLO RR Museum
- May 13 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- May 17th "Choo Chew" Saturday @ Bitter Creek Western
- May 27 Board Mtg. @ Applebee's 7 PM
- June 10 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street 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
- 2004
- Feb 6-8 Vets Hall Run in SLO
- Apr 16-18 Vets Hall Run in SLO
- Aug 6-8 Vets Hall Run in SLO
- Oct 28-31 SLOMRC 15th Annual Train Show @ Vets Hall in SLO

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Notes Along The Pacific Coast Right Of Way Wood Sided Gondolas Part 1

By Andrew Merriam

Utilitarian beasts of burden. They carried those most basic materials: gravel from the pits at Sisquoc east of Santa Maria and sand from the beach at Avila. We are talking about the 52 gondolas of the Pacific Coast Railway.

Common though their lading may have been, the cars themselves were highly varied and sometimes very unique in appearance. (See Figure 1 below in San Luis Obispo of a 1939

(Continued on page 3)



Figure 1: A trainload of sand from Avila arriving at San Luis Obispo in 1939. Note the diagonal bracing and small metal doors on the gondola at right. *Young Louis Collection, courtesy of Bennett-Loomis Archives. (Published in The Pacific Coast Railway by Kenneth E. Westcott and Curtiss H. Johnson from Benchmark Publications)*

YV RR 330 Trivia & Update

By Wes Swift

I've been busy knocking windows together on the Yosemite Valley Observation Car #330. I had a bunch of stock run to the window profile, and then cut them and fitted them. The first day of this effort included a work day with Sid and Jeff, and we setup much of the

fixturing and put a sample clerestory window together, as well as cutting the entire stock to rough size. As luck would have it, we came in a bit short on the stock, so their will have to be a small second run.

(Continued on page 5)

Presidents Message

By Dave Wilding

Hi Everyone, Our May 3rd, 4th Run is here. Terry and I will be loading up the modules around 4:30 pm on Friday night May 2nd at the storage shed. Unloading time is around 5:00 pm and Jim will be at the Vet's Hall about the same time to open up. It will be a circle DCC run this time. Come all club members to help set up and run.



I'll bring a TV/VCR for Sat & Sun with some tape from our earlier days. If anyone has a tape please bring them; that will be great.

Michael Mosher has agreed to give a clinic on installing dcc decoders and will be here both Saturday and Sunday. Hope to see all members at our Spring Run. Thanks Dave W.

April Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7:05 pm on 8 April in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo. In attendance were Jim Jonte, Tom Kolby, Terry Taylor, and Dave Wilding. Dave passed out discount cards to be used at Law's Hobby Center. We discussed the masthead article in last months SLO Trains and decided to keep the present lay-

out but move our club logo to page two.

Our next run will be the weekend of 2-4 May at the Vets Hall which will be a circle dcc run with the yards maybe on one of the circle sides. Terry will arrange for Michael Mosher to give a couple of clinics on installing dcc decoders. Jim will open up

(Continued on page 8)

April Board Meeting Minutes

By Terry N Taylor

The SLOMRC Board Meeting was called to order by President Dave Wilding at 7:10 pm on 22 April at the Applebee's Restaurant in San Luis Obispo. Present were Steve Francis, Jim Jonte, Terry Taylor and Dave Wilding.

Terry has received both the repaired command station/booster from NCE and the new equipment order. Hilding wired up the new boosters/power supply on a wood block with terminal

strips and Terry later did the same for the command station. The decoders were turned over to Jim and prices set. Dave will bring a VCR & TV to the club run for to show previous runs. Michael Mosher has agreed to give a couple of clinics on installing DCC: Probably one Saturday afternoon and one on Sunday. We then discussed methods to increase membership. On that note we adjourned the meeting at about 8 pm.

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 _____ Zip _____
Home Phone _____	Work Phone _____
Email Address _____	Type of Membership _____ Date _____

Zephyr Project Update @ 30 April

By Eugene Vicknair

In the last 2 months, the Zephyr Project has received over \$2000 in donations and commissions from the on-line store. Thanks to everyone who has donated or purchased!

Also, we have revised the "Buy A Window" program slightly. Donors will still receive a dinner train trip and their name(s) on a plaque in the car. Now they will also receive their name and dedication on a CZ/Silver Hostel seat back cover. Each cover will have two lines of text, allowing for names, dedications, nicknames, etc. These covers will remain in the car for 3 years after the completion of primary restoration. At that time, they will be given to the donors as a gift for their donation. The

plaque will remain permanently in the car.

Also, there have been requests for group donations to a single window. This is possible and can be arranged by contacting me at eugene@zephyrproject.com or via the WP List at Yahoo Groups and setting it up. A dinner train trip is not given for a group donation (group being defined as more than two unrelated people or more than a single family) and the seat cover will be given to a recipient designated by the group. This has been requested so far as a way to dedicate windows in memory of someone. For more details, drop me an e-mail. As always, for more info, see <http://www.zephyrproject.com>.

PCRY Wood Sided Gondolas Part 1 continued

(Continued from page 1)

sand train from the Avila Beach sand spur.

In the March issue, we considered the tank on flatcar aspects of the Pacific Coast and their relatively individual characteristics. While the PCRY also used flatcars for stockcars and beet racks, there is no doubt that the most individual use and multiple variations came with the application of sides to the 33-foot flatcar for use as gondolas.

However, before I get involved with this aspect of our central coast narrow gauge, I have a couple of loose ends to wrap up on the "Oilcan" article. Mike Peltier of Whitehorse, Yukon in

Alaska, favored us with an interesting email on the disposition of several of the tank cars and mentioned his web page at <http://www.whitepassfan.net/whitepass/home/html/print.php?sid=97> which has some photos and history of the tanks cars that had gone to the White Pass and Yukon Railroad as WP&YR Tank Cars #12-#17 from the Nevada Country Narrow Gauge RR (NCNGRR) and the ET&WNC during World War II.

Mike mentioned "According to the NCNGRR museum web page, two Standard Oil car tanks were placed on stands and used for fuel storage locally. Both have now been donated to the museum and one has been fully restored. The two smaller

(Continued on page 5)

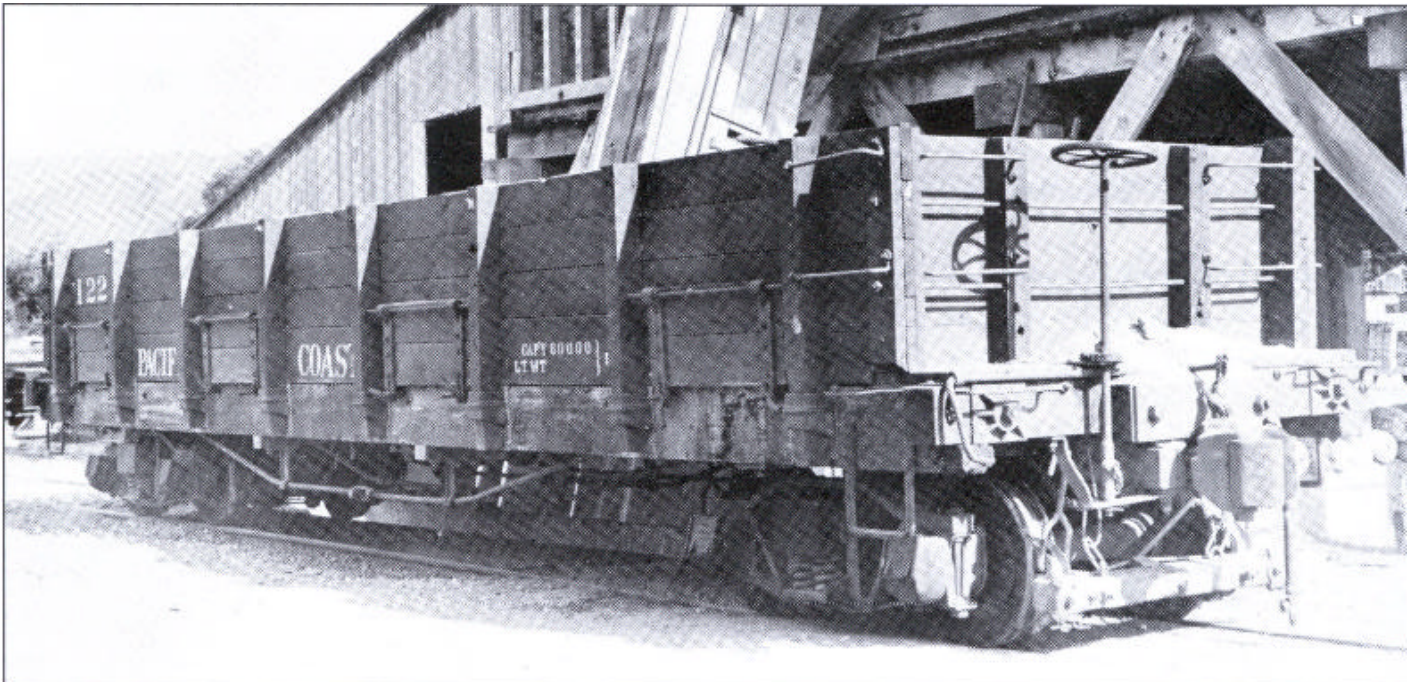


Figure 2: High-sided gondola 1221 at the gravel bunker of the Pacific Coast Coal Company Lumber Yard in San Luis Obispo located between South and High Streets parallel to Higuera near to where Smart and Final is today. *Young Louis Collection, courtesy of Bennett-Loomis Archives. (Published in The Pacific Coast Railway by Kenneth E. Westcott and Curtiss H. Johnson from Benchmark Publications)*

RR Cooking 101—Breakfast On The UP

By Chuck Paul



The first thing I noticed were the low prices for this WWII era galley guide book (Breakfast cost only 75¢) and the unabashed use of high cholesterol ingredients (cream, butter & yes, even lard) Ok, so they weren't cholesterol-conscious ... *but* ... they were delicious! Oh and if you don't know what an *egg pan* is ... look it up ... or ... ask your mom.

1. Plain Omelet: first you start with 2 large eggs per portion, which should be whipped very light with one tablespoon of cream. Drop in hot, slightly greased (half lard - half butter) egg pan. Roll omelet by slight, jerky motion of egg pan toward you. Do not use a slicer or palette knife. An omelet should be fluffy when served and not browned or cooked well done, unless so ordered by guest. Garnish with two triangles of toast and a sprig of parsley. {Author's note: my personal taste is to add some shredded cheddar cheese, but cheese wasn't part of this UP recipe}.

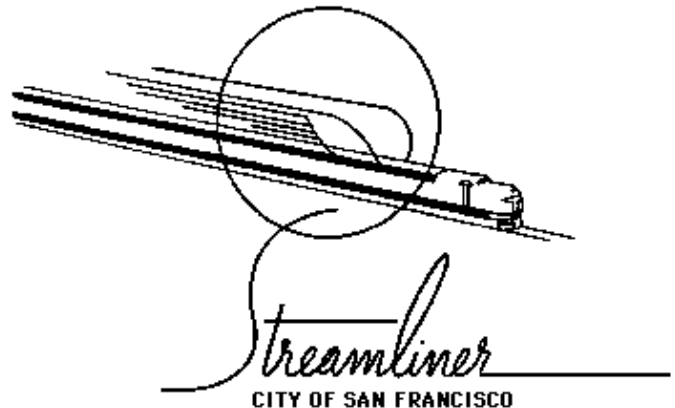
2. Rum Omelet: Prepare plain omelet. Dredge with powdered sugar and scored lightly with a hot wire or skewer. Pour one tablespoon of rum alongside the omelet. Saturate two cubes of sugar with rum and place on top of omelet. Ignite sugar cubes with a match just before leav-

ing pantry. Omelet must be aflame when placed before guest. no toast or parsley for garnish. {Author's note: a lot of attention was given to presentation in the UP dining car back then}.

3. Spanish Omelet: Prepare plain omelet but just prior to rolling and finishing omelet, place a tablespoonful of drained Spanish sauce in the center of omelet and finish by rolling until done. Place one tablespoon of Spanish sauce* on one side omelet with a triangle of toast on the other side; also three strips of ¼" cut pimientos and uncooked green pepper alternating on top for table d'hôte orders. For a la carte orders, use the same garnish, adding two slices of stuffed olives or two rings cut from ripe olives on top of omelet.

*Spanish Sauce: Sauté in oil, 1 cup of finely shredded bacon or ham ends, ½" long with a crushed clove of garlic. Braise until soft. Add 2 or 3 tablespoons of flour, enough to absorb the grease to make a roux. Cook for 5 min. stirring well with 2 tablespoons of paprika. Add 2 quarts of canned tomatoes and 2 quarts of rich stock. Season with celery salt, salt and pepper and a dash of cayenne pepper and a teaspoon of sugar and 2 basting spoons of Worcestershire sauce. Simmer for 1 hour with one No. 2 can of sliced mushrooms and a can of shredded pimiento.

Source: *Union Pacific Dining Car Cook Book* (circa 1941-1945)



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.

YVRR 330 Trivia & Update continued

(Continued from page 1)

We've also been fortunate to receive donations from Patrick Cassel and Jeff Pennington, which goes above and beyond the call of duty in this economy.

After knocking the windows together, I couldn't resist laying them out on my double car driveway for a picture, unfortunately they didn't all fit. First of all there are already 14 curved stained glass windows installed on the car, with and without glass, as well as other plain glass windows (except for the colored glass, everything will be tempered glass). Second, I'm not done making windows as we're short on material. The one finished window in the picture is a restored original that faces onto the observation deck, and includes a brass kicker bar. I even had to put windows inside of windows to fit them all in the picture (near side).



odd number of windows, the car is not symmetrical. There are no windows in the interior.

Now for the trivia part: How many windows does the 330 have? A stained glass window counts as one, even though it has 87 individual panes. Don't count windows on doors. Two hints: There is an

The answer to our window trivia question: 71 windows! 2 front, 2 backwards on observation deck 17 arched stained glass windows (3 of those are sliders for bathrooms and waiting area) 2 arched observation deck side windows 6 first class windows 16 second class windows (double at each large window) 20 small clerestory opalescent windows 6 large " "

(Continued on page 10)

PCRY Wood Sided Gondolas Part 1 continued

(Continued from page 3)

volume Standard Oil cars do not appear to have come north, unless the WP&YR records are incorrect. The records show that six tank cars were brought north by the Army: two 4500 gallon tanks from the ET&WNC, and four 6500 gallon

tanks from the NCNG." These were NCNG #301, #1004, #181 and #183 which all saw train service. What we have not yet done is correlate which PCRY numbers align with the NCNG numbers which will have to be done by someone else who has access to the

NCNGRR records.

Finally, I made the mistake of referring to the White Pass and Yukon Railroad, a narrow gauge, as the Alaska Railway which is standard gauge. While they are

(Continued on page 6)

PACIFIC COAST RAILWAY GONDOLA #1221

DRAWN BY CURTISS H. JOHNSON
SCALE: 3/16 INCH = 1 FOOT

CONVERTED FROM A FLATCAR

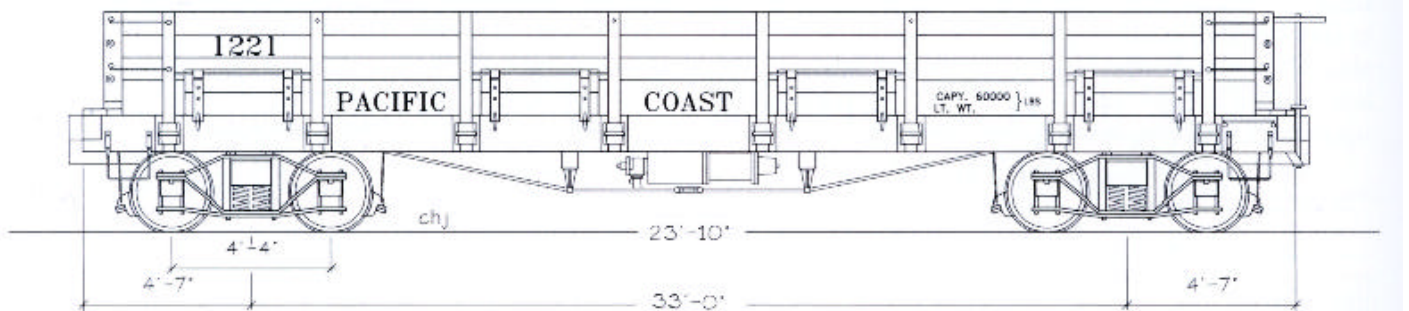


Figure 3: Drawing of high-sided gondola 1221 by Curtiss Johnson. Note four wood side doors. *(Published in The Pacific Coast Railway by Kenneth E. Westcott and Curtiss H. Johnson from Benchmark Publications)*

Cajon Tales: Part 36 (Service During WW II)

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

The following is an email that Francis wrote recently on the Cajon List in response to a question by John Thompson.

During WWII there was so much traffic on the LA District that my dad once made a seven-day San Bernardino/San Diego turn taking a "just serviced" switch engine from the S.B. shops down to S.D. and bringing back another switcher for service at the shops. No switching, no picking up or setting out, just waiting in sidings for a chance to go six or eight miles to another siding. My dad didn't tell me about this; the engineer he was firing for told me the story about ten years later. He told me he was grouching and moaning about the slow speed of the switchers, when my dad reminded him that they would be on time and a half after eight hours and on continuous time for the whole trip. Tommy Mack said that cheered him up considerably. I also recall my dad telling me, (years later

when I was no longer a teen-ager) about a twenty-four hour poker game in a caboose, in a siding, waiting for train order authority to proceed.

Also, engine crews HAD worked as "pairs" in their particular "pools" before the war and when they "laid off" (or in the Canadian vernacular "booked off") they couldn't "mark up" for service till their "pool" got back to town, and they were then marked up IN their pool.

That system could not be maintained during the war. An engineer named Ernie Davis needed to be home for some reason and "laid off" work so he could be home. His "pool" got called to go to work and it left town. I don't remember ANY of the details of the trip but it went something like this: two days going to L. A., then three days getting to S.D., then three days getting back to L.A., and then two more days getting back up to S.B. So

Ernie was off for more than a week, when he only needed a day.

At a time when Locomotive Engineers were "worth their weight in gold" this system simply had to be changed, and it was. From that trip and on, a "pool man" could lay off to be home for some reason and "mark up" for service after twelve hours. From then on we "took our pool with us" when we laid off and returned the "pool" to service at the bottom of the list when we marked up again.

So you see, I think that freight schedule showing three hours from L.A. to S.B. was simply some Chicago bureaucrat's pipe-dream. In '57 during the recession when traffic was light, any valley crew would have been pleased to make the trip in three hours. I doubt that any but the VERY, VERY, HOTTEST trains made it that quickly. F.L. Post

PCRY Wood Sided Gondolas Part 1 continued

(Continued from page 5)

indeed both in Alaska, they have little else in common and the tank cars were definitely shipped to the WP&YR along with several of the PCRY narrow passenger cars. Now hopefully having wrapped up these embarrassing loose ends from the March issue, onward to this month's topic on the Pacific Coast Railways gondolas.

Major railroads took industrial standardization to a high level in order to achieve efficiency and reduce maintenance requirements. Several notable Southern Pacific examples being the 950 GS gondolas assembled at the SP Sacramento Shops and the 650 C-30-1 cabooses of which 100 were assembled at Los Angeles shops in 1917 alone. (Anthony Thompson: SP Freight Cars both Volume 1 and Volume 2 published by Sig-

nature Press)

The PCRY San Luis shop seems to have taken the opposite route in adding side extensions for the 52 flatcars to be given extended sides. According to the extensive research provided by Ken Westcott and Curtiss Johnson in their book "The Pacific Coast Railway; Central California's Premier Narrow Gauge" published

(Continued on page 7)

PACIFIC COAST RAILWAY GONDOLA #1411

DRAWN BY CURTISS H. JOHNSON

SCALE: 3/16 INCH = 1 FOOT

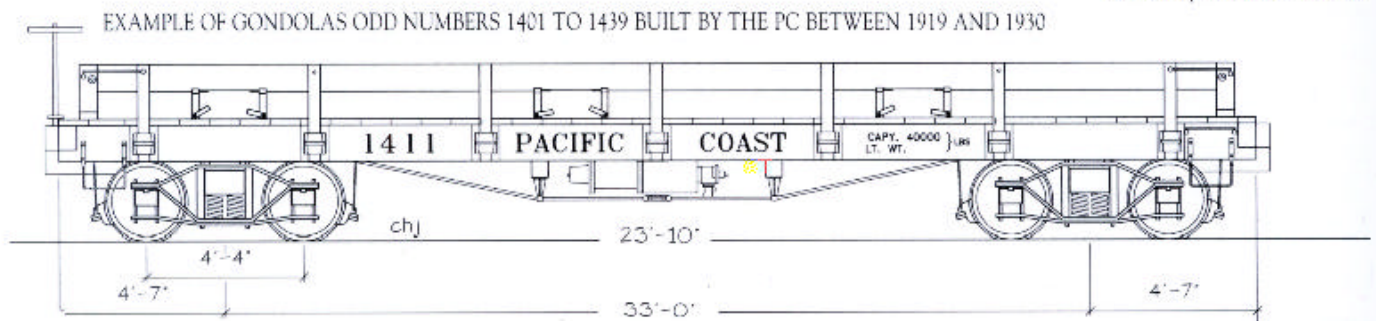


Figure 4: Drawing of low-sided gondola 1411 by Curtiss Johnson. Note three metal side doors. This was definitely not a self clearing car! (Published in *The Pacific Coast Railway* by Kenneth E. Westcott and Curtiss H. Johnson from *Benchmark Publications*)

PCRY Wood Sided Gondolas Part 1 continued

(Continued from page 6)

by Benchmark Publications, the gons came in at least seven different variations.

Developed primarily for hauling up to 30 tons of the commodity from the quarries and pits along the Santa Maria River at Sisquoc, the 33 foot relatively standard flat cars were given wood extensions held in place by vertical stakes mounted in the eight side stake pockets. Some cars had side doors and some didn't. Some had three side doors, others four.

Some of the side doors were wood, most were metal. Some had low two-board sides, many had three board high sides and 1221 had a four board high side and was stenciled with a capacity of 30 tons. (See Figures 2) Since capacity was really a function of the bearing strength of the journal boxes, it is possible that the trucks were upgraded to take the additional 10 tons above the listed 20-ton capacity for the flatcars in this series.

Curt's fine drawings grace the pages of

the PCRY book mentioned above and two are reproduced here (see Figures 3 and 4). The low sided, three door car number 1411 is shown in Figure 5.

In conclusion, the subtle diversity size and variation of construction in these gons can be an inspiration to the modeler. I am, therefore, very pleased to show off the fine modeling work of San Luis Obispo resident John Marchetti, who accepted that challenge and built all the variations that we know of in On3 scale. See Figures 6 and 7.



Figure 5: Low-sided gondola 1411 in San Luis Obispo with Cerro San Luis in the background. *Gerald Best Photo (Published in The Pacific Coast Railway by Kenneth E. Westcott and Curtiss H. Johnson from Benchmark Publications)*

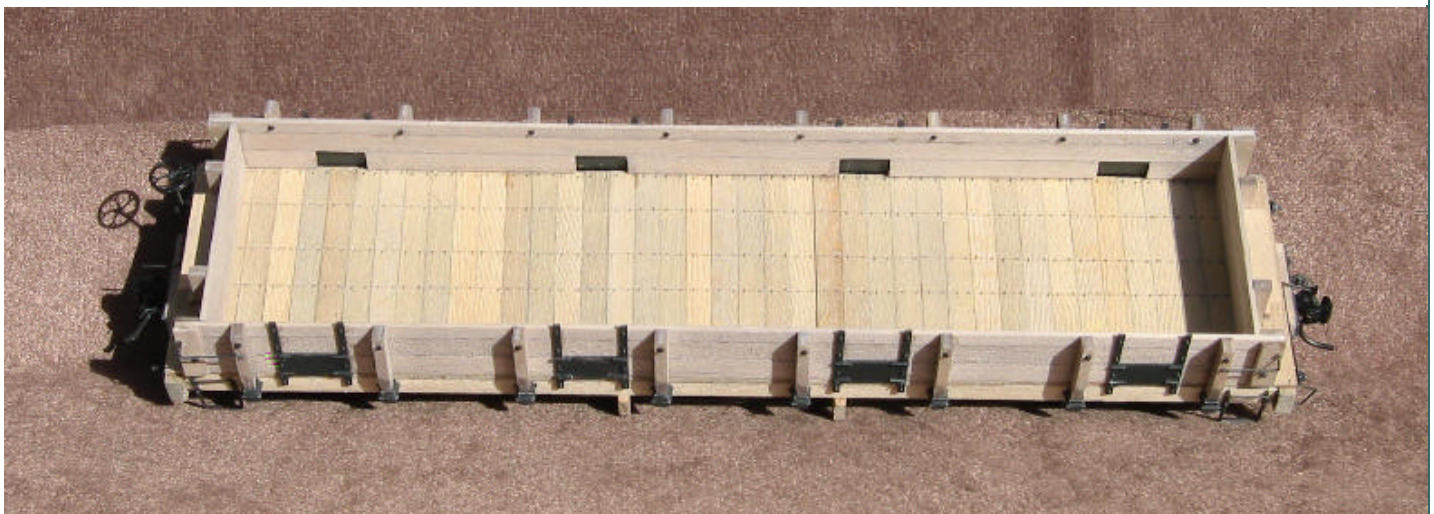


Figure 6: View of model PCRY gondola by John Marchetti. Even the nail of the floorboards are shown. *Photo by Andrew Merriam 4/2003*

3rd Annual SMVRHM "Choo Chew" Saturday

**May 17th 10:00 am to 4:00 pm
Bitter Creek Western Railroad**

By Jamie Foster

Please join the Santa Maria Valley Railway Historical Museum (SMVRHM) at the Bitter Creek Western Railroad (BCWRR) for the Third Annual "Choo Chew" Saturday on May 17th from 10 am to 4 pm. Enjoy unlimited train rides on the 7.5" gauge railroad and a BBQ lunch served from 12 pm to 2 pm. Tickets are \$12/adult and \$6/child under 10. Make checks payable to "SMVRHM" and mail to: SMVRHM, P.O.



Box 264, Santa Maria, CA 93456-0264. Tickets may also be purchased at the Museum Gift Shop in the Santa Maria Town Center Mall (2nd level by Robinson-May) on Saturdays and Sundays from 1:00 pm to 4:30 pm. Your tickets and a map to the location will be sent to you via the USPS, so please allow sufficient time. See the new 7.5" gauge model of SMVRR's No. 1801 (pictured above) along with all the other fabulous trains at the BCWRR. Proceeds benefit the Santa Maria Valley Railway Historical Museum.

April Club Meeting Minutes continued

(Continued from page 2)
the Vets Hall at 5 pm Friday and Dave, Steve & Terry will meet at the storage location at 4:30. Jim moved with Dave seconding to purchase a dual 5 amp booster with power supply in addition to two throttles for the club and 10 decoders

for club members for under \$600. Passed Unanimously. Dave adjourned the meeting at 8:15.

Rail Images or came from www.rhhistorical.com

Line Art

Many of the line art items used in this newsletter are courtesy of Ken Houghton

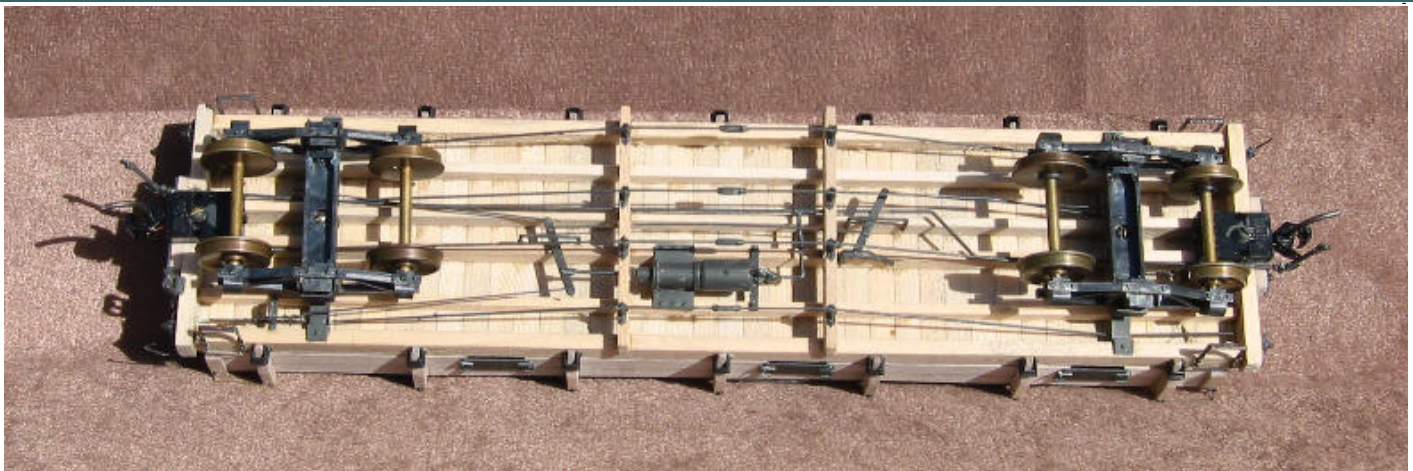


Figure 7: View of underside and brake rigging of a model PCRy gondola by John Marchetti. Photo by Andrew Merriam 4/2003

Chucky's Trivia Corner

By Chuck Paul

Since switching problems are popular among most modelers, I thought I'd submit a different sort of quiz for May.

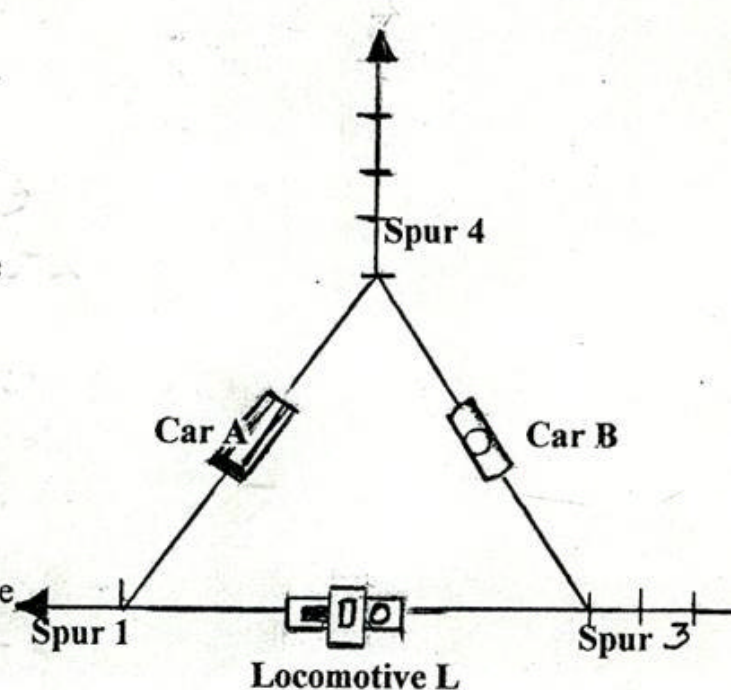
A Switching Wye Problem

by Chuck Paul

The problem is to move car A to where car B is now and B to where A is. As the final move, locomotive L must be returned to its original position.

Both cars A and B are one unit long. While locomotive L is two units long. Spur 1 is one unit long and locomotive L cannot transverse it. Spur 3 is three units long and spur 4 is four units long.

The maneuver took me a total of 22 moves (a move is any motion the locomotive makes from a stop, in either direction, with or without cars). Can you do better?



Cable Car Museum Web Site Update

By Walter Rice

The Cable Car Museum web site at www.cablecarmuseum.com has made several additions that you may find of interest.

To The Original 8 Cable Car Companies page we have added two detailed maps. The first map shows the San Francisco cable car system at its greatest extent, by company. This occurred during the 1890s, but no specific date can be fixed, since some parts of the system were abandoned before others were built. The second map shows the cable car lines, by company, directly after service is restored following the 1906 Earthquake and Fire. The maps were commissioned by the Cable Car Museum and were designed by Jack Neville. Jack did the cable car maps for the Richard Pryor movie *The Lady in Red*. Unfortunately, if you do not have high speed internet access you may find loading time too long.

Also, to The Original 8 Cable Car Companies page route descriptions of all routes operated by these companies has been added.

To the About the California Street Cable Railroad page we have added the wonderful Cal cable cartoon postcard given to

visitors to the Hyde & California barn and a Cal Cable patch.

To the article the "Biography of Andrew Smith Hallidie" by Edgar Myron Kahn located toward the end of our Read about Cable Cars and San Francisco's Rich Transportation Heritage, an oil painting of Andrew Smith Hallidie by the artist, Harriet Foster Beecher, has been added.



The text of the Mahoney Bros. has been revised to reflect who actually built the Mahoney Bros. Powell cable cars. This is found in the Roster of the Current San Francisco Cable Cars page, Powell Street cable car section. Hope you Enjoy.

Also of note: Joe Thompson's May edition of his Cable Car site has been posted. Joe has added a new feature "Tales From the Grip" by Powell-Hyde gripman Val Lupiz. I was fortunate to have had an advance read of Val's column. I think you will find it of interest as Val tells of why he made

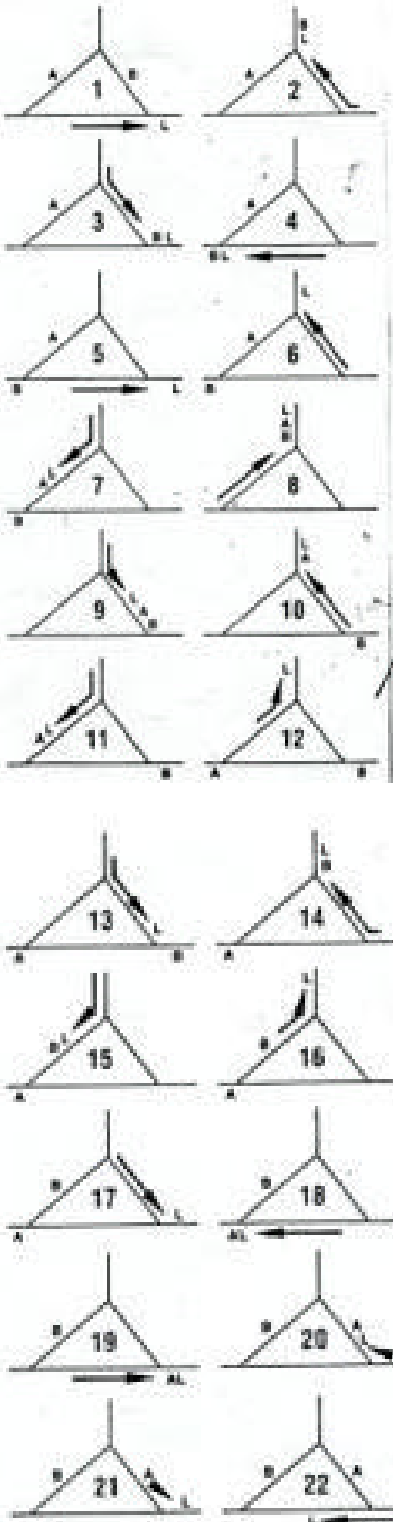
a special stop on Hyde Street one night. Highly Recommended! Joe site address is: http://www.geocities.com/cable_car_guy/cablecar.html

Walter "Cal Cable" Rice's email is CalCable@hotmail.com

Chucky's Trivia Corner By Chuck Paul

Switching Solution

Well, railroaders, here it is. Really not so simple as it might seem at first. But please don't ask me "wye".....



News From the Bank By Jim Jonte

Hello fellow SLO railroaders. The first 3 1/2 months of 2003 have been busy for your Club. We had a nice run at the Vets Hall in February, reviewed some Club history at a couple of meetings through some videos and old photo albums, searched the area for a layout to raffle at the October Show, put together and started distributing publicity for the show, made contacts with vendors and exhibitors, and started developing ideas for enlarging our member base.

We have taken in \$440, and have another \$273 due, from advertising, sale of equipment, and dues so far this year. Our expenditures have totaled \$1,262 for insurance, Vets Hall rental, new power equipment, equipment repair, and supplies. Our current balance is \$886. We must now slow down the spending for a while, as our **big** outlay is ahead of us in preparing for October.

Let's all keep railroading, bring in some new members, and we hope to see you at the next run.

YVRR 330 Trivia & Update continued

(Continued from page 5)

The picture is the first "from scratch" window I'm putting together: Finally all my stained glass classes are coming into play. It took 2 nights of cutting and fitting glass and lead, while starting up the learning curve, but I would estimate one more night ought to do it.

For a really tough trivia question: how many pieces go into this window? The hint here is that there are 91 pieces of glass. Need a better hint? There are 220 pieces total.

We could do some more useless trivia, like how many parts go into the 330 total, but counting parts doesn't get the job done, stacking glass is much more fun! The Yosemite Valley RR Historical Society list is at YosemiteValleyRR@yahoo.com and there are more pictures of the car on my web site at www.yv330.com . My email is wswift@ebold.com .



SAN LUIS OBISPO

MODEL RAILROAD CLUB

San Luis Obispo County's Largest Model Train Show
The San Luis Obispo Model Railroad Club
2003 - 14th Annual Model Train Show



Veterans Memorial Hall, 801 Grand Ave at Monterey

San Luis Obispo, CA

Saturday, October 4th 10 AM to 5 PM

Sunday, October 5th 10 AM to 4 PM

Layouts of several scales - Over 60 Tables of Vendors, Displays, Raffles, Clinics and just a bit of Family Fun

Suggested Donations: Adults \$3.00 (NMRA \$2.00)

Children 12 and under free when with a paying adult

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

Questions? Contact:

Jim Jonte @ 805-544-6333 or jimjonte@charter.net

Terry N Taylor @ 805-595-9535 or terryntaylor@charter.net

Dave Wilding @ 805-543-1651 or DTCBATS2@aol.com

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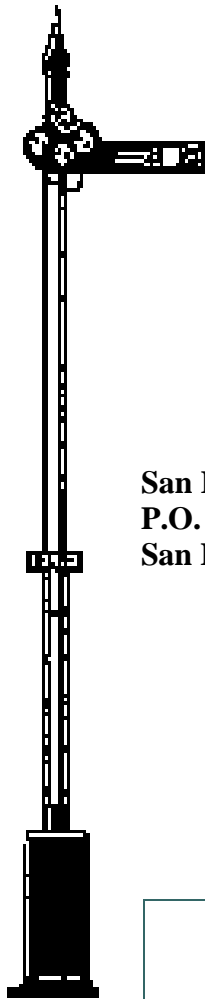
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