

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS

Drawing By Norm Hammond



Volume 15, Issue 8

August 2003

Upcoming Events

• 2003

- Aug 12 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Aug 15-17 Module Work Party @ Terry Taylor's House
- 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
- Dec 12 Christmas Party @ Margie's Diner, 6:30 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

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The Tonopah & Tidewater RR Scouting Expeditions Part I

By John Brabyn

Introduction

Historical Overview

The Tonopah & Tidewater Railroad was built by "Borax" Smith of Pacific Coast Borax in 1905-7, mainly to ship borax from the Death Valley mines to the Santa Fe Railroad at Ludlow, but also to tap traffic



from the gold fields around Rhyolite. It built its own tracks over the 167 miles from Ludlow to Gold Center (2 miles south of Beatty), and provided service from there to Rhyolite and Goldfield via operating agreements with the Bullfrog Goldfield (BG) line.



Looking back from Stedman end of Ludlow & Southern railroad grade. John Brabyn Photo

Most traffic on the T&T came from various mines in the area. The Lila C borax mine was served by a standard gauge branch from Death Valley Junction. In 1914, when the New Ryan mines replaced the Lila C, they were served by an narrow gauge line (the Death Valley Railroad) from the Junction. The line to the Lila C was first removed, then later temporarily restored as a narrow gauge spur when additional deposits were discovered unexpectedly. At various times, other traffic was generated by spurs serving the Carrara marble quarries, the

(Continued on page 3)

Where You Gonna Be on 23 August?

By Doug Wagner

Here's the pop quiz for the month. Question: Where would you rather be on August 23rd? a.) Fresno; b.) Bakersfield; c.) Merced; d.) Santa Barbara. Here's a hint. This should be an easy answer - especially for the folks who live in the hot San Joaquin Valley. Of course you'd rather be in Santa Barbara instead of the hot and miserable August climate of the San Joaquin Valley - wouldn't you?

Anyway, if you haven't figured it out by now, the next Daylight Division meet will be hosted by The South Coast Society of Model Engineers, at Gary Siegel's home, on August 23rd. Gary's layout, the Louisville and Nashville, is

one of the premier layouts in the country, and if you've never seen it in person, nor been able to operate on it - here's your chance! Make it a weekend on the coast with the family and enjoy some great model railroading, to boot! The meets in Santa Barbara are always top notch, with informative clinics, operating on the L & N Railroad, and plenty of home layouts to visit.

So, for those of you that always seem to make an excuse - or two - for not making it to the Daylight meets - even when it's in your own hometown - you'll have a hard time making an excuse up for this meet. I mean, think of it.

Presidents Message

By Dave Wilding

Hi Everyone. In a couple of weeks, on the 15-17th of August, we will meet at Terry's garage instead of the Vet's Hall to work on both our club modules and your own individual modules. Especially on upgrading the wiring. Steve has done a lot of work on figuring out what we need to do and getting the supplies together.

By using Terry's garage we can save a couple of hundred dollars in rent money and more importantly, have better lights to work under. I am looking forward to getting my

own modules fixed up as for some strange reason, my tracks needs a bit of work at the same time.

Three mores dates to keep in mind: First is the 23rd of August for the Daylight Division Meet in Santa



Barbara which will be fun as usual.

Second will be our Train Show on the first weekend of October at the Vet's Hall (We need some more items both for door prizes and our club raffle).

And lastly our annual get together for a Christmas Party at Margie's Diner on Friday the 12th of December at 6:30 pm. Mark your calendars for all three of these and hope to see you in a couple of weeks at Terry's.

Thanks. Dave W.

July Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7 pm on 8 July in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo. In attendance were Hale Conklin, Jim Jonte, Tom Kolby, Terry Taylor, and Dave Wilding.

First we went over the Train Show that we will be hosting on the 3 to 5 October weekend at the Vets Hall here in San Luis Obispo. So far we already have 42 tables accounted for with half of those being vendors. Not bad so far but choice locations are starting to go. Terry will draw up a floor plan later but for now we used an old one to start allocating space.

Jim will check on our having a food vendor available and pointed out that 2 to 3 of us will need to be there at 3 pm on Thursday the 2nd of October to help set up.

Tom will take care of door prizes helped by Jim of course. Please ask around for items that we can either use as door prizes or as part of our club raffle. John Claudino of Aztec Model RR Accessories has generously given us a \$25 gift certificate to start the ball rolling. Thanks John.

We decided that there was no need to hold a Board meeting this month and that when we resumed them in the Fall, we might

(Continued on page 6)

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 Tonopah & Tidewater RR Scouting Expeditions Pt. I continued

(Continued from page 1)

Acme gypsum mine near China Ranch, clay pits near Bradford Siding, and other mines. Connecting railroads included the Ludlow & Southern (operated by the T&T and serving the Baghdad Chase mining area south of Ludlow), the Tecopa Railroad (serving the Gunsight and Noonday silver-lead mines east of Tecopa), and the Pacific Coast Borax Company's narrow gauge line to the Gerstley mine northeast of Shoshone. T&T operations ceased in 1940 and the rails were taken up by the War Department in 1942 for use in the war effort.

For detailed historical information about the T&T and its related railroads, see the T&T Website hosted by John McCulloch at <http://www.ttrr.org/>.

Scouting Expeditions

In January 2001, my daughter Jocelyn and I investigated some of the lesser-traveled southern segments of the Tonopah & Tidewater and its related railroads. We covered the Ludlow & Southern, which operated from Ludlow south to Stedman, the Tecopa Railroad (which served the Noonday and Gunsight mines near Tecopa) and various segments of the T&T itself between Ludlow and Shoshone. In March 2001, I covered some of the lesser-visited segments north of Shoshone, including Eagle Mtn to Death Valley Junction and Beatty to Goldfield.

The Tonopah & Tidewater Expedition



Above: Oil Tanks? John Brabyn Photo



Above 2 Photos: Murphy Bros Store
John Brabyn Photo

In November 2002, I organized the first expedition to travel the entire 250 mile length of the T&T from Ludlow to Goldfield. The trip took 5 days, almost entirely on dirt roads, and included the Ludlow & Southern, Tecopa Railroad, and Lila C branch. The expedition, which rediscovered and documented many fas-



inating T&T remains, was captured on film and turned into a professional video production with historical photographs and commentary. For details of the resulting video, see The Tonopah & Tidewater Expedition Video sidebar on page 7.

Section 1: Starting Point: Ludlow

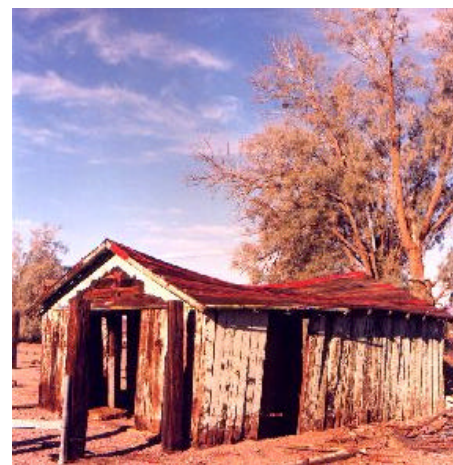
As the southern terminus and headquarters of the T&T, Ludlow made a logical starting point for our expedition. In the town itself, we found a number of interesting ruins still available to photograph, including Murphy's store of course, but also some old wooden buildings. We also noted the old balloon track berm and what looks like the beginnings of the L&S grade south for the first few yards to the Santa Fe tracks. Alongside this raised berm are some old water tanks, presumably formerly belonging to the L&S.

Section 2: Ludlow & Southern

To cross the BNSF tracks safely by vehicle, and head south from Ludlow on the L&S (with BNSF work crews watching), we found you have to take a detour a mile or so east along old Hwy 66 to the nearest railway crossing. Then there is a rough dirt access road along the south side of the tracks back to Ludlow.

Once back to Ludlow, we looked for the

(Continued on page 5)



Above: What Building is This?
John Brabyn Photo

The 130th Anniversary of the World's 1st Successful Cable Car

By Walter Rice

The 130th Anniversary of the World's First Successful Cable Car Trip Celebration will be on Saturday 2 August at the Friedel Klussmann Turnaround on Hyde & Beach Streets at the end of the Powell-Hyde line in San Francisco

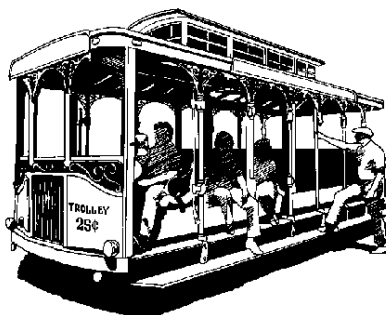
One of the highlights will be an unveiling ceremony of the plaque at the arch honoring Friedel Klussmann for her efforts in saving the Powell Street cable cars were the official naming the Victoria Park end of the Powell-Hyde cable car line, the "Friedel Klussmann Memorial Turnaround," and the construction of "The Friedel Klussmann Memorial Arch" at this site.

San Francisco now has at opposite ends of the Powell-Hyde line a plaza named for Andrew Smith Hallidie, the inventor of the cable car and Friedel Klussmann who saved the cable car. The Museum was active in both the naming of the turnaround and the fund raising, design, and placement of "The Friedel Klussmann Memorial Arch" at this site. A major grant was obtained from Chevron Corporation to defray construction costs. The Muni has posted the Museum designed plaque at the turnaround.

Merrill Cohn P. E., a Museum board member, was intimately involved in the construction of the Arch and will conduct the ceremony. If you are interested in

learning more about Friedel Klussmann and the 1947 Cable Car Wars; the article, *The Cable Car Lady and the Mayor* is recommended. You can find this at <http://www.cablecarmuseum.com/Library/CblLady.html>.

Later the Museum will be holding "A Kaleidoscope About the Cable Car" a series of presentations dealing with all aspects of San Francisco's cable cars. At 1:30 pm at the San Francisco Cable Car Museum on 1201 Washington St. @ Mason. The topics will include: "When the



Cables Carried the Mails"; "Rebuilding O'Farrell, Jones & Hyde Cable Car No. 42"; "Whatever Happened to Andrew Smith Hallidie's Clay Street Hill Railroad?"; "The Why and How of the Rebuilding of the Cable Car System, 1982-1984"; "How Cable Car Bells Are Made"; and "Being the California-Powell Towerman, An Inside Prospective". Each presentation will be approxi-

mately 15-minutes and the focus is to present to all aspects of cable car operations, history and the importance of the cable car to San Francisco. As a side note, there will cake too!

Also, the authors' Emiliano Echeverria and Walter Rice will be available to autograph copies of their two recent publications' *San Francisco's California Street Cable Car; Celebrating a Century and a Quarter of Service* and *When Steam Ran on the Streets of San Francisco*. If you have copies, please bring them. The Museum will have a very limited number of copies that will be for sale that day. (A rush order has been placed the publisher.)

The Cable Car Museum web page (www.cablecarmuseum.com) will be posting an article entitled *The Wire Rope Street Railways of San Francisco, California* by Andrew S. Hallidie. The article was published in the *Scientific American Supplement*, September 17, 1881.

Mark your calendars and plan to attend! It should be a great day to meet and discuss a San Francisco city symbol -- the Cable Car. Remember: Powell-Mason and Powell-Hyde cable cars stop at the Museum. California Street cable cars stop at Mason Street, within three blocks. MUNI trolley coach lines 1, 30 and 45 and motor coach line 12 stop within two blocks of Museum. See you there!

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 only (requires NMRA membership # above) \$6.00 |
| ☐ PCR and NMRA for five years \$240.00 | ☐ PCR only - five years (requires NMRA # above for 5 yrs or life) at \$25.00 |
| ☐ PCR \$6 and NMRA \$23 Affiliate at \$29.00 (No <u>Bulletin</u>) | ☐ PCR Family at \$1.00 (Must have Regular PCR member as sponsor) |
| ☐ PCR and NMRA YOUTH at \$36.00 | ☐ 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.

Excursion to 6th Annual Truckee RR Days

By Michael Huggins

The Sixth Annual Truckee Railroad Days is sponsoring a special excursion behind the California Zephyr as part of this year's Railroad Days events.

This will be a daylight excursion through the Sierras and over Donner Pass featuring the dome car "Plaza Santa Fe" and sleeper "Royal Gorge". The cars will depart behind the CZ from Emeryville on Friday, Sept 5, 2003 at 9:35 AM, arriving in Truckee at 3:03 PM. The cars will be on display in Truckee throughout Railroad Days along with rolling stock from the Portola Railroad Museum, McCloud Railway, Amtrak and additional private cars. They will return via the CZ on Monday, Sept 8, 2003, departing at 10:22 AM and arriving at Emeryville at 4:50 PM.

Fares are \$450 round-trip and \$260 one-way. Lodging and one-way legs via Amtrak are available for inclusion in the trip

package. Meals and non-alcoholic beverages are included in the fare. Passengers can board at Emeryville, Martinez or Sacramento.

All proceeds from this trip go to benefit Truckee Railroad Days and the Feather River Rail Society. For more information and to order tickets, please call Katy Stevens at Truckee Travel, 1.800.843.1870. More information can be found on the Truckee Railroad Days website at www.TruckeeRailroadDays.com

TICKETS FOR THIS EVENT ARE LIMITED! It is expected to sell quickly.

More information:
Truckee Railroad Days <http://www.truckeerailroaddays.com>
FRRS-Portola Railroad Museum <http://www.wplives.org>

The Tonopah & Tidewater RR Scouting Expeditions Pt. I continued

(Continued from page 3)

turnoff south along the route of the L&S. The old L&S grade seems to be pretty well obliterated and returned to the desert for the first couple of miles -- not surprising since it was built in the bottom of a broad wash. However a bit further east of where the grade was you can turn south on a newer dirt road that parallels it and appears to have been built to access some antennas on the nearby hill. Once up to the low pass near the site of Ragtown, you can pick up the old grade again.

We inspected the mining remains at Ragtown -- quite picturesque -- and then transferred to the grade itself for the drive from there to Stedman. You had to know where to look to find it, but then it became more distinct. This segment of the grade is still driveable but a high clearance 4WD vehicle is needed due to the several places where steep bypasses are necessary due to washouts.

The grade continues right up to the mines at Stedman where there has obviously been huge mining activity up til relatively recently, as noted in Delmer Ross's history of the L&S.



L&S Grade South of Ragtown
John Brabyn Photo



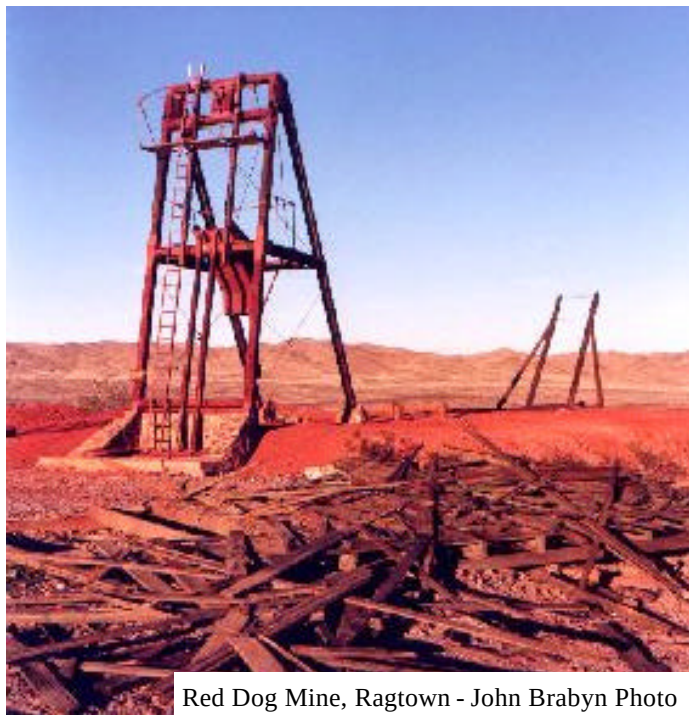
End of the L&S Grade at Stedman. Large washout visible behind vehicle. John Brabyn Photo

With night falling we returned to Ludlow on the "main" road, sampling the gourmet delights of the Ludlow Café for dinner.

End of Part I



Some of the Grade is in Poor Shape -
John Brabyn Photo



Red Dog Mine, Ragtown - John Brabyn Photo

Cajon Tales: Part 39 (Signals & Ft. Eustis)

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

Some of you are familiar with the daytime hand signals of waving your arm up and down when you wanted the engine to move forward and in a circle when you wanted the engine to move back. From Milwaukee on out west in most places, when it came to day hand signals we used a "come to me" signal just as you would use if you were trying to get anyone to come to you, and another with extended and then retracted arms, horizontally, to tell the hogger to "go away from me". In the west the signals didn't care which way the engine was headed, but in the east I believe they did.

When I was at Ft. Eustis in '54 that's the way the fellows from the east operated; signals were based on locomotive heading. Speaking of which, did you know that I was a Locomotive Engineer Instructor in the U.S. Army Transportation Corps at Fort Eustis in Virginia?

I was not happy at the T School, so I don't have many memories of the place. There were only two promoted men on the post. A conductor from the Pennsy named Whipple and me. I had passed my exami-

nations on the Santa Fe in January 1952. There were a few firemen and brakemen from various roads, but Whipple and I were the only two on the post that really understood the Consolidated Code of Operating Rules. The Major teaching the book of rules was a model-railroader who had never worked on a railroad. He was a nice man, but no "rail".

When the big brass at the T School heard that there promoted the Santa rushed a lieutenant to see if I thing steam tors. I I've been them on and I wrote about fifty questions about them in my examination.



was a pro-man from Fe, they young ant over knew any-about genera-said sure; operating passenger

Wow! They took me over to their deluxe engine-house where they had a brand new jeep equipped with a steam generator that hadn't ever been fired up. They

wanted me too start the locomotive and then fire up the steam machine. The engine was stone cold, so I asked them how long it had been since the engine had been running. they told me two weeks. I asked them for the key to the flashplugs. They didn't know what that was. It was a tool to open a small relief valve from the combustion chamber so that any condensation would be blown out as you cranked the engine to start it instead of blowing up the block. What idiots.

But back to signals: Oh, yes. I remember many of them including a night signal with the lantern which began on the ground with the lantern rising in expanding circles. The two raised thumbs for "spot cars" or "tie-up and go home" All the numeral hand signals and tapping your upraised heel for "the spur track".

The two thumbs alternating in pointing to your mouth for "go to beans". Those were the days! The difference I noted at Ft. Eustis was the eastern system keyed to engine heading and the western being "come to me" or go away from me" regardless of engine orientation. F.L. Post

July Club Meeting Minutes continued

(Continued from page 2)

hold them at members houses starting with mine instead of at Applebee's as in the past.

Originally we had decided to spend the upcoming weekend of 9-10 August at the Vets Hall to upgrade our modules - especially the wiring. Steve has been acquiring the supplies and Chris had agreed to come help for the original time but unfortunately can not make the new schedule - see below.

Later after the meeting, Jim found out that the Doctor wanted to do some more surgery on him just before that weekend and he allowed that he just might not be up to par for the work party. My wife informed me that we will be hosting a few relatives that weekend, so using email we decided to postpone the work party to the follo w-

ing weekend, August 15-17, at my garage.

Friday the 15th, Dave, I and ??? will still go to pick up the modules at the storage location about 5 pm and bring them to my garage. About 6 pm that evening, everyone else will show up at my place and following Steve's lead we plan to upgrade the wiring in the club modules and any individual members modules at the same time. We will get together Saturday morning at 9 am and resume where we left off.

Naturally enough they will have to be tested so they will be set up as we go in a serpentine fashion. Of course we shall discuss and maybe even also do some other upgrades at the same time.

We reminded everyone that the 23rd of

August is the Daylight Division meet in Santa Barbara. It will be hosted by the South Coast Society of Engineers at Gary Siegel's house starting at 9 am. As usual there will be a white elephant auction etc. Be prepared for quite a bit of laughter.

Then Jim wanted to remind everyone that our annual Christmas Party at Margie's Diner will be on Friday, December 12 at 6:30 pm. Editors note: This just happens to be twelve days before his 80th Birthday and ten days before Connie takes him to Las Vegas for his Birthday Party! So let's talk it up and gather as many of our old timers as we can, as Debby is expecting 20 to 30 people for our gathering at Margie's that night.

Dave then adjourned the meeting at 8:50 pm.

The Tonopah & Tidewater Expedition Video Retracing an Historic Desert Railroad

By John Brabyn

This is the story of the first successful attempt to retrace the entire route of the historic Tonopah & Tidewater Railroad. A group of Range Rovers and Land Rovers formed the expedition that undertook this challenge, crossing 250 miles of remote desert terrain.



All 3 are John Brabyn Photos



Photo Collection of John Brabyn

Built by F.M. "Borax" Smith in 1905, the "T&T" ran north from the Santa Fe Railroad at Ludlow, California, to the mining boomtown of Goldfield, Nevada. Operations ceased in 1940. The T&T grade lay dormant for 60 years until brought back to life by this intensively-researched Land- Rover 4WD Expedition that rediscovers and documents many fascinating historic remains. It recreates the experience of riding the lonely desert rails, far from modern highways and cities. An abundance of authentic historic photographs provides "then and now" comparisons, while historical commentary, wild desert scenery and a high-spirited team add to the appeal.

Three Range Rovers, a Camel Trophy Defender 110 and two Series Land Rovers make up the convoy that travels 250 miles

(Continued on page 8)



3rd Annual Washington Township Railroad Fair

By Barbara Culp, GM SPCRR

The 3rd Annual Washington Township Railroad Fair Washington Township Railroad Fair will be held by the Society for the Preservation of Carter Railroad Resources on Labor Day weekend, August 29, through September 1, at the Ardenwood Historic Farm on 34600 Ardenwood Blvd. in Fremont, Ca.

Friday night only, we will be having a Special Event with the PREMIER of a documentary video by Producer Boone Morrison, "California Narrow Gauge", plus Author Bruce Mac Gregor will be on hand to Autograph his new book, "The Birth of California Narrow Gauge". (copies will be available for sale). The gathering will start at 6:30 pm, with a Barbeque dinner available by advance reservation only, at 7 pm at a cost of \$15.00 per person. Around 8 pm, you will be able to meet the producer of the video and author of the book, for a chance to know a little about them, followed by the viewing of the video.

Saturday through Monday, from 10 am to 4 pm, we will have our 1891 Baldwin Steam Locomotive, "Deanna" to head the lineup for steam rides, Horse drawn Train rides, Hand Car and Speeder rides, Garden Railroads on display running with steam, children's Hobo game, music in the Farm yard, tours of the Paterson House, plus all the farmyard activities and more!!

Admission: \$8.00 adults; \$6.00/Seniors (62 +) & students (ages 13-17); \$5.00/children (ages 4-12) and children age 3 and under free. FREE PARKING

For dinner reservations, advanced book sale information, please check our web site at www.spcrr.org or call 1 866 41SPCRR (866 417 7277) or mail to SPCRR P.O. Box 783. Newark, Ca. 94560.

Ardenwood Historic Farm, a part of the East Bay Regional Park District (510) 635-0135/ www.ebparks.org

The Tonopah & Tidewater Expedition Video continued

(Continued from page 7)

of dirt on this five day expedition across the Mojave Desert. The 55-minute video, filmed largely by a former National Geographic cameraman, is edited and produced to professional standards. Desert scenery, 4WD action, historical research, atmospheric music and informative commentary are artistically blended to record an historic adventure that will not soon be forgotten.

The footage depicts many scenic desert attractions along the route, such as Dumont Dunes, Zzyzx, Broadwell Dry Lake, Sperry Wash, Sarcobatus Flat, and the Ralston Desert. There are also many photogenic mining ruins, numerous archaeological sites of lesser-known railroad stations and mining camps, petroglyphs, rock circles, and other unique desert phenomena. Research for this epic adventure included several preliminary scouting expeditions; photographs from these can be found on

the T&T Scouting Expedition pages.

The expedition discovered and documented numerous hitherto neglected and unknown remains of the old railroad. Painstaking historical research has uncovered many authentic historical photographs of the T&T that are reproduced in the video alongside the present-day scenes of the same locations.

A John Brabyn Production.

Featuring: Gordon Kallio, Lynn Helm, Marvin Mattson, Domingos Dias, Granville Pool, Mark Owens, Wolfgang Salb, John McCulloch, Robert Fulton, John Brabyn.

Photography: Wolfgang Salb, John Brabyn.

Special Thanks: Soda Springs Desert Studies Center, Central Nevada Museum, Mojave River Valley Museum, Shoshone Museum, Gary Elias, John McCulloch, David Myrick, Harry Rosenberg, Nancy Walsh Herring, Pam & Willy Warnock.

Ordering Information:

The video comes in a hard plastic case with a printed sleeve (depicted below) including most of the photos reproduced on this page. It can be ordered by sending a check for \$20 plus \$5 for shipping and handling to:

John Brabyn,
PO Box 2627,
Mill Valley, Ca 94942



This is the story of the first expedition ever to retrace the entire historic route of the Tonopah & Tidewater Railroad across 250 miles of remote desert. Built by P.M. "Boss" Smith in 1905, the "T&T" joined the Santa Fe RR at Ludlow, California, to the booming mines of Goldfield, Nevada.

60 years after abandonment, the T&T is brought back to life by this well-researched Last Frontier Expedition that uncovers many fascinating historic remains. It recreates the experience of riding the lonely desert rails, far from modern highways and cities. Old photos contrast "then and now", while historical commentary, wild desert scenery and a high-spirited theme add to the appeal.



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Photography: Wolfgang Salb, John Brabyn.
Special Thanks: Soda Springs Desert Studies Center, Central Nevada Museum, Mojave River Valley Museum, Shoshone Museum, Gary Elias, John McCulloch, David Myrick, Harry Rosenberg, Nancy Walsh Herring, Pam & Willy Warnock.

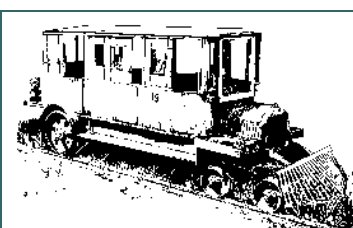
Color, 55 minutes
John Brabyn, PO Box 2627, Mill Valley, Ca 94942
johnbrabyn@comcast.net <http://tongarexpedition.net>

The Tonopah & Tidewater Expedition

**The
Tonopah & Tidewater
Expedition**
Retracing a
Historic Desert Railroad



A John Brabyn
Historical 4WD Desert Expedition



Line Art

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

Chucky's Trivia Corner

By Chuck Paul

Hi there all you railfans and foamers in model-railroad land. This month we are going check out some of Lucius Beebe's favorite railroad terms and slang from the glossary of his book High Iron. Test yourself and see how many you can get right.

1. Where did the Indian Valley R.R. run? A) From Barstow to El Centro; B) Plaster City to Ocotillo Wells; C) Raton Pass to Gallup NM; or D) It was a mythical road where there are always good jobs (RR haven).

2. What is an Iron Skull? A) A boiler-maker; B) A yard switchman; C) A hard hat; or D) A road brakeman.

3. Who is the jam buster? A) A dining car's assistant chef; B) An assistant yardmaster; C) A yard worker in charge of busting jammed couplers loose; or D) A dispatcher called in to get traffic jams going again.

4. What does "to janney" mean? A) To jump off a moving cut of cars as a collision is unavoidable; B) To hire boomer labor; C) To wait for the conductor to board the train; or D) To couple.

5. What is another name for a jay rod? A) Push rod; B) Mail

bag hook; C) Clinker hook; or D) Extension bar.

6. Which railroad worker is known as Jerry? A) The section foreman; B) The yardmaster; C) The fireman; or D) The engineer.

7. What does the term "jigger" refer to? A) Dead-heading; B) Full tonnage train of dead freight; C) Re-throwing a switch for the main; or D) Relief engineer.

8. Who is also known as the Juggler? A) The dispatcher; B) The hump - yardmaster; C) The brakeman who loads & unloads less-than-carloads at way stations; or D) The engineer running a classification yard switcher.

9. Do you remember what keeley is? A) The RR tea you get when stopping for beans; B) Stove black; C) A can of water to cool over-heated journals; or D) Brass polish.

10. What is a Liner? A) A cylinder sleeve, B) The call boy who crosses off names on the call board; C) None of these; or D) A passenger train.

The answers are on the back page.

Railfans Welcome! Database Update

By Dave Marshall

The Railfans Welcome! Database at <http://home.woh.rr.com/n8oay> has been updated with 42 new Railfan-Friendly train watching locations. The Database now includes 179 locations in 27 states and the District of Columbia. I have also made a few corrections and added many new frequencies to the Railsfan database and added more train symbols. I hope to

post another frequency and symbol update later this week.

I appreciate all suggestions for additions and corrections to this web site. Most of these updates to this list came from suggestions received by email from people who have visited the web site. Dave n8oayscan@woh.rr.com

Where You Gonna Be on 23 August? continued

(Continued from page 1)

The cool central California coast and model railroading compared to 110 degree August heat in the Valley. Do the math! This should be a no-brainer, folks! Of course we'll see you in Santa Barbara - and don't forget to bring your gifts for the White Elephant auction and models for the contest!

The Daylight Division is scheduled to host the Pacific Coast Region annual convention in 2008. I received a phone call from John Houlihan, of Fresno, volunteering to be Chairman of the meet. Thanks, John! John already has some great ideas for the convention. That's now two positions filled--the Chairman, John Houlihan, and the Registrar, Doug Wagner. Other positions needing to be filled are clinic chairman, vice chairman, treasurer, etc., etc. So don't be shy. Besides, you'll probably be receiving a phone call begging you anyway!

At the last meet, in Merced, the membership voted to accept Hundman Publishing's offer of supplying selected schools with model railroading magazine. Hundman publishes magazines such as Mainline Modeler and N Scale Magazine. The Daylight voted to provide \$50.00 to do this. The cost is \$25.00 per schools for a year of magazines. We haven't decided which schools should receive the first year's magazines, but we hope to bring it up at the next Daylight meet (remember, August 23rd, in Santa Barbara?). So, if you have a school in mind that you would like to see receive these magazines, you'd better be there to state your case!

Well, that's all I have to throw at you for this issue of SLO Trains. And remember, if you ever have any questions or comments, don't hesitate to contact me by phone at 661-589-0391, or by email at carldw@aol.com. Besides, that why I get the big bucks for being Superintendent!

Club Activity Listings: Then & Now

By Terry N Taylor

Back in August 2001, we produced a supplemental issue of a whole 10 pages that listed all the railfan and modeling organization activities (first weekly meetings, then monthly, then quarterly and finally annually followed by a list of the email sources for central California news) that we were aware of that time.

We did it because we had had a lot of requests for contact points from both rail historians and modelers coming in and foolishly thought that if it was available that there would be less emails.

Of course that list quickly became dated as club contact points moved, changed email servers or in a couple of cases the club itself moved or even disbanded. Even so it was popular and even the rough drafts we used to ask other clubs for confirmations were quickly copied to some websites and extracted in newsletters. This was great but info was dated.

So after many more requests, we decided to start again listing the upcoming special activities (normally not the general meetings) that we knew of. Originally this information was posted to the monthly emails that we are sending to the currently over 950 persons, hobby shops,

museums, libraries, electronic bulletin boards, etc. who have requested notification when the next issue of SLO Trains is ready to be downloaded from the web site.

Also originally we posted only the special events that occurred in the central California area. It seems that central Californians do a lot of traveling and wanted to know not only about the normal club meetings that were in the original special issue but also the events outside of that area.

We have also picked up a lot of readers that live in other parts of the state and in Nevada. That list grew so much in popularity that more and more organizations are requesting that they be listed. We decided to include all of the states of California and Nevada and then the listings became even more popular.

Frankly the list of upcoming activities (let alone the numerous organization who wanted to be listed as contact points for their normal meetings) has become way too long to attach to the notification email anymore.

So as you have not doubt noticed by

now, we are now attaching only the next two months of upcoming events to the email notification which is still somewhere around 70 non normal meeting events for you to consider going to in August and September.

What is also new is that we are now posting the whole list of upcoming events and information on the so far about 140 rail oriented clubs, organizations, historical societies, museums etc. in California and Nevada to a special supplemental issue to this August 2003 issue which will probably run somewhere around 38 pages. Quite an increase from the original 10 pages only 2 years ago. If this method proves workable, then we will continue to do this each month.

Naturally enough this list is probably again already out of date, so if you know of an activity or rail oriented organization that is not listed, please let us know and we will add them in next month. If you know of a change to a listing please also let us know (at terryntaylor@charter.net) as people do move or change their email servers quite often these days.

We hope that this information continues to be of use to you.

Arizona Express 2003

By Jan Wescott (from the Convention Flyer)

The Pacific Southwest Region of NMRA would like to invite you to our 2003 convention (hosted by the Arizona Div.) from 10 to 14 September at the Embassy Suites Hotel, on 2577 West Greenway Road in Phoenix, Arizona, 85023-4222 / 602-375-4098 or 1-800-527-7715.

All rooms are two room suites and are \$85 per night (single or double) and a complimentary cooked to order breakfast. For reservations, use either of the phone numbers above or the web site at www.embassysuites.com. Specify that you are attending the Model RR Convention -PSR. On line give the code "CRR". The blocked room cut-off is Aug. 22.

Wednesday evening starting at 5 pm with registration. There will be two lay-

outs open for tour that evening. *Thursday*: There will be 14 clinics plus two Modeling with the Masters (MWTM) clinics (extra fare), the opening of the Model & Photography Contest, self guided layout tours and a Chinese Auction in the evening. *Friday*: There will be 19 clinics plus two MWTM clinics (extra fare), 10 layout available for tour. *Saturday*: There will be 13 clinics, one MWTM clinic (extra fare), Model & Photography contest Judging, 10 layouts available for tour, a Swap Meet from 10 to 2 pm and an Awards Banquet. *Sunday*: There is a Membership Meeting from 9 to 11 am. Seven layouts will be open for tours in the afternoon. There is a special program for the Spouses (non-Rails) which includes various activities at the Hotel, a tour of a

Chocolate Factory (Thurs.), a tour to Arizona Mills (Friday) and a Luncheon and Fashion Show (Saturday). We are continuing to work with the BNSF and an industrial customer to get approval for two Prototype/Special Interest Tours. Watch the convention website for updates. www.getnet.net/~dickg/nmra/psr/2003conv.html

You can register by going to the website and down-loading a copy of the form or you can contact Debbie Draper at 602-953-1681 or zdraper@aol.com. You must be a member of the NMRA to register but you can join when registering. The committee has worked very hard to pull these plans together, however, it is possible that circumstances will require some changes or cancellation of events.

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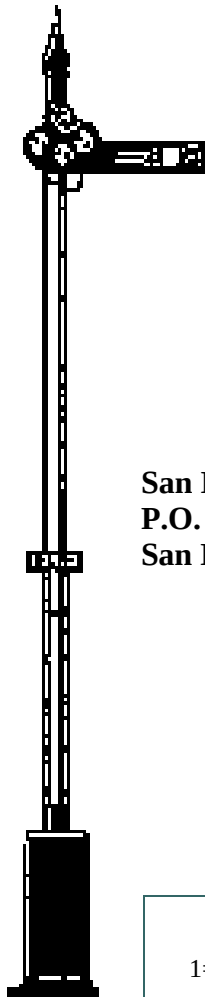
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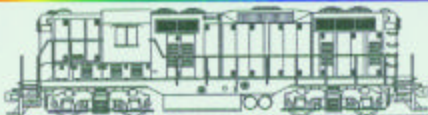


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