

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Volume 15, Issue 7

July 2003

Upcoming Events

- 2003
- July 8 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 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
- Sep 9 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Oct 3-5 SLOMRC 14th Annual Train Show @ Vets Hall in SLO
- Oct 14 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Nov 11 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- 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

Inside This Issue:

Notes Along the Pacific Coast Ry	1
Presidents Message	2
June Club Minutes	2
SLOMRC Membership Information	2
Something Happened On the Way...	4
Railfans Welcome! Database	4
PCR Application	4
Request For SP Photos	5
Cajon Tales Pt. 38	6
Recent Changes To Cable Car Page	7
Looking For Info GC&SF Boxcars	8
RR Cooking 101	8
Stanislaus Model Railroaders	9
Redwood Empire Division Picnic	9
Ads & Club Info	11

Notes Along The Pacific Coast Right Of Way Rock, Sand and Gravel

By Andrew Merriam

Rock, sand and gravel were common requirements for roads, embankments and building foundations and, of course, railroads; especially for ballast, (assuming the road wasn't so cheap or poor that it made do with the native dirt). In the late 1800s the most efficient way to ship this heavy, bulky material was by rail. And so it was on the central coast. Originally the Pacific Coast Railway used flatcars and, then, as we saw in the previous article sides were added to the flatcars to contain the material and increase volume.

Rock for embankments and portions of the breakwater at Avila in the early years came from Bishop Peak. Figure #1 shows a flatcar being unloaded at Port San Luis onto a barge for breakwater construction in the 1898 to 1905 era.

The Bishop Peak quarry and rail connection could still be easily identified adjacent to Foot-hill Boulevard up through the 1970's. The right of way alignment and connection to the incline

(Continued on page 3)



Figure 1: Transfer of Bishop Peak rock from flat car to barge for the Avila breakwater sometime between 1898 and 1905. The chains visible adjacent to the coupler were used to haul the flatcar up the incline to the Bishop Peak Quarry. Credit: San Luis Obispo County Historical Society as published on page 34 in *The Pacific Coast Railway: Central California's Premier Narrow Gauge* by Westcott and Johnson.

Presidents Message

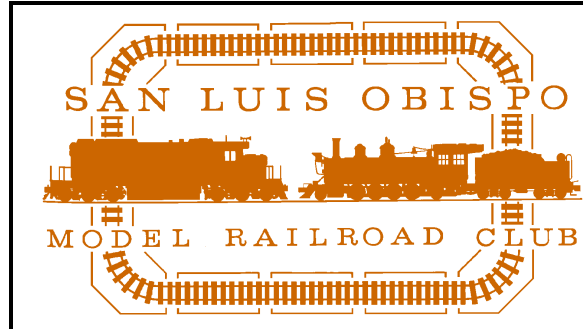
By Dave Wilding

Hi Everyone.

On July 8th we will have a club meeting at the Mid-State Bank on Broad street at 7:00 pm. Please come. Club members I need more club input, thanks.

Here are some fun upcoming events in July: On the 3rd-7th, the Bitter Creek Western Railroad (in rural Arroyo Grande) will have their normal annual Forth of July run and Southbound Triennial Ramble. For

more info, call Karl Hovanitz at (805) 481-7353, e-mail him at Silverado@Thegrid.net or check their web site at www.bittercreekwestern.org.



Also on July 19th-20th, the Bitter Creek live Steam Railroad will have their normal Saturday work session followed by a Sunday run.

Thanks. Dave W.

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.

June Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7 pm on 10 June in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo. In attendance were Steve Francis, Jim Jonte, Tom Kolby, Terry Taylor, and Dave Wilding.

Terry passed over about 20 more vendor and display invitation letters with flyers to Dave for signature and mailing. Jim stated that we are already receiving requests for tables from the letters sent out previously. Terry will update the listing and email the Board members before the next club meeting.

Jim then showed off the clubs 'new' microwave table which we will modify to hold the power equipment and programming track for future runs.

There was a request that we provide signs for each display

owner listing their name and scale for the visitors enlightenment. Dave and Terry will coordinate on this.

For the summer at least, we have decided to cancel the monthly board meeting. Later we may start holding the board meetings at Terry's house on the 4th Tuesday of each month.

Steve and Jim will go to the Veterans Meeting on the 14th to discuss about use of the Veterans Museum area during our train show in early October. (Side note: Meeting was a success, and our desires will be accommodated.)

We then discussed having a food vendor at the train show and decided to attempt to do so.

Dave adjourned the meeting at 8:10.

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 _____

Rock, Sand and Gravel continued

(Continued from page 1)

was located just as Foothill started its descent from the San Luis Obispo city limits toward Los Osos Valley Road just before one reached the restaurant site formerly known as “This Old House”.

Figure #2 shows a flatcar loaded with rocks headed down the incline from the mid point of Bishop Peak operation. The small steam locomotive, called a “tug”, will uncouple and the loaded flatcar will be fitted with a cable from the hoist house at the left that will lower it down the hill to the main PC spur adjacent to Foothill Boulevard. (Westcott and Johnson explain this quarry operation and the related trackage in detail in the [Pacific Coast Railway](#), Central California’s Premier Narrow Gauge on page 104.) The load will then be forwarded along the 3-mile spur which traverses what is today Laguna Lake Park to the mainline just southwest of the San Luis Obispo yard. This quarrying operation apparently terminated around 1908 according to the book’s authors.

In the early years for sand and gravel, the railroad extended short spurs to small deposits nearby. In the evaluation papers prepared on the Pacific Coast Railway around the turn of the nineteenth century several small spurs are noted at various points including a track down San Miguel Street in Avila to the beach itself. However as California and local communities began to improve city and county roads around the First World War era, larger amounts of sand and gravel (without impurities such as dirt and salt) were required.

One of the best deposits of high quality sand and gravel was located at Sisquoc about 11 miles east of Santa Maria at the Sisquoc River. The Pacific Coast Railway was already in the



Figure 2: Bishop Peak Quarry Operations. This view taken prior to 1908 when the quarry shut down shows a narrow gauge flatcar about to be lowered down the incline toward Foothill Boulevard and then transferred out to Avila. The quarry offices and cable hoist house are at the left. *Credit: San Luis Obispo County Historical Society as published on page 105 in [The Pacific Coast Railway: Central California’s Premier Narrow Gauge](#) by Westcott and Johnson.*

area serving the developing oil fields at Palmer. It was easy to extend a mile long spur into the new gravel pits. Figure #3 shows Engine #105, a 2-8-0 operating the spur in 1939 when the road paving effort was reaching a peak after the great depression. Gravel created the heaviest trains on the PCRY. This situation required strengthening of track structures and ultimately the purchase in 1928 of the heavy narrow gauge ten

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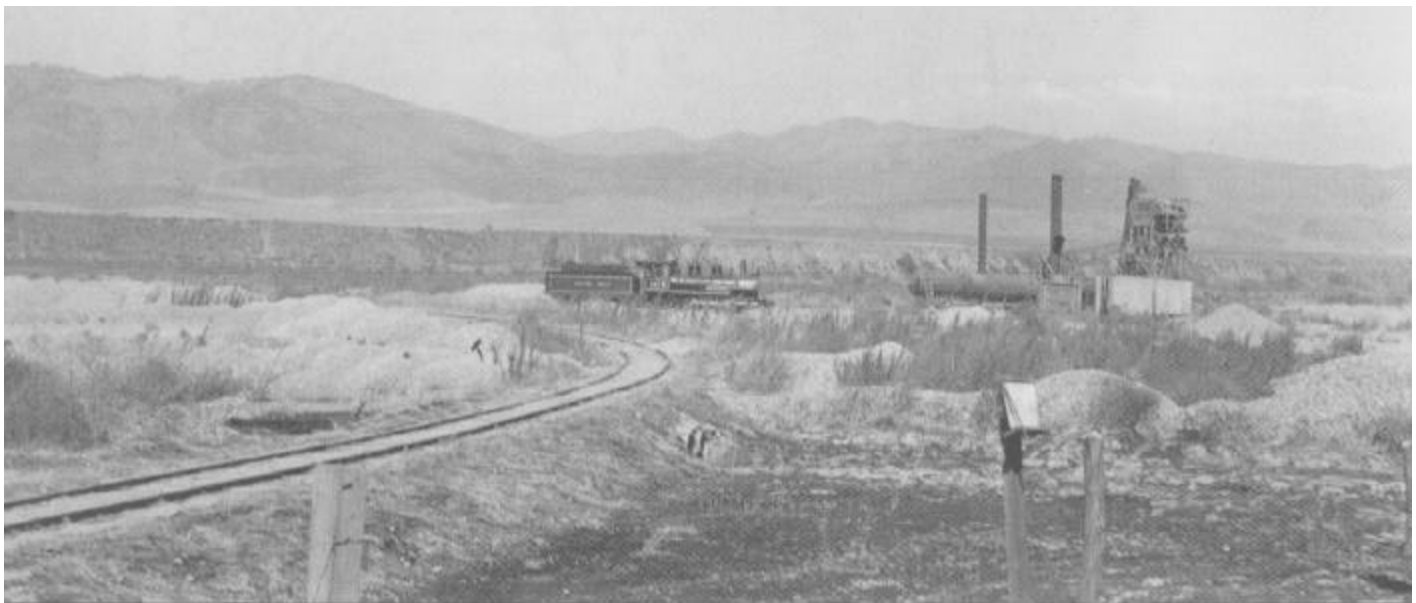


Figure 3: The gravel pit at Sisquoc being switched by consolidation #105. The location is at the eastern of the gravel spur about 11 miles east of Santa Maria. *Credit: Harold F. Stewart as published on page 174 in [The Pacific Coast Railway: Central California’s Premier Narrow Gauge](#) by Westcott and Johnson.*

Something Happened On The Way to Building A Layout

By Terry N. Taylor

As most of you know, the Thursday Nite Boomers rotate among the members houses to work on their respective layouts. Getting input from the rest of us, Paul Deis has finished the layout plans for fellow member Rick Anderson and we have all worked on the room prep of his nicely located area over the last year. The generously sized carpeted layout room is now painted sky blue with a black ceiling and we have even covered the corners. We are now ready to start the benchwork. The lumber is in the workshop, many of the pieces measured, cut and even loosely put together but none of it is yet in place.

The plan is for a backwoods logging narrow gauge that interchanges with the Southern Pacific somewhere in northern California. Plenty of room for logging camps, sawmills, switchbacks, tall scenery, remote villages, waterways, operation of not only logging, but also mining, and way freights with long runs, etc. There is even adequate staging areas for



Wedding Photo of Rick & Nicki Anderson taken in San Luis Obispo on 17 May 2003 by Mary Carole Larson

the SP traffic. Next to the layout room are two very nice fair size areas. One is where Rick has his wood working tools with plenty of room to use them and the second room contains a good size model construction bench with storage and lighting etc that has few equals with the bonus of an office, reference library and crew lounge included as well as an attached bathroom and convenient access for visitors.

This is the start of a dream layout since Rick is a very talented builder as those of you have seen his two modules (one standard and one Free-mo) will be quick to agree.

But Rick has temporarily fallen by the wayside as a new interest has developed over the last few months. As you can see by the photo, the former Nicki Rehkugler is now Mrs. Rick Anderson and we are very happy that Rick has settled down his 'wild bachelor days'. Now if we can only get back to work on the layout. ;>)

Railfans Welcome! Database

By Dave Marshall

The Railfans Welcome! Database web page is now online at a temporary home at <http://home.woh.rr.com/n8oay>.

Railfans Welcome! Database is a listing of locations for watching trains where you should be able to enjoy railfanning without worrying about hassle from local or railroad police, or anyone else trying to run railfans off. It also includes scanner frequencies, train symbols and eventually other helpful information. It is very much still under construction.

In addition to a growing database of railfan-friendly train watching locations, the site also includes a listing of Railroad Radio Scanner Frequencies, a database of Train Symbols and a list of Railroad Jargon & Acronyms.

Comments good and bad, corrections and suggestions for additions will be appreciated. Please contact me at n8oay-scan@woh.rr.com Thanks. Dave Marshall N8OAY

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.

Request For Southern Pacific Photos

By Robert Cheatham

I'm putting the finishing touches on my Coast Rails website, to which many of you have generously submitted dozens of SP Coast Line photos between Taylor Yard in the south and San Jose in the north.

What I could really use are about 6 photos (both nostalgic and modern-day) of SP operations in each of the following places: 1) San Francisco, 2) Bayshore, 3) Palo Alto, and 4) Santa Clara. As always, I try to credit the photographer if their name isn't already on the photo.

If anyone has any such photos they'd like to submit, I'd be in

position to get the entire collection uploaded this week.

Thanks in advance, Ventura Bob at <http://www.ccinetwork.net/coastrail>

P.S. I want to recognize and say "thanks" to some of my past contributors including: Jeff Trimble, Ken Bruce, Peter Ely, Justin Tognetti, Steve Carter, Charles and David Lange, Brian Bergtold, Joe Blackwell, Karl Dahlquist, Darryl Enault, Joe Amromin, Yard Clerk, David Jennings, Bruce Morden, Richard Percy, James Escalante, and the guys and girls of the HEA D-SUPCOAST list. (Hope that's everybody...if not, let me know!)

Rock, Sand and Gravel continued

(Continued from page 3)

wheelers numbers 110 and 111 to supplement the effort of the lighter consolidations. In fact, the gravel pits produced enough tonnage to generate a profit for the PCRY for 1928 and 1929, which in turn, according to Gerald Best, allowed the railroad to invest in the second hand ten wheelers from the Nevada-California-Oregon which was being standard gauged as part of the extension of SP operations in northeastern California. The

net result of all the road building activity, of course, was a reduced demand for the railroad as passenger cars and busses cut into the passenger business.

Some of the more noticeable structures in San Luis Obispo were the two rock bunkers, which, at 45 to 50 feet high, towered above the surrounding city areas. The first (see Figure #4)

(Continued on page 6)



Figure 4: The gravel bunker located at the facilities of the Pacific Coast Coal Company in San Luis Obispo. The PCRY tracks are located in the foreground at the left. Credit: Kenneth E. Westcott as published on page 135 in *The Pacific Coast Railway: Central California's Premier Narrow Gauge* by Westcott and Johnson.

Cajon Tales: Part 38 (Tribute To Ulysses E. Cox)

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

This tale is from the SAN-TAFE@LISTSERV.UNL.EDU dated April 16, 2003 00:13 Subject: Re: Re "Peavine---S" with permission of Pancho.

I've kept quiet as long as I could, but, a tribute to Ulysses E. Cox. He left the Peavine to serve in the Army railroad in Iran during WWII. I worked with him on the Oceanside/Escondido job after I got out of the army in '56. He was a REAL gentleman and the finest "car hand" I ever worked with. (He was even better than my dad.)

When he was in Iran he was serving as a switch foreman in a yard there and had just received his "switch lists" from the yardmaster. As he stood with one foot on a switch-stand, studying the lists and deciding just how he would "tackle" the work, a regular army colonel, (not a reserve officer, but a real "Honest-to-God" Colonel) saw him and thought he was

loafing or killing time. The Colonel had his driver stop his "jeep" and he dismounted and demanded to know why Cox was just standing there when there was work to be done.

"U.E." tried to explain but the colonel would have none of it. Finally Cox lost his temper and told the colonel that if he would "get out of his hair" he WOULD get to work. the colonel stormed off. Cox knew he had gone too far, so he handed the list to one of the helpers and hot-footed it to the orderly room.

He saw his commanding officer, (a Santa Fe trainmaster) and explained his situation. The C.O. thought for a moment and said "this calls for article fifteen, company punishment. do you plead guilty to disrespect for a superior officer?" Cox said, "Yes, I do."

His C.O. said, "I sentence you to a fine of ten dollars and restriction to the camp

for thirty days." Bud said, "Yes sir." (It's been many years and I just recalled that we called him "Bud", like my dad.)

About ten minutes later a carload of MP's roared up to the orderly room and demanded to know the location of Sergeant Cox. The C.O. asked what this was all about. The MP's told him. The C.O. said something like, "Oh gosh, I've already punished the man under article fifteen; any further action would be double jeopardy."

The MP's departed. Bud told me he thought he was the only man in the army who had "told a colonel where to get off" for ten dollars. The restriction to camp meant nothing, there was nowhere worth going anywhere near. After the war he got Valley Fever and traded over to the L.A. Division so he could breath damp ocean air. That's how I came to know him. He was one of the best of "the best generation." F.L. Post

Rock, Sand and Gravel continued

(Continued from page 5)

was located north of the main Pacific Coast yards between South and High Streets setback several hundred feet east of South Higuera near where Archer Street is today. This operation was on the premises of the Pacific Coast Coal Company's lumber yard. The photograph shows a large nearly square structure with a vertical conveyer system on the left.

Unlike the regular geometry of the Pacific Coast Coal Company's facility, the bunker located on Santa Barbara Street adjacent to the Southern Pacific Yards (see Figure #5) was a linear tapered structure to fit the space between the tracks and the street. This was located just opposite the existing SP freight warehouse which is to become the new San Luis Obispo RR Museum.

Wagons and trucks could be loaded at the street level while the trains dumped aggregate from the higher level of the tracks. The vertical conveyer system at the left side of

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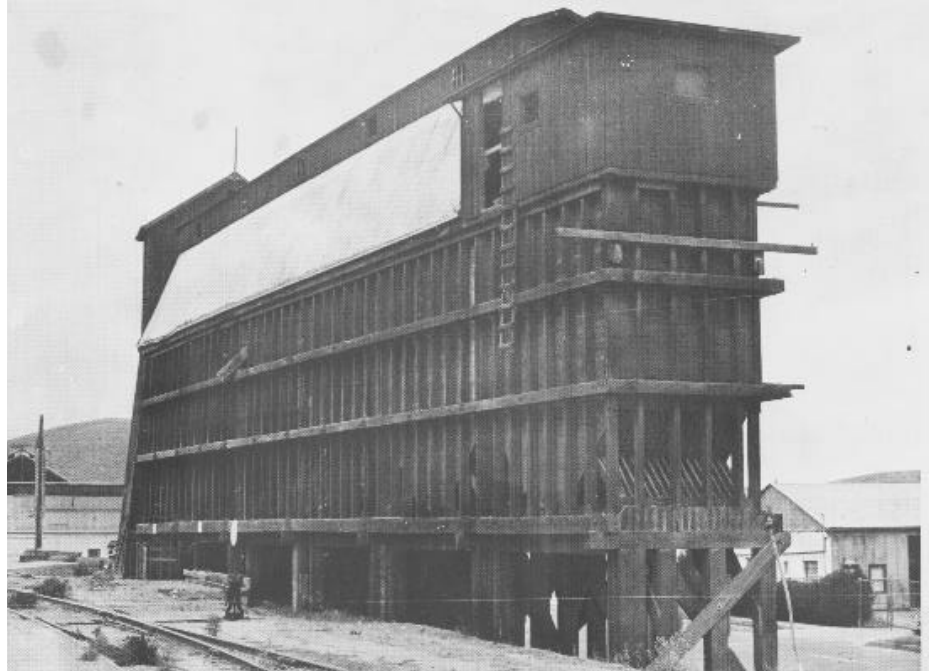


Figure 5: Aggregate bunker located at Santa Barbara Street in San Luis Obispo. While this photo shows the SP tracks in the foreground, maps and other photos also show that it was served by PCRy tracks. Santa Barbara Street is at the right. This facility lasted into the 1970 but has recently been replaced by the multi-modal parking lot which serves Amtrak and adjacent commercial structures. Credit: Photographer unknown; collection of Bill Grant.

Recent Changes To The Cable Car Museum Web Page

By Walter Rice

First a news item: Normally, the annual Cable Car Bell Ringing Contest is held the third Thursday of July but no date has been set yet by Muni for this year's Bell Ringing.

The Cable Car Museum web pages at www.cablecarmuseum.com have been heavily revised in order to aid readers in browsing the many articles posted in its library.

1) It now has a new library distribution page that divides materials posted into four sections:

New – Where you will always find the latest posting.

Read About San Francisco Cable Cars

Read About San Francisco's Other Historic Public Transit Modes – Horsecars, Steam lines, Electric Cars &...

Read About Cable Cars and other Historic Public Transit Modes in Cities Other Than San Francisco

2) The current "San Francisco Cable Roster" has been divided into Powell Street single ended combination cars that today run on the Powell-Mason and Powell-Hyde lines and California Street double ended cars.

By scrolling through the Powell Street Cable Car Rosters section the following information can be obtained:

Data about Powell Street cars

Background – Powell Street Cable Car builders

Builder and history of each car current and former car that was assigned the same number.

Roster and car assignments of Powell Street cable cars before and after the 1906 Earthquake.

Brief History Powell Street Open Cars.

By scrolling through the California Street Cable Rosters section the following information can be obtained:

Data about California Street cars.

Background – California Street Cable Car builders.

Builder and history of each current car and former car that was assigned the same number.

Pre-1906 Roster

Post 1906 California Street line Roster of Side Grip Era Cars (1906-1956).

Post 1906/07 O'Farrell,

Jones & Hyde Line Roster (1906-1954).

Post 1906/07 Jones Street Shuttle Roster (1906-1954)



3) The "Cable Car Historic Timeline" page has also been redesigned in order to make it easier to locate an item of interest or just browse. The timeline has been divided into three eras:

The Cable Car Conquers San Francisco's Hills (1869-April 17, 1906)

The Cable Car is Almost Conquered by an Earthquake, Electric Streetcars and Politicians (April 18, 1906 - December 19, 1957)

A Cable Car Renaissance and Rebuilding – Today's System (December 22, 1957-Today)

To locate one of these eras go directly to our new Timeline distribution (with photos) page at <http://www.cablecarmuseum.com/timeline/time.htm> or to the home page (www.cablecarmuseum.com) and

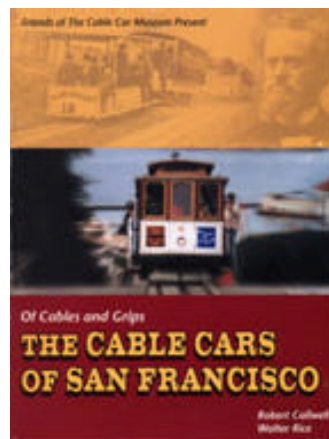
click on Cable Car Historical Time Line

4) The Museum internet store is now called "For Your Library and Beyond!" and we have added the Museum designed 125th Anniversary T-Shirt of Cable Car Service on California Street.

5) Also, all postings have been reformatted in our new yellow background brown or green lettering easy to read format. Check out our new Library Distribution page at <http://www.cablecarmuseum.com/Library/index.html> and see for yourself.

6) The Cable Car Museum web site also has a new posting titled "A Photo Album of 1970s Cable Car Supporters." This posting consists of six pictures that provide a unique insight to San Francisco during the decade of the 1970s. The focus is not directly on the cable cars themselves, but upon the people who were supporters of this unique transportation asset – including contemporary political and business leaders as well as the Cable Car Lady Friedel Klussmann. A highlight is Clay Street Hill Railroad grip No. 8 descending Clay Street in the early morning hours of August 2, 1973. This posting is found at <http://www.cablecarmuseum.com/SuptsPhotAlb/PhotoAlbum.html>

7) Also added is a section entitled "Former Ferries & Cliff House Railway Open Cars (Powell Street Railway)." As you may know, only one of these open cars (out of the ten built) is still running – the current Muni No. 28. This car will be retired shortly as Muni has almost completed built a new No. 28. To read about these unique cars go to <http://www.cablecarmuseum.com/cars/cars.htm> And scroll down.



Of Cables and Grips: The Cable Cars of San Francisco
by Walter Rice and Robert Callwell

Editors Note: If you go to <http://www.cablecarmuseum.com/store/Books/cablecars.htm> you will find this book described as the definitive book about San Francisco's cable car system and at a special internet price.

(Continued on page 8)

Looking For Historical Information About GC&SF Boxcars

By Kyle K Williams Wyatt

The California State Railroad Museum has begun work on two boxcar bodies of Santa Fe heritage for Allensworth State Historic Park in the San Joaquin Valley in California. One car will receive a museum-level conservation for display in the Visitor's Center, while the other will provide information (and some parts) for a reproduction to be placed outside.

These are both 30 foot wood boxcars, believed to be former Gulf Colorado & Santa Fe boxcars built in the 1880s, that were placed on the ground after the turn of the century. They may have been the ticket office and operator's living quarters, or may have been both used in the station agents living quarters, both at Allensworth, California.

Based on numbers found inside the car bodies, one car that we have is #1332, which sounds like a GC&SF number.

The other may be #1972 (the number inside the car is not entirely clear). These would be pre 1906 GC&SF numbers.

Both cars have roof repair info stenciled on a carlin. One says: ROOF REPAIR GAL. 7 8 96 The other has a similar date and location.

Santa Fe records from 1912 identify the Allensworth cars used as the depot and operators living quarters as former C&SF #s 3545 and 3466 respectively (both post 1906 GC&SF numbers). We have not identified numbers for the two cars used in the station agent's house, which was built in 1917-18.

The California State Railroad Museum is looking for historical information to help in the conservation of the one car and the reproduction of the other. Particularly helpful would be:

1. Photos of GC&SF 30 foot cars in service.
2. Photos of the exteriors and interiors of Santa Fe wood boxcars converted into ticket offices and freight stations.
3. Drawings of GC&SF 30 foot cars.
4. Information on the layout and contents of ticket offices and freight stations in old Santa Fe boxcars.
5. Anything else that anyone thinks might help.

Please pass this on to anyone who might help. Thanks for any help you can provide.

Kyle K. Williams Wyatt
Historian/Curator
California State Railroad Museum
111 "I" Street / Sacramento, CA 95814
(916) 324-7660 / kylewyatt@aol.com

RR Cooking 101 - Beef Stroganoff

By Chuck Paul

Ingredients:

Beef steak, rib, sirloin, chuck or round	~ 6 lbs.
Salad oil	¾ cup
Onions, finely chopped	1 cup
Garlic, crushed	2 cloves
Beef stock or red wine	1 cup
Salt	2 Tbs
Tabasco	1 tsp
Mushrooms, sliced	2 lbs
Flour	½ cup
Water	1 cup
Sour cream	1 quart
Noodles, wide	4 lbs

Cut beef in ½ inch slices, then thin strips ½ inch wide. Sauté in oil over high heat, stirring frequently until meat is brown. Add

onions and garlic, cook 5 minutes. Add stock, salt and Tabasco.

If using chuck or less tender cuts, simmer meat until tender—about 20 minutes to 1 hour. For tenderloin or high grade sirloin, bring liquid to a boil, then complete recipe immediately.

Add mushrooms and cook 5 minutes. Combine flour and water, stir into cooked mixture. Cook; stirring until liquid thickens. Gradually stir in sour cream, which should be at room temperature. Heat gently, do not boil. Serve over hot noodles, as soon as possible.

SERVICE – ALL TRAINS – Dinner plate

PORTION – ALL TRAINS – 8 ounce

Recent Changes To The Cable Car Museum Web Page continued

(Continued from page 7)

8) And we have a new time line addition:

1892- The Powell-Jackson line of the Ferries & Cliff House Railway, one of the two original Powell Street cable lines established in 1888, has NO service until 7:00 p.m. All Jackson Street service prior to 7:00 p.m. is routed to the Ferries via Ferries & Jackson line. After 7:00 p.m. Ferry passengers transfer to

the Sacramento-Clay line at Powell Street. As of at least 1903, Powell-Jackson service started at 10:00 a.m. alternating with Ferries & Jackson cars until 7:00 p.m. when all Jackson service to Powell & Market Streets

Hope you enjoy the revised web site. Walter aka Cal Cable

Stanislaus Model Railroaders

By Mike Burghardt

The Stanislaus Model Railroaders will have our annual Train Show and Swap meet on Saturday, October 25th, 2003 at the Oakdale Community Center (250 North 3rd Street) in Oakdale, Ca.

We also have our monthly 'fun run' open house functions at the club house on the 3rd Saturday of each month. The public is always welcome and we often allow interested folks to try their hand at running trains on our layout.

Our club will soon be in the process of building a larger permanent layout in the club house. The current layout will then be boxed and stored for



use at our shows and other such functions.

Our currently layout is 'wired for and utilizes' the dcc operating system (Digital Command Control) featuring a Digitrax Premium Super Chief Radio Control system. Our 'new' layout will also utilize the dcc system of operation.

I've included a couple photos of our current layout to give you an idea of where we are now.

Please come on by and introduce yourselves. For more details, you can either phone me at 209-847-7866 or email me at nsdra@inreach.com.

Redwood Empire Division Summer Picnic

By Ron Plies

I have just learned and am delighted to announce that the guest speaker and presenter at the up coming Redwood Empire Division picnic (banquet) in the Eureka area on Aug. 1st - Aug 3rd will be Mr. Don Olsen of Catenary Video Productions. He has agreed to bring up to the north end of the NWP (Fortuna) film of the NWP that has not yet be put out in a commercial video and for the most part never before seen by the general Public. Some of the subject matter will include a ride in the RDC car from Eureka to Willits, a fan trip on the north end of the NWP, and film of the operations of the Blackpoint bridge.

If you were at winter rail last year Don did a presentation in the evening on the NWP which I believe was a real hit of the meeting. For those who are not aware of this upcoming event, it is the annual summer picnic of the Redwood Empire Div. of the Pacific Coast Reg. of the NMRA. This year it is sponsored by the Eel River Valley Model Railroaders in Ferndale Calif.

We have a full schedule planned of layout tours, a modeling clinic, Fri. night at the movies, breakfast at an old loggers cookhouse, and now a banquet in the Victorian Village of Ferndale with a wonderful speaker/presenter. We have a very good rate at the local Best Western Motel overlooking the Eel River in Fortuna, Ca. at \$75.00 per. night but that rate only holds until July 1st.

If you are planning on coming, and we hope you will, I will need to hear from you if you are planning to coming to the banquet on Sat. night and wish to join us at the old loggers dining hall the Samoa Cookhouse for breakfast. We look forward in having members and nonmembers a like joining with us which I am sure will prove to be truly a good time in the redwoods for a summer picnic. My email is rplies@cox.net and my phone # is 707-725-9063. We are going to have a great NWP weekend here in Humboldt Co. so come and enjoy.

Rock, Sand and Gravel continued

(Continued from page 6)

the photo served a series of screens and sorting areas in the large horizontal roofed area above the five heavily ribbed bins for various sized aggregate. This structure appears in many local photographs especially from the side of the SP yards. But, while apparently served by the two railroads, it appears to have been owned privately by a firm with the generic title of Central Supply Company. (If anyone has further information on this structure, please give me a call as I am in the process of preparing model construction documents.)

While pursuing research at the California State Railroad Museum, I discovered a drawing prepared by the SP in 1913 for a San Luis Obispo operation to transfer rock and gravel from the

standard gauge to the narrow gauge by the elemental process of having the higher track located in such a way that the SP cars would dump directly into the PCRY cars. See Figure #6.

I am not sure of the reason for the transfer of material from the SP to the PCRY since the PCRY obviously had extensive rock and gravel sources of its own. I can only surmise that after the closing of the Bishop Peak quarry, perhaps transferring rock from the quarries such as the one owned by Granite at Chittenden just "railroad north" of Watsonville for the Avila breakwater might have whetted the SP's appetite for a new source of revenue. Apparently the project never made it beyond the planning stage.

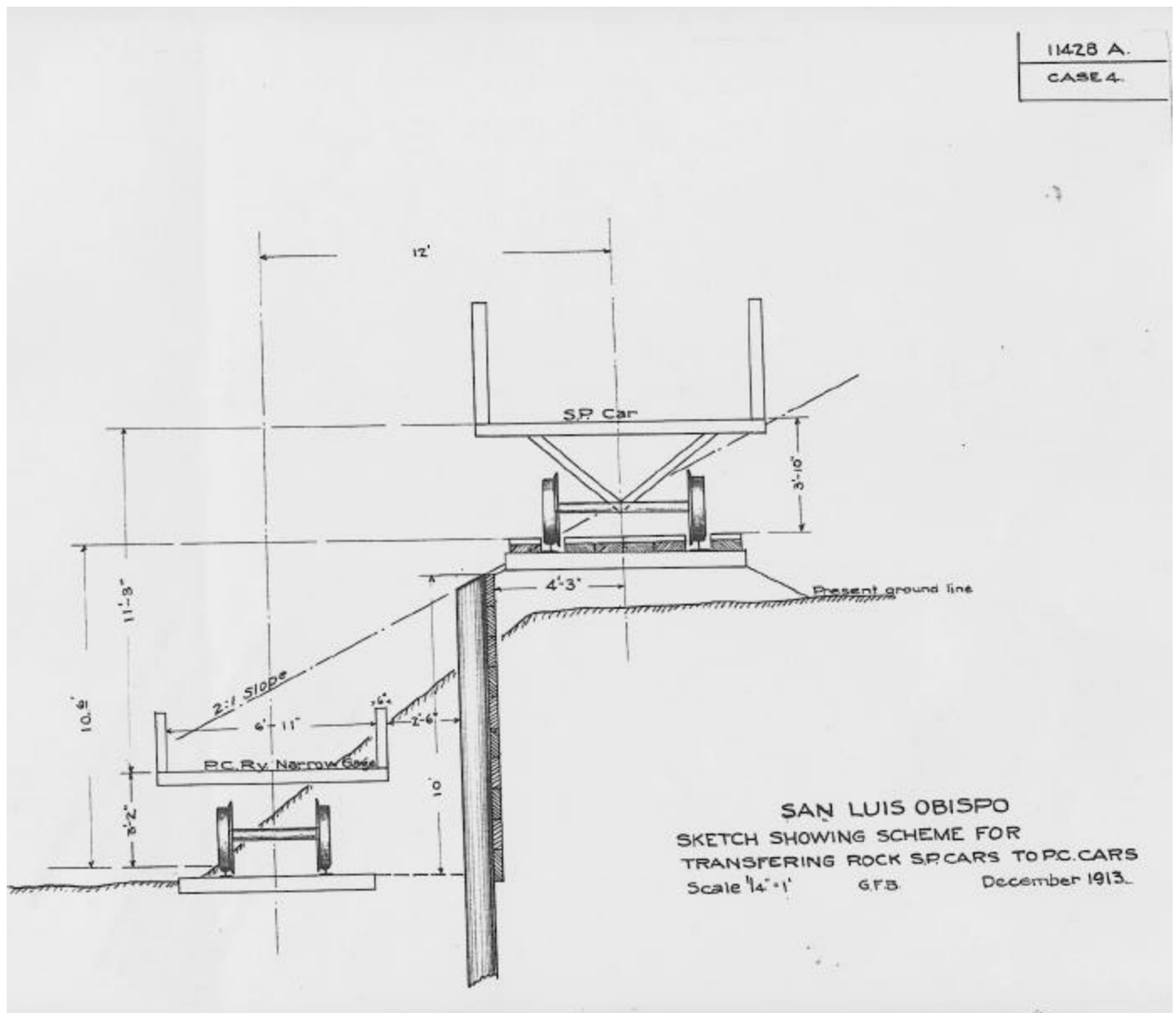


Figure 6: Proposed rock transfer facility for San Luis Obispo in 1913. Credit: Used with permission from the Southern Pacific Archives at the California State Railroad Museum Library, Sacramento.

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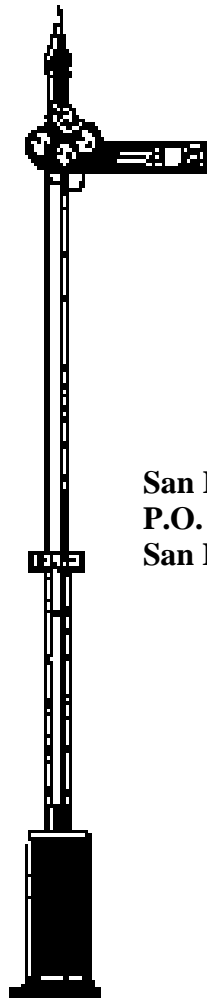
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