



THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS

Drawing By Norm Hammond



Volume 15, Issue 6

June 2003

Upcoming Events

• 2003

- June 10 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- June 24 Board Mtg. @ Applebee's 7 PM
- July 8 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- July 22 Board Mtg. @ Applebee's 7 PM
- Aug 8-10 Vets Hall Run in SLO
- Aug 12 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Aug 23 PCR Daylight Division Meet in Santa Barbara
- Aug 26 Board Mtg. @ Applebee's 7 PM
- 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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The 2003 Yosemite Valley RR Symposium

By Jack Burgess

The 2003 YV Symposium is now history...and was great fun!

Informal activities began around 6:00 PM on Friday evening (May 16th) when the first of the long-distance fliers arrived...George Spriggs from Illinois, Ed Dean and Len Ryerse from near Toronto, Canada, and Bernard Schyns from near Amsterdam, Holland. After pizza, the evening was spent looking at new photos and a little informal operation on the layout.

We were up early Saturday morning, headed for an 11:00 AM rendezvous in El Portal. We detoured slightly in Merced to

follow the YV's route from the SP station, across 16th Street and R Street, and out as far as Black Rascal Creek. Upon arrival in El Por-

tal, we were met by Peter Geis, whose wife works for the Yosemite Association and who had volunteered to open the Bagby station for us (the station is now in El Portal and being used as offices by the Yosemite Association). Peter also accompanied us for most of our Saturday adventures.



Here is the gang on the Bagby station platform after lunch. From the left, Peter Geis (our tour guide for the Bagby station), Sid and Chris Gilbrech (don't be misled by Wes' arm around Chris), Wes and Claudia Swift, Jeff Pennington (black shirt), Russ and Terry Boehm, Bernard Schyns, Ed Dean, George Spriggs, Craig Anderson (in doorway), Len Ryerse, and Jack Burgess on the right. 17 May 2003 photo by Jack's Tripod & Timer.

unlocked the station for us and everyone got a chance to take all of the pictures they wanted,

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Spring Vet's Hall Run

By David Wilding

Well for as many years as I have been in the club, Friday night (2 May) loading the needed modules in the rain was a first time that I can remember. Thanks to all that helped load.

And driving that old truck without wiper

blades was not too good either but it got done. It rained lightly while going over to the Vets Hall and during the unloading but wouldn't you know it; after getting everything into the hall, it then quit raining.

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Presidents Message

By Dave Wilding

Rewiring Modules

At our Aug 8—10 scheduled run, we will be upgrading and simplifying the wiring for DCC (for less voltage drop and increased reliability) on some of the modules and do other repairs as needed to both the track work and legs. As each module is finished, we will set it up in a point to point layout for 'testing' the wiring changes which of course means run time. ;>)

The yard stays as is for now. We

then discussed making some more light weight modules since we all appreciated the advantages of the large transition module with sturdy legs built by



a combination of Paul Deis (very nice track work), Terry Taylor and Glenn Geissinger (light weight construction).

I strongly feel that we need more light weight sturdy modules as they will be easier for all to handle and set up then some of our present ones are. I am very open to suggestions as to how to make our modules both lighter and sturdy. Maybe then we could either sell some of our present modules or give them away.

May Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7 pm on 13 May in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo. In attendance were Steve Francis, Jim Jonte, Terry Taylor, and Dave Wilding.

Terry had prepared a rough draft of 3 different letters to vendors, display layouts, and one offering free table space to RR museums and historical societies etc. for our train show the first weekend in October. Terry will redo them and print out the 100

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May Board Meeting Minutes

By Terry N Taylor

The SLOMRC Board Meeting was called to order by President Dave Wilding at 6:55 pm on 25 May at Terry's house. Present were Steve Francis, Jim Jonte, Terry Taylor and Dave Wilding. Jim brought pizza and Terry provided the drinks. We first discussed the recent death of Marion Madsen who had been a big help at our 2001 PCR convention and decided to run a me-

morial article on her (see page 4). We then passed around a very nice mast head sketch idea by Jim Gillmore of Concord using a Pacific Coast Ry locomotive. Jim stated in his cover note that it might look very nice to have an artist prepare a sketch of a depot to use with the loco. Terry then passed on the

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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 in the 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, phone the treasurer, Jim Jonte at 805-544-6333 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 _____

The 2003 Yosemite Valley RR Symposium continued

(Continued from page 1)

both downstairs in the old waiting room, ticket office, and freight room, as well as upstairs in what was once the station agent's living quarters. The building is fairly original except for the addition of an internal stairs connecting the two floors (from the freight room on the first floor through the bathroom on the second floor).

Lunch was enjoyed on the outside freight platform of the sta-



A view out the bay windows from inside the Bagby station. 17 May 2003 photo by Jack Burgess.

tion. Jeff surprised everyone with free copies of a book published several years ago by the Merced Irrigation District which documents the history of the District. While it is a tedious book to read, it does give some insight into the District's point of view of their relations with the railroad. It also includes some interesting photos of the dam construction.

After lunch, we drove down the railroad right-of-way, parked near what was once the National Lead plant, and hiked up to the top of Hog Bank Ridge. The abundance of wild flowers



A view looking east from the top of Hog Back Ridge. National Park Service condos now occupy the former National Lead site. The old YV roadbed has been paved. 17 May 2003 photo by Jack Burgess.

made the climb up the steep but short trail a little easier.

The railroad circled this ridge getting from Moss Canyon to the National Lead plant and El Portal on an 18 degree curve, the sharpest on the railroad. A couple of interesting panorama photos were taken from this ridge in around 1907. Railfans also took some great views in the 1940s looking down on the wye at Moss Canyon and the National Lead plant. As soon as we got to



The gang on the top of Hog Back Ridge. Sid is front center. Note the wildflowers. 17 May 2003 photo by Jack Burgess.

the top of the ridge, it was natural for everyone to immediately position themselves in the same spots used by the photographers 60-95 years ago and compare the changes!

After lingering for quite a while on top of the ridge enjoying the views, we hiked back to the cars and drove on down the railroad right-of-way as far as Clearinghouse, stopping also at Moss Canyon and Incline to again compare "before and now" photos.

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This is the same view as to the left but 60 years ago. Photo Jack Burgess Collection.

Marion Madsen

By Mary Moore-Campagna

It is with profound sorrow that I report that Marion Madsen, a dual member of the PCR and PNR and the Non-Rail Chair for the 2002 PCR convention in Redding, passed away in Vancouver, B.C. on Saturday, May 24, 2003.

Marion and her husband Greg lived in Vancouver and were enthusiastic attendees at almost every PCR convention for many years. (In fact, the year they were married, their honeymoon was actually scheduled to include attending a PCR convention as part of the itinerary.) She was a big help to me for the 2001 PCR convention in San Luis Obispo as well as many other times.

As many of you know, Marion was diagnosed last August with bone marrow cancer and had been undergoing treatment to which she had responded very well - so much so that she was actually in remission by Christmas - and she credited much of the improvement in her condition to the cards and letters of encouragement and support that she received from their many friends in the PCR. She and Greg had hoped to attend this year's PCR convention in Pleasanton, but shortly before the convention she suffered a broken wrist; and, within a couple of weeks later, she had come out of remission and was becoming

increasingly ill. She was in the hospital for a great deal of the last few weeks, as the cancer had spread very quickly; and she peacefully died in the hospital on Saturday night.

Marion was an enthusiastic participant in the PCR's Non-Rail program and always enjoyed coming to our conventions. Her presence and positive spirit will be deeply missed. A memorial service celebrating her life will be held at St Michael's Anglican Church, 409 East Broadway, Vancouver, B.C. on Monday, June 2, 2003 at 2:00 p.m.

In lieu of flowers, donations in her name may be made to the BC Cancer Foundation, the Bone Marrow Transplant Unit at Vancouver General Hospital, or Critter Care Wildlife Society, #38 2315 198 St., Langley, B.C. V2Z 1Z1

Cards may be sent to:
Greg Madsen
275 West 49th Avenue
Vancouver, BC V5Y2Z8

Mary Moore-Campagna /
PCR Non-Rail Activities Mgr

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.

Colorado Railcar Diesel Multi-Unit Car Demo

By Gene Poon

Final plans are being negotiated between Union Pacific and Amtrak for a demonstration of the Colorado Railcar Diesel Multiple Unit car in Santa Cruz, CA. June 15 Father's Day.

Rides on a short portion of the trackage along the Boardwalk in Santa Cruz will be available to the public.

Santa Cruz is a beachfront resort town whose famed Boardwalk attracts many thousands of visitors on sunny summer

weekends, which currently sees scheduled tourist passenger service by the Santa Cruz, Big Trees and Pacific Railway, and which once saw multiple sections of Southern Pacific passenger trains, bringing throngs of weekenders during the early 1900s.

Final details involve the movement and operation of the DMU car on 19.3 miles of the Santa Cruz Subdivision which are FRA Excepted track, on which operation of passenger trains is not allowed.

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.

Introducing the V&T D1

By David Epling

At approximately 3 pm PDT on May 21st, The Virginia & Truckee's "New" Diesel (a GE 80-Tonner) touched the V&T rails. The locomotive (with no number on her yet, but a person I spoke to said it was going to be D1) rolled down the make-shift ramp off of a heavy hauler semi trailer under the control of Norman Holmes and on to V&T rails without incident.

This unit was purchased by the V&T from the FRRS/Portola Railroad Museum. It has two new traction motors, a new paint job and will pull the V&T's tourist operation for the 2003 op-

erating season (which begins May 24, 2003). The picture on the left (taken by the me) has Norm Holmes of the FRRS running the 80 tonner to clear the grade crossing signals after the they had just placed her on the V&T's Rails. The picture on the right was taken with the sun at her back by my daughter Deborah Epling.

David Epling
Central California Rails Webmaster
<http://cencalrails.railfan.net>



V&T D1—May 21 2003 Photo By David Epling



V&T D1—May 21 2003 Photo By Deborah Epling

The 2003 Yosemite Valley RR Symposium continued

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From there, it was back to the main highway and down river to Briceburg. Just upstream of Briceburg is the remains of a 112' long trestle, one of the few left along the route. Although the stringers have washed away since my wife Jacque and I measured it in 1994, several of the bents are still standing. After pon-



Checking out the trestle near Briceburg. 17 May 2003 photo by Jack Burgess.

dering the reasoning behind the odd-shaped piers, Len and Barnard eventually confirmed that the railroad had worked on the piers for this bridge at least twice. The bents were originally supported by mud sills resting directly on the ground. While obviously not a good design, it was quick and an easy way to get the railroad built. After years of service, the bottoms of the bents began rotting as noted in the 1922 track inspection report. The railroad's solution was to remove the mud sills, cut off the bottom of the bents, and build concrete piers to support the shorter bents. At some point, at least some of the bents were cut even shorter and the concrete piers extended. These "extensions" were sometimes just added at the outside ends of the original long pier; Len and Barnard found a pier with the extension broken off which confirmed this theory and also confirmed that these piers were unreinforced.

This bridge also had end abutments with early 1938 dates hand-inscribed into the concrete. That would suggest that the original abutments were damaged or washed away in the 1937 flood and replaced a few months later.

Saturday's activities wound down around 5:30 PM and on the

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Cajon Tales: Part 37 (LAUPT & An Old Memory)

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

I'm speculating here. First, there were a few arriving trains that backed into the LAUPT using the communicating signals and a tail-hose on the rear car. Second, a lot of the old coach cars had reversible seat-backs; you just flopped the seat-back and the car was "turned".

My memory is very fuzzy; I only fired the puddle-jumpers once or twice, but I would bet you a quarter that when they arrived in LA they went PAST the LAUPT interlocking plant and then backed into the station. It was a perfect place to do that because you could see all the pot signals and when the operator had you lined up, he wouldn't change it. Also, all of us who had worked on the depot switchers, or the switchers that brought our trains from the coach yard to the LAUPT were very used to backing through that plant. It was a standard procedure.

In San Bernardino the engines cut off and

went to the house. A switcher could easily take off the mail car, turn it if necessary, and then put it on the other end of the train for the next day's service. When we arrived at the UPT with overland passenger trains, we just pulled in because that train was going to be pulled off the power and taken to the coach yard to be prepared for the next trip. Hostlers then took the power to Redondo Jct. for service.

If they were using the old reversible coaches, the consist on the puddle-jumpers had no need to be serviced before their return trip to San Berdoo so they probably were backed in. The engines probably needed water which they could get by cutting off and going to the nearest water spout. There were no spouts at the platform end of the station so that might be another reason for backing in.

During WWII, the PE had an overpass at

the east end of the b yard and went right down the middle of Rialto Ave. Al Ray, the retired Roadmaster, after whom the siding was named, lived on the corner of Rialto and J St., 100 J St. My parents rented the house next door from the Rays, 110 J St. So I lived one house away from Rialto.

Troop trains occasionally stopped right there. (I imagine they were shunted in there just to get them out of the way for a while; I can't imagine where they would have been going on that track.) I clearly remember my mother baking cookies and I helped her make lemonade - which I then carried out to the troops who were cooped up in those old chair cars with no air-conditioning and probably no fans. Al Ray was a very nice old fellow and treated me well. He died while we lived there. After I was married and had an infant son, I went back to show Mrs. Ray the baby. I believe she died shortly thereafter, it would have been about 1958.

The 2003 Yosemite Valley RR Symposium continued

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way home, Bernard, George, and I discussed how the railroad could modify the bents and build the concrete piers without taking the railroad out of service for a couple of weeks at a time. We finally concluded that the B&B gang (Bridge and Building) most likely cribbed up the stringers on each side of a bent to support the bridge while an adjacent bent was cut shorter and the new pier built. Once the concrete for the pier had set, the cribbing could be removed. With some careful placement of the cribbing, it might be possible to work on several bents at one time if needed.

This type of activity could make an interesting scene to model. The B&B gang's bunk cars, tool car, and 60'-long dining/cook car would most likely be spotted on the nearest siding. Cribbing and tools near the bridge, along with speeders to ferry men and tools to and from the nearest siding would make interesting details. Slow Order boards on each side of the scene would also add operational interest.

Sunday morning began relatively early, with more informal layout operations, photocopying of information, copying of photos and maps, etc. We were scheduled to meet a member of the PLA crew (Pacific Locomotive Association) in Niles Canyon for a tour of the 107 at 2:00 PM but those operating the layout were having a hard time breaking for lunch. Jacques fi-

nally took orders and made a quick run to the nearest Taco Bell for a late lunch which allowed everyone to keep running until the last minute.

Many years ago, PLA repainted the 107 with YV colors and lettering but the car has been in storage since PLA moved from Richmond to Niles Canyon. They now plan to repaint and reletter the car once again in the near future. We were given a

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YV RPO 107 at the Pacific Locomotive Association yards near Niles. 18 May 2003 photo by Jack Burgess.

The 2003 Yosemite Valley RR Symposium continued

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nice tour of both the 107 and a couple of other passenger cars currently being restored by the group. Everyone then returned for a little more layout operation and a last chance to copy photos or gather information. Those with other commitments reluctantly left by late afternoon but Len, Ed, Bernard, Jacque, and I ordered Chinese food for dinner and then continued until 9:30 PM before finally breaking up.

As always, I learned some new information. Even though I showed the Yosemite Sugar Pine Lumber Company video to Prorail operators several times just a couple of weeks ago, I suddenly noticed for the first time while showing the video to Ed and Len on Sunday morning that it included a quick view of the back side of the Merced Falls station....and the back side doesn't match the drawing that I made! I drafted my plan from photos of the measurements of the building in the 1914 inventory, photos of the two-story building from the west, north, and east, and a couple of photos of the south side while the building was still one-story. However, the video proves that an unusual outside staircase was added when the building was converted from one-story to two-story! I am glad that I noticed that before I started scratch-building my version of the building!

As always, the days flew by, especially Sunday and it was good to see "veterans" from previous get-togethers again as well as meet Russ and Terry who helped proof-read my book. I am already looking forward to next year's Symposium! For more information go to <http://www.YosemiteValleyRR.com>



Bernard switches El Portal at my layout. The day before, we parked our cars at the former site of the Government Warehouse (the corrugated metal building in front of Bernard) in El Portal. 18 May 2003 photo by Jack Burgess.

Death Valley RR Casein Painting

By Michael Boss

Cover painting for the January 92 issue of JOURNAL OF THE WEST. Death Valley Railroad's # 2 Baldwin-built in 1916 is a Casein painting appx. 21" X 31" image size. If anyone is serious about purchasing they may call me at 785 - 421- 6300 Thanks, Mike Boss wheaterdog@yahoo.com

The American Artist Magazine is doing an article on several of us who use Shiva Casein paint. Should be out in June or July. We had a bit of a glitch and I am hoping we can get my painting of the SFP&P at Granite Dells, AZ c.1898 in and not the UP at Ellis, KS in c.1950. Also featured is Amelia Earhart's Little Red Bus and the riverboat Hartford in 1855.



May Board Meeting Minutes continued

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information that Paul Deis would be this years recipient of the Daylight Region Member of the Year Award. Terry had received it last year and Tom Turner the year before. All were pleased at Paul's recognition.

Terry then passed out the finished letters to vendors, clubs and organizations inviting them to our train show in October (see page 11) along with an improved flyer. Jim had prepared both return address labels and address labels based on the file that Terry had previously sent him. Dave will now stuff the envelopes and mail them. Steve requested that Terry send the flyer to all local members to help spread the word.

We then went to the garage where Steve went over several possibilities for rewiring our modules to reduce voltage loss and increase reliability. Steve had prepared a 7 page analysis of the present wire sizes, lengths, and types of connectors using electrical formulas to calculate the losses we could expect using different ingredients. We looked them over and agreed that it was worth while to work on the modules at our August Work Party, which we are having in lieu of a Run. In the meantime, Steve will take one set of modules home to prepare a trial run on the agreed to proposal to make sure everything works well and that we will then have the proper materials on hand for the work party. We then loaded the modules back into the vehicles and adjourned the meeting at about 9 pm.

3rd Annual SMVRHM "Choo Chew" Saturday

By Jamie Foster

The Third Annual "Choo Chew" Saturday at the Bitter Creek Western Live Steam Railroad (the 7.5-inch Gauge on the Nipomo Mesa) is now history. And a very nice history it was. It ran from 10 to

4 on Saturday the 17th of May with unlimited rides and a BBQ served from noon to 2 pm. The proceeds benefited the Santa Maria Valley Railway Historical Museum and we want to say Many

Thanks! to Karl and all the good folks who make the Bitter Creek Western Railroad run so well. For more info about SMVHM go to <http://www.smvrhm.org/>



The various Bitter Creek engineers steaming up for the day. Jamie Foster 17 May 03 Photo



Paul S. Highland 17 May 03 Photo.



The SMVRR No. 1801 passes the grade crossing with a load of passengers. Jamie Foster 17 May 03 Photo.



Yard Area before the crowds. Paul S. Highland 17 May 03 Photo



Karl Hovanitz' Northern. Paul S. Highland 17 May 03 Photo

May Club Meeting Minutes continued

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letters or so to the addresses on the list that Jim had sent to Terry plus any others that the members felt should be added. Included with the letters will be an improved show flyer. Dave is to procure envelopes and stamps so that he could then be able to stuff and mail them as soon as Terry was done and Jim had prepared address labels. Jim moved and Steve seconded that we approve Dave's expense. Passed.

We discussed our recent run and the consensus was that Michael Mosher and Regis Joly had been a big help. Both Jim

and Dave were delighted to have decoders installed and all agreed that the clinics were very informative. Thanks. Jim moved and Dave seconded for Terry to order a dcc meter from Tony's Train Xchange after watching Michael and Regis use it to track down an electrical problem. Passed. We have 3 decoders left from our previous club buy so see Jim if you want one. All agreed that seeing Chad's very nice looking On30 Shay (from Bachmann) run on our HO track under DCC was a kick. ;>)

Jim stated that we have 9 paid up members so far this year and that 3rd quarters dues are due 1 July. Jim will look into

seeing if early setup times for our visiting layouts at the train show is possible again this year and also set the date for our annual Christmas party at Margie's Diner. Dave will start work on a roughly 4x8 layout for our train show raffle using part of the layout that he and Terry salvaged last year.

We then discussed how to improve our modules and agreed to meet at Terry's for our Board Meeting this month so that Steve could show some ideas on making the wiring better. After much discussion we felt that we should have a module working session at the Aug Run. Dave adjourned the meeting at 8:35.

Chucky's Trivia Corner

By Chuck Paul

Mergers: During the latter half of the 20th century a number of mega-mergers of class I railroads have been somewhat confusing and difficult to follow. How many of the following better known mergers can you give the right answers to?

1. What year did the Pennsylvania Railroad and the New York Central Railroad merge to form the Penn-Central? A) 1948; B) 1958; C) 1968; or D) 1978.

2. The CSX Transportation Co is made up of the Chessie System and another railroad. Which railroad was it? A) Seaboard Coast Line; B) Soo Line; C) St Louis Southwestern; or D) Southern Railway.

3. What year did the Denver and Rio Grande Western purchase the Southern Pacific Railroad? A) 1972; B) 1978; C) 1988; or D) 1992.

4. What year did the Norfolk and Western merge with the Southern Railroad to form the Norfolk Southern Railroad? A) 1962; B) 1972; C) 1982; or D) 1992.

5. The Burlington Northern merger consisted of 4 railroads:

CB&Q, NP, GN and _____. What was the 4th railroad? A) Oregon Trunk Line; B) Spokane Portland & Seattle; C) Chicago, Milwaukee, St. Paul & Pacific; or D) Chicago, Rock Island & Pacific.

6. What year did the Union Pacific merge with the Missouri Pacific? A) 1968; B) 1972; C) 1978; or D) 1982.

7. What year did the Union Pacific acquire the Western Pacific? A) 1968; B) 1972; C) 1978; or D) 1982.

8. What year did the Conrail merger take place? A) 1972; B) 1976; C) 1978; or D) 1980.

9. The Chessie System was the result of the merger of 3 railroads, including the B&O and the C&O. What was the 3rd railroad? A) The Western Maryland; B) The L&N; C) The Delaware & Hudson; or D) The Virginian.

10. What year did the Burlington – Northern merger take place? A) 1950; B) 1960; C) 1970; or D) 1980.

Answers are on the back page.

Redwood Empire Division Summer Picnic

By Ron Plies

As our early bird event, on Friday evening August 1, 2003 we will have an evening of slides, films, videos and fellowship beginning at 7:30 PM at the Best Western Country Inn in Fortuna, CA. Bring a few (or more) of your slides to share.

We have set up a block of rooms at the Best Western Country Inn in Fortuna, CA. The cost is \$75.00 per night for a non-smoking king or 2 queen beds. Their phone number for reservations is 1-800-679-7511 or 1-707-725-6822 and e-mail address is bestwestern@northcoast.com. They also have a web page at www.bwcountryyinnfortuna.com. The motel sits on the Eel River and affords a beautiful view of the countryside. They will hold this block of rooms until July 4. If you wish to take advantage of this offer be sure to tell them you are with the Redwood Empire Division of the NMRA. This is a very popular inn and these rates are a lot lower than their normal rates for the middle of summer.

On Saturday August 2, 2003, we will have a full day of layout tours ending with a banquet at the Victorian Village Inn in Ferndale. We are planning to have a special program for the evening that will be of interest to all. The dinner choice's are Grilled New York Steak \$25.00, Seared Ahi Pepper Steak \$25.00 and Pasta primavera \$22.00. Appetizers, house salad, dessert, coffee, tea, and iced tea service are included in the entree price. There will be added a 7.25% tax and 18% gratuity added to the final bill. Please make reservations for the banquet by phone with Ron Plies at 1-707-725-5411 or by e-mail rlplies@cox.net.

If you are planning on arriving Saturday we will provide a map and timing of events so you may catch the layout tour in progress. Let Ron know before hand how to contact you with the layout guide. On Sunday August 3, 2003 we will be meeting for breakfast at the old Samoa Cookhouse. This is the old cookhouse for the loggers and lumber mill workers of the area and it is open to the public today. The rest of the day will be spent visiting different layouts and logging exhibits. The breakfast at the Samoa Cookhouse will be \$8.75. Please make reservations for the banquet and the breakfast by phone with Ron Plies at 1-707-725-5411 or by e-mail rlplies@cox.net. The annual RED summer picnic is always a lot of FUN; please join us in Fortuna this summer. Look for updates to the schedule at <http://home.earthlink.net/~campgus/flyer03>

Please Note: For those from outside of the area, you might like to make this part of your vacation. This area is the beautiful redwood country of Northern California, vacation getaway for many Californians and people from all over the world. Not only do we have the redwoods, but also miles of unspoiled beaches and open country. If you travel just north of here you will find the beautiful Oregon Coast with its many attractions. So plan to come up and be a part of this year's RED picnic even if you are not a member of the RED. Plan to stay for a while and visit our beautiful area. If you stay until the following week you could even help us run the Eel River Valley model railroad layout during the Humboldt Co. Fair Aug. 7-17, we can always use the help. Please visit our web page at www.eelrivervalleyrr.org.

Sheffield Velocipede On Loan

By Jamie Foster



The San Luis Obispo Railroad Museum was kind enough to loan the Santa Maria Valley Railway Historical Museum this velocipede for a while! The accompanying sign board reads:

"In 1883, George S. Sheffield of Three Rivers, Michigan invented the Sheffield Velocipede hand-car, a 140-pound wood and iron bicycle with a third wheel for balance. The car is powered by both hand and foot levers. He soon formed the Sheffield Velocipede Car Company and produced about 4,000 cars. The velocipede was used throughout the nation and Europe for railroad signal inspection and maintenance. This particular handcar was used locally in San Luis Obispo on Southern Pacific rails in the early 1900s."

"Phil Gould, a member of the San Luis Obispo Railroad Museum, has lovingly restored this velocipede from its original condition over the course of about 7 months. We thank both Phil and Vera, his wife, for their outstanding effort in reconstructing this historic rail vehicle."

The velocipede proved an impressive sight for a school visit. The velocipede was also there for the 4/25/03 filming of the Museum for KEYT-TV's scheduled segment of "Santa Barbara Treasures" featuring the SMVRHM which was shown on Saturday, May 3, 2003 at 7:00 pm.

Spring Vet's Hall Run continued

(Continued from page 1)

We had some more help in setting up the layout in a DCC circle with the yard in the center and that was also appreciated very much. On both Saturday & Sunday, Michael Mosher put on a clinic on how to install DCC decoders: One in Jim's steam engine and one in one of my diesels. Thanks Michael. Regis Joly then showed how to program the locomotives which we also appreciated.

I brought a TV/VCR and played tapes of the club at past runs back to our beginning. It was fun watching the hair lines recede on some of our members (Would you believe a slim dark haired gent name Jim Jonte?) and seeing again members who have left the area.



Chad Stalsworth brought his On30 logging beauty and it ran fine though it dwarfed the buildings etc. Karl Kvilvang, Jim Jonte and Terry Taylor in the background. Dave Wilding Photo 4 May 2003.



Jim Jonte, Chuck Paul, Karl Kvilvang, and Terry Taylor at the Yard Throat with two Western Pacific Consists. Dave Wilding Photo 4 May 2003.



A back woods train of cars built by Emmett J. Brannan (Cache Creek Scale Models) rolls over the demo module. Michael Mosher, Regis Joly and Dan Nagle in the background. Dave Wilding Photo 4 May 03.

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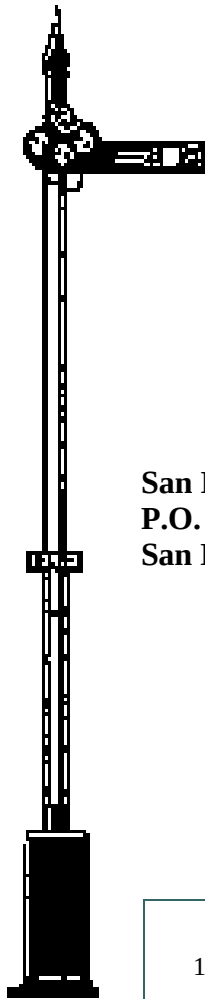
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