



THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS

Drawing By Norm Hammond



Volume 15, Issue 10

October 2003

Upcoming Events

• 2003

- Oct 1-5 SP H&TS Annual Convention in Sacramento
- Oct 3-5 SLOMRC 14th Annual Train Show @ Vets Hall in SLO
- Oct 8, SLO RR Museum 1/4ly Public Mtg @ Embassy Suites, 6 PM
- Oct 14 Club Mtg. @ Terry N Taylor's House, 7 PM
- Oct 25 Fall Train Fest 2003 @ Bitter Creek 10 AM
- Nov 11 Club Mtg. @ Terry N Taylor's House, 7 PM
- Nov 22 Daylight Div 1/4ly Meet in Ridgecrest, 9 AM
- Dec 12 Christmas Party @ Margie's Diner, 6:30 PM

• 2004

- Jan 16-19 Bitter Creek Western Live Steam RR MLK Weekend Run
- Jan 17-18 GEHAMS Train show in Bakersfield 10-5 Sat & 10-4 Sun
- Apr 29-May 2 PCR 2004 Convention in Napa

Cab Ride On The SMVRR

By Hal Madson

I was approached some time ago to make an appearance in a video on the coast line being filmed by Bob McMillan of Valhalla Video Productions. He had a copy of my book and wanted to feature a segment on the Santa Maria Valley Railroad. We filmed the SMVRR on Thursday, July 31st.

The filming started at the engine house located at Miller Street and the tracks, and using the idling GP-9, 1801 for a backdrop, I narrated a short history of the railroad industry here in Santa Maria. We then "chased" the daily switching job as performed by the crew con-



SMVRR No. 1801 at the diamond pushing the lumber car and hopper west to the west leg of the wye before continuing south to the Air-base. Bob McMillan photo.

sisting of Tom Braunger, engineer and Vince Martinez, brakeman/conductor. Bob asked Dave Jennings, the general manager, about the possibility of a cab ride, and Dave said that he would see what he could do.

Dave gave us a brief run-down of where the crew would be working that day, and we initially set up right on Jones and Thornburg to get in some "street running" which is always popular with rail buffs. We noticed right away that the track crew was replacing a rail on the short pass just west of us and had a target attached to the main line

(Continued on page 3)

Cattle Car Ramblings

As Told To Martin Burwash (Copyright 2001)

Inside This Issue:

Cab Ride On the SMVRR	1
Cattle Car Ramblings	1
Presidents Message	2
September Club Minutes	2
Night Trains & Thomas The Tank	3
Daylight Div Member Of The Year	4
14th Annual SLOMRC Train Show	5
Fall 2003 Train Fest Flyer	5
Cajon Tales Pt. 41 (Don't Gamble)	6
Special Hours CSRM Library	7
Corrections For Climax Book	8
Chucky's Trivia Corner	9
Request For Help Santa Fe Photos	11
Silver Hostel Work Weekend	12
Ads & Club Info	13

Editors Note. This tale is an example of railroad humor that was told to Martin by one of the principles and is not intended to be an absolute accurate account of the trip. As in all tales, I am sure that the truth has been embellished just ever so slightly! Now to repeat what Martin passed on using the language of the day.

With the feed order figured out, a few changes to the ration calculated, I leaned against the pick-up and watched Darryl Ricci light one of his trade mark Tiparillos. Darryl has spent the last 50 years breeding one of the finest herds of Holstein cattle in the nation. The Ricciville

prefix is well known amongst cattle breeders all over the world.

"You know Martin, you shoulda been with me and George Magnochi back in the fall of 1956. You would have gone nuts with that camera of yours. We were hired by Carnation Farms to take the state show herd down to the Pacific International in Portland and the Western National (both cattle cows) at the Cow Palace in San Francisco. Took the whole damned trip by train in a stock car."

Just the route taken by the cars was a flash

(Continued on page 4)

Presidents Message

By Dave Wilding

Hi Everyone.

Well October is nearly here and it's show time again. Our big train show will be on the 4th and 5th at the Veterans Hall with many layouts ranging from Z to G and lots of vendors with their products. The Free-mo groups will have all of downstairs to set up their HO scale modules so it should be a great show.



I hope to see all our club members there to help and

enjoy this show. We have been working on an 4'x8' layout to raffle at the show for some lucky family. Thanks again Mark for donating the layout you won last year to family who wanted it so much. I am also working on several of my layouts so that they will look good for the weekend and Joann will bring a Halloween oriented layout.

See you at the show. Dave Wilding

September Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7 pm on 9 September at Terry Taylor's house. In attendance were David Chong, Jim Jonte, Tom Kolby, Mark Lang, Terry Taylor, and Dave Wilding.

While Steve Francis could not be there, he sent an email explaining that he had contacted the Scout House in Atascadero to explain the Scout Railroading Merit Badge training to be given at our upcoming train show. He had also emailed or faxed flyers to the local newspapers TV and radio stations to use for public service announcements. He had previously submitted them to the national magazines and it showed up in this month's Model Railroader. Steve will also take care of the printing of the Railroading Merit Badge pamphlet.

Jim pointed out that our finances are currently less than a thousand dollars with over \$900 still owing for the Vet's Hall rental. He will make the final payment later this week but that will then drain out treasury. Fourth quarter dues are nearly due so please pay them. Jim also reminded everyone that our annual Christmas party at Margies will be on Friday the 12th of December.

Terry went over the table requests that we have received. This section now updated. As of 28 September we have 77 tables accounted for with over 20 different vendors and historical groups participating on the weekend of 4 & 5 October at the Veterans Hall in San Luis Obispo on 801 Grand Ave at Monterey St.

We will have the HO Scale Free-mo groups setting up their modules downstairs to run from Friday thru Sunday and upstairs we will have the following visiting layouts: The Robert Kendrick Memorial Layout (N Scale) coming from Bakersfield, the AACE RR (N Scale) from Visalia, the Daylight Division Timesaver Switching layout (as well as our own Timesaver Layout making two places to try your skills at) and Ken Lua's Marx Layout coming from San Luis Obispo. Naturally we will also have about a half dozen other layouts on hand in

Z to G scales.

There will be 7 stations set up for youths to learn more about various aspects of railroads ranging from the various scales and gauges, the operation of prototype RRs, Operation Life Saver and rail safety, diesel electric power, rail car identification, train types, and rr departments, how to read timetables, signals, and layout planning. While this program is under the umbrella of the Boy Scouts Railroading Merit Badge program, we make it available to any interested youth of either gender whether or not in any established program. Girls and Boys in uniform (as well as their adult leaders in uniform) will receive a discount on the admission donation.

Tom K volunteered to handle the timetable station, Steve the identification station, Mark the power station, Dave W the scale/gauge station with Brewster Bird coming over from Visalia to take care of the signals station, Tom Turner from Goleta to handle the layout planning station and Bob Alexander from Bakersfield to handle the Operation Life Saver station.

Steve will also arrange for a scout leader to handle the youth registration table. David C will check on setting up a possible food station out doors. After discussion, it was moved and passed to fund his efforts for a budget of \$150 to spend on drinks, chips, non-melting candies, and hot dogs. Jim will handle the front door (admission, consignments sales etc.) Tom K will escort the vendors to their tables, Glenn Geissinger will help Terry handle the silent auction area, door prizes, raffles, and announcements etc.

Thursday afternoon at 3 PM, we will gather at the Vet's Hall to clear the downstairs central area of display cases so that the Free-mo groups can start setting up. We will then go to the storage facility to gather all of our modules (along with what ever else is there) and bring them to the Vets Hall. Some have been spoken for by members of the Free-mo groups, others will be put up for sale in the silent auction on the stage. After this

(Continued on page 6)

Night Freights & Thomas The Tank

By Wes Swift



Thomas The Tank! Wes Swift Photo at Felton on 14 Sep 2003.

Last March, I followed our national trend of being laid off from my job. While looking for work, I came across an opportunity at a start-up rep company, and jumped at the chance. While it all sounds glamorous, starting a rep company in the current business climate is akin to playing Russian roulette with 5 bullets. Also it means working for no pay. As luck would have it, the local railroad needed extra help, and my friends there were most anxious to get me on board. The schedule works well with my "day job", and so I went railroading.

I must confess, I thought I knew a lot about trains, but the experience has taught me otherwise! It isn't automatic

uncoupling ramps, and no big deal if you run through an open switch. The first day, even the language was foreign "2641 north 5 to a hook" deciphered to "engine 2641, move north 5 car lengths to couple to another car". Even that simple instruction also needed additional input, because if the engineer didn't hear from you by 3 cars, he was required to stop the locomotive.

Being the doer I am, I naturally want to get to business once the hook is made, but go between the cars without calling and confirming "RED Zone" on the walkie talkie would cause instant admonishment from the entire crew. You could say they were good about watch-

ing out for the rookie, trains do play for keeps.

The simple task of hooking up air hoses has it's subtleties. You do want to make sure the connection is solid before letting the air into the line, a miscoupled air hose will come apart with a loud report, and a vicious wild roundhouse punch with a 2 pound fist. While watching out for the hose, you cut in the air, s-l-o-w-l-y I was told, so I cranked the valve open in a smooth fluid motion. WHAM, all the brakes went to the emergency position because it was too quick filling the air-line. It takes about a minute for the line to recharge after that for a 5 car train. Now I know to listen for the air flow, carefully bleeding the air in until the line is charged.

Being brakeman on the train is an enjoyable job, in fact the first day on the job I got to switch some freight cars, collect tickets from about 400 people, guard the street crossing from motorists, throw switches, it's actually a crime I get paid to do it!

As with all jobs, you do settle into routines, one of the fun ones occurs at the only tunnel on the line. The tunnel is about 1000 feet long and passes under the corner of a church on the hill in Santa Cruz. About the middle of the tunnel, it becomes so dark you can't see your hand in front of your face. Needless to say, we warn everyone about the "vampire bats" that the train disturbs in the tunnel (there

(Continued on page 9)

Cab Ride On The SMVRR continued

(Continued from page 1)

rail "blocking" the track. The locomotive couldn't pass till the target was removed for an all clear and was delayed about a half hour.

The next location was at Bell siding, which is used to store inbound cars. The crew picked up three reefers for the potato packing sheds on Depot Street, a load of lumber and a hopper of plastic pellets bound for the "Airbase".

We got some excellent shots from the diamond where the north/south line crosses the main as they shoved the three reefers into the loading area. Potatoes are about the only fresh vegetable crop shipped anymore, however at least one shipper is experimenting with some broccoli shipments by rail to the east coast.

After they were done at the potato packing sheds we rushed down line to set up

at the McCoy Lane crossing for a shot of the train now consisting of the hopper and lumber car. Bob uses two cameras to get two different angles of an oncoming train or he sets them up to capture the oncoming shot as well as the departing shot. The film is spliced later to complete a "run-by".

We got some shots of the switching at

(Continued on page 8)

Daylight Division Member of The Year

By Terry N Taylor



Brewster Bird presenting Paul Deis with Member of Yr Award. David Chong 3 Aug 2003 Photo Santa Barbara.

At the recent Summer Meet of the Pacific Coast Region Daylight Division at Gary Siegel's house in Santa Barbara, our Daylight Division Director, Brewster

Bird, took a few moments to honor Paul Deis for his many accomplishments within the Region, the Division, the San Luis Obispo Model RR Club and our own Thursday Nite Boomers with the Daylight Division Member of The Year award for 2003. Good Show Paul!

We decided to have a photo of all the previous persons present who have

received this recognition. From left to right, are Bob Randall of Bakersfield (1999), Doug Wagner of Bakersfield (1993), Brewster Bird of Visalia (1997),



Recipients of Daylight Division Member of The Year Award. David Chong 3 Aug 2003 Photo Santa Barbara.

Paul Deis of Los Osos (2003), Tom Turner of Goleta (2001), Terry Taylor of San Luis Obispo (2002) and Bill Scott of Clovis (199x).

Cattle Car Ramblings continued

(Continued from page 1)

back to bygone days. In 1956, the Milwaukee Road was still operating its line north down the Snoqualmie Valley. Branching off at Cedar Falls, the tracks went through the rural towns of Carnation, Duvall and then out to Monroe where they essentially followed the Great Northern line across the Snohomish Valley into Everett.

Carnation Farms, being a part of the Carnation Milk Company and Albers Feed Mills had the advantage of being well capitalized and also had some pull with the railroads. About a week before departure, the Milwaukee would spot two Northern Pacific stock cars on a spur track at the Carnation, WA depot. Carnation Farms had the cars tied up for over a month and was also allowed to amend the interior for show cattle. In each car a loft was constructed where hay, grain and bales of straw for bedding were stored. Placed on one end of the loft was a large metal water tank with a hinged hatch put in the roof of the car. As Darryl remembered, "We'd pull up to one of those water plugs they used on the steam engines to fill our stock tank." The water was then gravity fed through a garden hose and used to water the cattle. Room was

also made in the loft for Darryl, George, and Carnation herdsman Al Mettler to lay out their bedrolls.

"We left Carnation in the evening. We milked then up at the farm then brought them down and loaded them up. We had 14 milking cows in our car, and old Clarence Okerlund was in the second car with about 20 heifers. He traveled alone 'cause with the young stock you really didn't have to do much. Me, George and Al had to milk the 14 we had. Some of those Carnation cows were going for records so they were being milked four times a day. Christ-a-mighty Martin, I know you've milked your fare share of cows, but try doing it by hand in a rocking cattle car doing about 40. About all I could get was half a bucket before it would start slopping all over hell. One nice thing, with Carnation's pull, our car was always the first one behind the engine so we didn't have to put up with that slam banging when they started and stopped."

"That goddamned Milwaukee, it took us all night to get from Carnation to Renton. We sat up at Cedar Falls half the night waiting for another train to take us on down to the NP line at Renton." (I'm

guessing here that by Renton, Darryl is referring to Black River Junction.) "Once we got on the NP it was a pretty quick trip to Portland, although we stopped a few times and picked up some more cars of show cattle. We were in Portland by early evening."

The Pacific International Livestock Exposition was a giant cattle show drawing the best breeding stock of all breeds, beef and dairy, from all over the west. It was not uncommon to have 1000 cattle competing for the best in their class. All had arrived at different times prior, from different points of origin, but when the "PI" was over, all were headed south to the same destination, the Cow Palace in San Francisco for the Western National.

"You would have loved it Martin. To move all those cattle south, the Southern Pacific put together an 88 car stock train. Why if that goddamned train had got in a wreck, it would have set cattle breeding back 100 years!"

Here again, the influence of the Carnation name allowed Darryl's car, loaded with Washington State's finest black and whites to be coupled to the engine. "Once

(Continued on page 7)

14th Annual SLOMRC Train Show

By Terry N Taylor

You are invited to attend our 14th annual train show being held on the weekend of 4 & 5 October at the Veterans Hall in San Luis Obispo on 801 Grand Ave at Monterey St from 10 am to 5 pm on Saturday and from 10 am to 3 pm on Sunday. Suggested donations are \$3 for adults and kids under 12 are free when accompanied by a paying adult. NMRA members \$2 with Boy & Girl Scouts (Cubs & Brownies also) and their leaders in uniform only \$1.

We currently have 77 tables accounted for with over 20 different vendors and historical groups participating. We will have the HO Scale Free-mo groups setting up their modules downstairs to run from Friday thru Sunday and upstairs we will have the following visiting layouts: The Robert Kendrick Memorial Layout (N Scale) coming from Bakersfield, the AACE RR (N Scale) from Visalia, the Daylight Division Timesaver Switching layout (as well as our own Timesaver Layout making two places to try your skills at) and Ken Lua's Marx Layout coming from San Luis Obispo. Naturally we will also have about a half dozen other layouts on hand in Z to G scales.



One of Cache Creek Scale Models highly detailed On30 show models. Emmett J Brannan Photo.

There will be clinics by Jeff Buhler, Charlie Burns (Castings on Saturday 3 pm) and Jim Wells as well as raffles and door prizes. We will also have a silent auction area for your use as either buying or selling set up on the stage where we will be selling all of our standard and Free-mo modules. If you do not want a table, or to use the silent auction, there will be a consignment table near the front door.

In addition we will also have available the Boy Scout Railroading Merit Badge Program of 7 stations set up for youths to learn more about various aspects of Railroads ranging from the various scales and gauges, the operation of prototype RRs, Operation Life Saver and rail safety, diesel electric power, rail car identification, train types, and rr departments, how to read timetables, signals, and layout planning. While this program is under the umbrella of the Boy Scouts Railroading Merit Badge program, we make it available to any interested youth of either gender whether or not in any established program. Girls and Boys in uniform (as well as their adult leaders in uniform) will receive a discount on the admission donation.

(Continued on page 6)

Join the Fun! Bring the kids and Grandkids!
Fall 2003 Train Fest
 to benefit the
San Luis Obispo Railroad Museum
 at the
BITTER CREEK WESTERN LIVE STEAM RAILROAD



Saturday, October 25, 2003 — 10 am to 4 pm

\$8 for Adults • \$5 for children under 15

TRAIN RIDES GALORE!

Located in Rural Arroyo Grande
 (Map will be provided on receipt of payment)

FOOD TOO!

Barbecue Hot Dogs, Chips and Soda or Water
\$5.00



All proceeds to benefit the
San Luis Obispo Railroad Museum
 Find out more about this great project!
SPACE IS LIMITED TO 175 GUESTS!
 Tickets go on sale September 26, 2003
 Checks must be received by October 15, 2003
 First Come, First Served
 To check on space available, call 805-461-3456
 or go to slostm.com
 Make checks payable to:
San Luis Obispo Railroad Museum
 Mail to: P.O. Box 13260, San Luis Obispo, CA 93406

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



Veterans Memorial Hall, 801 Grand Ave at Monterey
San Luis Obispo, CA

Saturday, October 4th 10 AM to 5 PM

Sunday, October 5th 10 AM to 3 PM

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

Suggested Donations: Adults \$3.00 (NMRA \$2.00)
Children 12 and under free when with a paying adult
Boy & Girl Scouts & their leaders in uniform \$1.00

Questions? Contact:

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

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

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

SLOMRC at P.O. Box 15655, San Luis Obispo, CA 93406-5655

Cajon Tales: Part 41 (Don't Gamble With a Train)

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

While watching Law and Order on TV I reflected that "police-humor" is necessary as a shield to make it possible for the police to deal with serial tragedy. It is irrelevant; but it is a defense. On the railroad, we encountered tragedy much less often than do the police, and so our defenses were a lot less irreverent, but they were necessary.

While running the Wilmington turn my locomotive destroyed seven automobiles in twelve days. I don't know if anyone was killed; maybe one woman in a VW Beetle. There were crossings and more crossings to go over on that job. One night on the loop job I fired for Jimmy Case and we hit five autos on that single night. No deaths. We didn't joke about it, but we did become a bit hardened to these events.

Hugh Gamble; a great engineer, told me of one incident that couldn't be defended against. Hugh was firing on passenger a long time ago when they hit a four door sedan. They stopped, of course, and found that an entire family had been killed. Father, Mother, and two children. THAT was a shock. Finally, they continued their trip and when they arrived, Hugh climbed out on the running board to take down the signal flags and found parts of a dead infant on the engine. Hugh told me he just hung on to the handrail and emptied his stomach onto the running board.

And once coming into Riverside eastward with about 100 empties and a four unit 100 class we saw an old car stalled

right on the tracks. Glen McManus put the train in emergency and whistled repeatedly, but the old man in the car just kept trying to start the engine. As our speed decreased, the brakeman and I each climbed down a ladder and ran ahead of the train screaming, "Get out of the car!!" but he just kept grinding on the starter until the train ground him up under the wheels. At least he died quickly.

And one crossing I will never forget. Firing for Joe Ousley on a 3800 with a hotshot and really rolling down through May, a gasoline tanker truck raced us for the crossing.....Joe "big-holed" the train and we both prayed that he would win. Obviously, he did, or I wouldn't be writing these stories.

F.L. Post ex-hogger

September Club Meeting Minutes continued

(Continued from page 2)

show, our club will no longer have any modules: Standard or Free-mo to own and store. If you have any special requests, please contact Dave W or Jim. We will then set up tables for the vendors and ourselves as mapped out by Dave W and Terry.

On Friday starting at 5 pm, the various vendors, museums, guest layouts, etc. may

start setting up. Saturday Morning starting at 8 they may continue setting up. The doors will open to the public from 10 am to 5 pm on Saturday and from 10 am to 3 pm Sunday when we start the tear down and cleanup.

At this point any unspoken for modules will be disposed of and we should have nothing left to take back to the storage facility. David Chong volun-

teered to store the club 5x9 layout for future club use and Terry will store the Timesaver layout.

We then adjourned to Terry's garage where we worked on the 4x8 HO layout that we will have for the raffle. The next meeting (on October 14th) will again be at Terry's house. Dave W adjourned the meeting at about 10 pm.

14th Annual SLOMRC Train Show continued

(Continued from page 5)

Pictured here are just some of one vendors (Cache Creek Scale Models) highly de-



Another of Cache Creek Scale Models highly detailed On30 show models. Emmett J Brannan Photo.

tailed On30 show models. They are 20' in length and highly detailed. While these won't be for sale, Emmett Brannan will have many others like them for sale.

Earlier this year he sent us a note stating that he has sold over 900 HO and HOOn3 free-lanced wood logging and mining car models since 1998. Several of our club members are anxiously awaiting his arrival to purchase more of his models. I could go on about each of the other vendors but I don't have photos or space so you will just have to come see for yourself.

All in all we hope this will be a fun weekend for all concerned.



Another of Cache Creek Scale Models highly detailed On30 show models. This loco has a wood frame and the motor inside the tank has a drive line to a transmission with drive lines to both the front and rear trucks. MDC trucks & gear box. Emmett J Brannan Photo.

Special Hours At The CSRM Library This Week

By Denny S. Anspach

For those of you who will attending the annual meeting of the SP Historical Society in Sacramento this coming week, the California State Railroad Museum Library will be open special hours for attendees' special use Wednesday, 9-12, 1-5. The library will also be open during its regular hours 1-4 PM Thursday - Saturday. If you have special research needs, it would be helpful

to the library, and very convenient for you if you would transmit those needs to Ms. Ellen Halteman, libarian@californiastaterailroadmuseum.org, or call her during working hours on Tuesday at 916-323-8073.

You might also do a preliminary data search at the website <http://www.csrnf.org/doc.asp?id=14>.

Cattle Car Ramblings continued

(Continued from page 4)

we got our cattle in and settled, that son-of-a-bitch Al grabbed a whiskey bottle, headed up to the loft and told George and I not to fuck with him until the train stopped in San Francisco.

"It took forever to get the train loaded and out of Portland, most of the day as I remember. Just before we left, some guy from the railroad, thought he was a real bad ass, gave us hell about not pitching any of the cow shit out the door unless the train was going by some field or in the mountains. Hell, we knew that, all the while we were coming south through Washington we were real careful where we threw the shit and the milk. But that asshole kinda pissed me off. "As soon as we got going good out of Portland, me and George started having contests as to who could hit what going by with a fork full. We started with some of the railroad buildings, then tried our luck at the power poles. If you looked back on the rest of the train, you could see the rest of the kids tending cattle had caught on and were doing the same damned thing.

"Christ-a-mighty Martin, I remember this poor bastard had a brand new Buick stopped at a railroad crossing. I had a big pie on my fork with just enough straw to hold it together. When we passed that car I let her fly. It hit square on the hood and slid up over the windshield and onto the roof. I think goddamned near every kid on the train nailed that car. Hell, by the time the caboose went by, that guy's Buick musta looked like the shit pile behind the old man's barn.

"I remember that night going through some little railroad town. We'd been whitewashing most of the stations along the way with the milk from the cows. I could see some guy in a big overcoat trying to flag down the train. I figured he was gonna chew our asses out, but the train just kept going. God we nailed him good. I saw him running for his life with his coat up over his head.

"They finally stopped us in some little mountain town in California. (Dunsmuir is my guess) This little bad ass comes outta the station, so I quick go up in the loft and wake up Al. This little railroad guy jumps up in our car and starts reaming Al's ass out about us throwing shit. Christ I thought Al was gonna kill him. He told that little fucker that this was the Carnation show herd, that me and George were employed by Carnation Farms and unless he wants his railroad to quit hauling Carnation and Albers products he'd better go looking for trouble

someplace else. I can remember Al telling him, 'No god-damned shit has left this car without my say so.'

Jesus Martin, we hadn't seen Al since Portland and hell, we started the whole thing. The railroad guy took off and Al gave us a dirty look and headed back to the loft and his whiskey. That railroad guy went towards the back of the train and tried reaming out a bunch of cowboys from Montana. No telling what those crazy fucks did to him. He still might be tied up in some old stock car someplace. Soon as the train started again, we left our calling card on the station.

"I remember coming into San Francisco along one of the bays. It was raining and this old guy had a bright yellow slicker on and was sitting on a rock just below the tracks fishing. He had is back to us and looked up just in time to catch his breakfast right in the face. Goddamn, the impact of that shit hitting his face knocked right in the water. Poor bastard about drowned. Every time he'd come up for air, another car would pass and he'd get another face full of shit."

"The funniest part was when we finally stopped. I was hanging out the door when the brakeman came off the engine to uncouple. He told me he was never so glad to be done with run in his life and hoped he didn't have to pull our sorry asses back north. He told me all the way down all he heard on the radio was 'Run for cover boys, here comes the shit train!'"

I've said it many times ... and I will continue to say it. As a group we are failing miserably at recording these great stories of vanishing eras in railroading. We are not writing the stories, publishers refuse to give these great tales a place in history, and that my friends is a shitty deal.

Martin (who's rambled thru his fair share of cow shit) Burwash

PS...the numbers represented in this story are staggering. 1000 cattle, even with varied ages will each produce about 40 pounds of solid manure in 24 hours, conservatively. Simple math tells you about 20 tons of cow shit was launched from that train between Portland and San Francisco. Add to that, 250 of those animals produced about 6 gallons of milk each in that 24 hour period and you will come to the conclusion that the Southern Pacific stations were painted with about 1500 gallons of milk.

Corrections For The Climax Book Now Available

By Dave Rygmyr

If you don't own a copy of our book *The Climax Locomotive* then please ignore this article. Very sorry about the delay but we finally got the corrections and updates on our website for the 1st edition, 1st printing of the Climax book. If you have the 1st edition 2nd printing you do not need this document. (If you're not sure, look on the Library of Congress page in the front of your copy.)

Here's a link to the Climax book's page: http://www.osorail.com/Oso_Publishing/books.html# Click on The Climax Locomotive, then scroll to the bottom of the window. The file is

a PDF file; you can download the Adobe PDF reader for free at www.adobe.com if you don't already have it.

It's 9 pages, which may seem long but we put *everything* in there, right down to typos and grammatical errors. Plus, because of the way the book is set up, a change in one place means changes in the rosters, etc.

Thanks! Dave Rygmyr / Oso Publishing Co./Evergreen Hill Designs (www.osorail.com) / P.O. Box 1349 / Hamilton, MT 59840 Phone: (800)-337-3547 / Fax: (406)-375-7559

Cab Ride On The SMVRR continued

(Continued from page 3)

Okonite Cable Company where an empty boxcar that was loaded with aluminum was picked up and the hopper was left on the drill track. The lumber car was left on the main at the lumberyard. We had a radio tuned to the railroad's frequency and so knew that they were on the way back to Bell to do some more switching.

Back at Bell, the boxcar was left on the main while the locomotive drifted down the spur to one of the freezer plants served by the railroad. They picked up a loaded reefer, put it on the main with the boxcar and then replaced it with an empty. The train then crossed Stowell Road where we got additional footage and then we had our first dilemma. We knew that they were going to switch the truss factory and we also knew that they were going to make a pickup at the refinery on Sinton Road. We wouldn't have time to shoot both. Bob was going for the best shots, so I told him, "let's go to the refinery, that's your best shot."

We got set up at Carr and no train. We waited, and still no train. We had the radio on and no traffic. I told Bob that they were probably tied up for beans. We called Dave on his cell phone. Dave told us that he was at the junction switch, which was a mile or so west of our location. The next thing we knew he shows up in his company car. By this time we could see the headlight on the locomotive. They had added another reefer and an empty lumber car from the truss factory. Dave said that there should have been two more reefers, but something must have happened to delay them. They picked up the one tank car of petroleum distillates that was at the Carr loading rack. Dave told us that they have a hard time getting enough tank cars (from the UP) to supply the refinery. The next stop was Guadalupe. Bob wanted a shot of the train arriving at Guadalupe and hoping the Starlight would be going through at the same time.

I asked Dave "where do we get on?" He replied, "Meet me at the west end of the receiving yard" which is Barsug. We could ride from there back to Carr. I told Bob he had a choice; he opted to skip the Guadalupe shot and ride the train! That's a no brainer, right?

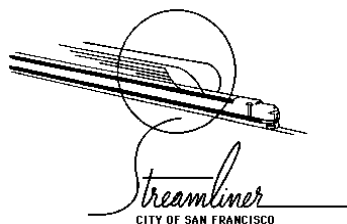


View from cab looking down line to the "Green Canyon" trestle.
Hal Madson Photo.

We set up at Barsug and got the train, which consisted of an empty lumber car, two reefers, a boxcar and the tank car as they headed into the interchange at Guadalupe. There was no return traffic. Dave told us that the next day over twenty cars were due to be picked up. Dave had the crew stop at the west end of Barsug and that's where we got on leaving Bob's car.

Bob opted to ride the front of the locomotive so he could film the trip. Vince stayed with him while I made my way back to

(Continued on page 12)



Line Art

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



Chucky's Trivia Corner

By Chuck Paul

Chuck adding some weathering touches to his scratch-built Oceano model train station.
June 2003 Photo.

Please match the following names or numbers to the appropriate railroad or letters. Some answers are used more than once and some answers are just decoys (don't go anywhere).

- | | | | |
|------------------------|------------------------|----------|----------------------|
| 1. M1000 | 6. City of New Orleans | 11. 611 | 12. Phoebe Snow |
| 2. Lark | 7. 844 | A. N&W | G. IC |
| 3. 2472 | 8. Pioneer Zephyr | B. C&O | H. C&NW |
| 4. City of Los Angeles | 9. 382 | C. UP | I. NP |
| 5. Cannon Ball | 10. Sleeping Kitten | D. ATSF | J. CB&Q |
| | | E. SP | K. GN |
| | | F. D&RGW | L. none of the above |

The answers are on the back page.



Night Freights & Thomas The Tank continued

(Continued from page 3)

aren't any), and to watch out for them getting in your hair. Upon exiting the tunnel we ask the parent to count their kids! Of course we tell them about the trains that went into the tunnel and never came out. The kids in particular love it, and my first day on the train found exiting children asking for a hug from their favorite brakeman!

While it is routine, you do remember the exceptions. While backing to the boardwalk, a little old lady with a walker decided she couldn't wait any longer and proceeded to beat the train. It took a minute to recharge the brake line after dumping the air. One morning the train pulled into the station to pick up a large load of kids. The train was just barely stopped when



Wes Swift In His 'Non Day' Job

several of them ran under the cars to retrieve coins from the tracks. We had to re-spot the train a bit for the ramp, luckily we were on the ball and called a halt to the proceedings.

It seems ironic that in the worst of economic times I should be enjoying the opportunity to railroad. From Friday to Sunday (12 to 14 September) I put in 33 hours railroading, and 2 hours on the rep firm. I like the ratio. The vast majority was spent as conductor on Thomas the

tank engine's train. It's amazing the effect it has on little kids, they literally coerce their parents into taking them. Mind you the price isn't cheap, the franchise is taking money in hand over fist. I will have to say it delivers for the hobby and for the kids in a very real sense.

I watch the kids mesmerized look as they come on the train, and think how many of them may go on to appreciate trains. One of my friends kids doesn't relate to people at all, sticking very close to his parents and turning away shy. But if you ask about Thomas, Percy or Annabelle, he goes extrovert and knows all the details about who's who, and how the trains have to "make the spot" at the station.

I will have to say that with the Thomas music playing in the background, it does get a bit tiring, especially when 5,000 people show up per weekend. You have to think the shot in the arm this gives tourist operations may make the difference for struggling outfits, especially when you can pull these types of crowds in the off season. It does seem a bit surreal, seeing a bright shiny blue engine with a train of real railroad equipment on it's "draw bar".

Of course we kid each other on the radios. While standing at opposite loading gates, me in my conductor's outfit and Gary in his engineer's outfit I called him and said "It feels like we're in a cartoon!". Of course he has the job of producing smoke from Thomas with a smoke generator, and we had to give him some grief for not being able to fire with a clean stack.

After things had wrapped up yesterday, there still was a freight car full of lumber to pick up in Santa Cruz, and an empty to

(Continued on page 10)

Night Freights & Thomas The Tank continued

(Continued from page 9)

bring down, so I did get to be the ground crew for our two man train. We headed out in late afternoon, taking Engine 2641 that had powered the Thomas runs. It would seem easy enough to pick up a car and go but:

- 1) had to cut from Thomas train
- 2) open gate to lumber yard to get empty
- 3) move MOW speeder from spur to storage track to clear pickup
- 4) maneuver engine down to pickup and make hook, stretch to insure coupling good
- 5) hookup air, remove chocks, release hand brakes (believe it or not, on some cars you could break your arm if you weren't careful with the brake wheel)
- 6) do terminal air inspection
- 7) head for Santa Cruz
- 8) stop to pick up lanterns in case we get back late
- 9) head for Santa Cruz
- 10) stop to put flag in rear coupler
- 11) finally head for Santa Cruz!

Once in Santa Cruz, get off at Hi-way 1, flag across lane with broken gate. Proceed with conductor on pilot into tunnel due to report of someone carrying a bulky object into tunnel. Note wood wedge stuck vertically between rail joint, ease past to knock off. Wedge sticks on pilot, stop to kick off. Finally we came to the wye, and the load was on the east leg. We nose in and pick up the load, then back up and take the north leg of the wye. After clearing the north leg, drop off the load, turn the engine and MT on the south, east legs. Now back down north leg and pickup load.

We then moved to the Santa Cruz spur track, cut off the load, spotted the MT on the spur, then reconnected the load. After doing a terminal air, head north to Felton. At the tunnel, check to make sure flatcar load clears roof, flag hi-way 1 and head up to Felton.

Once in Felton it was dark. I wasn't sure how we were going to spot the load in the facing point spur. The normal run-around track is blocked by Thomas and temporary fencing for the event. Of course the wily engineer I was with had the perfect solution. We coupled to the Thomas train, now the load was on the front end of the Thomas train. We bottled the air on the load (more on that later), and fired up the other locomotive #2600, and neatly picked the load off the train and put it in the spur. After setting the hand brakes, chocking the car and closing the gate, I put the speeder back and we were done, barely under my 12 hour limit.

About bottling the air, I'd heard this expression before, and now I actually know what it means. The air brake system on a car consists of the triple valve, air reservoir, and air cylinder. Bottling air refers to closing the angle cocks on both ends of a car, or more frequently a cut of cars. The reason you would do that is if you were planning on moving them in train in a short

while. Literally you bottle up the air on the cut of cars, the cut will act at the last known setting (I.e., if the pressure in the train line was 90 lbs, the brakes would remain released.)

The reason you would bottle cars would be to reduce the amount of time it takes to pump up a train. The 5-10 car trains on the Big Trees line only take a minute or so to pump up, whereas a cut of 30 cars or so would take considerably longer. By sealing off the air, you could just reconnect the cut of cars, and have full air pressure available almost immediately. The bottled cut must have handbrakes applied, preferably on both ends to contain the cars, if you really want them to stay.

Normally there will be about 90 lbs of air in the pipe, this signals to release the brakes. The air reservoir would optimally be at 90 lbs, ready for an application. By doing a set on the brakes (reducing the air to 70 lbs on the line) the triple valve will apply air from the train line to setup the brakes on the car, while keeping the 90 lbs in reserve.

Once the car is charged like that, you close the angle cock from the engine, and close the cock on the other end of the car. This is the equivalent of an emergency brake application, but since the brakes are already most of the way on, it leaves a lot of air in reserve, and will take much longer for the air to bleed off (i.e. you could leave the car for a while without setting the hand brakes and expect it to stay).

One of the things not to do is leave both angle cocks closed with the 70 lbs set position. The reason here is that if you have a leaky check valve, air from the reservoir could leak back into the train line, and with both ends shut it would charge back up to 90 lbs and release the brakes.....uh oh!

--

Wes Swift www.yv330.com



The photo shows Thomas on the passing track, with the fence blocking the main at the New Felton station. Needless to say the Thomas folks don't want the kids to see he sleeps with his eyes open! Wes Swift Photo at Felton on 14 Sep 2003.

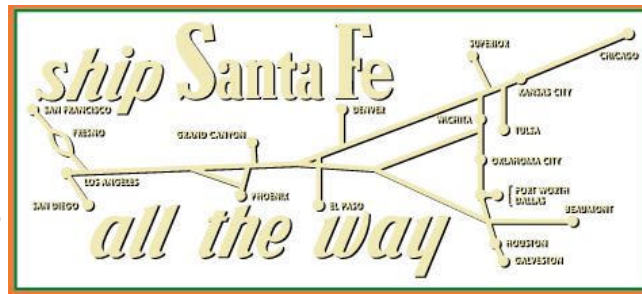
Request For Help In Tracking Down Santa Fe Photos etc.

By Terry N. Taylor

I am gathering information about a 40 mile stretch of the Santa Fe on the Coast Lines Valley Division 2nd and 3rd Districts that I am modeling. This stretch of the Santa Fe runs from near Riverbank to near Stockton in the Upper San Joaquin Valley in California. While a lot of the track is already down, I have only just started on the structures.

I have the following local books on the Santa Fe: **Coast Lines Depots Valley Division** by Lee Gustafson & Phil Serpico; **Steel Rails Through California** by Donald Duke & Stan Kistler; **Valley Division Vignettes** by J.L. Krieger & Glen Icanberry; and while they have a lot of good information and photos, it seems that I want more in order to accurately model this stretch. I also have several good books on the SP, WP, Sierra and even the ST&E and MET. Naturally I am eagerly awaiting the book on the CCT by David Stanley and Jeffrey Moreau from Signature Press.

I have also used the Santa Fe Track charts to reflect the actual track (reduced of course in the major towns of Riverbank, Mormon and Stockton but accurate for the towns nearby) used in 1953. Russell Crump has been a big help with Santa Fe Side Track and Water Service Records.



Thanks to the San Jose Public Library I have downloaded Sanborn maps and that has helped some in identifying some customers but only for part of the major towns as I have yet to locate much information for the other areas. Interesting enough I have discovered that Santa Fe used cinders for ballast during this time period which certainly changes the look of my layout. I am not sure of the ballast color for either SP or WP in 1953 for this area.

Specifically I am looking for maps, phone books, interchange lists, wheel reports and photos of facilities, industries, lineside structures and signals which may still have been in place years later than my modeling time period of 1953 (so that I can have both first generation diesel and of course some steam).

I am also interested in not only the actual customers at that time but also the interchange that went on between the Santa Fe and several of the other railroads. So much so that my layout has several yards and locomotives and rolling stock (where applicable) for the interchanging roads that actually come onto and leave the visible layout to staging areas elsewhere so that I can model this operation including their passenger trains.

In Stockton, I have yards for both the SP and WP with staging yards for Lathrop and Roseville for the SP and Oakland & Sacramento for the WP. Also in Stockton I have a yard for the CCT and will interchange with the ST&E via either the CCT or the

WP as it was done in 1953.

In Riverbank there is a yard for interchange with Sierra RR with a staging yard in Oakdale and at Empire there is a yard for interchange with the Modesto & Empire Traction with a staging yard again off the visible layout.

Since most photographers only took equipment shots, I am having to look for structures and signals etc. that happen to be in the background. Do you have any other photos showing Santa Fe structures, bridges, signals, customer facilities, etc from milepost 1089 to 1129 in the San Joaquin Valley of California?

For example John C. La Rue of Bonita Springs, FL has a collection of 11 photos by Robert Lemuth of cabooses in Riverbank taken in Sep 1972. It happens that they were all in an open wood car storage facility and I believe that I have nearly enough different views to build a creditable model of that structure. Unfortunately beyond that, the passenger station and the scale house, I don't have many more photos to use to model the extensive facilities there.

I am specifically interested in the following locations (milepost then town) but certainly am interested in any structures (both Santa Fe and its customers) signals bridges etc anywhere in between Holt and Empire.

1089 Empire
1095 Riverbank
1096 Oakdale Jct. (and Oakdale 6 miles up that branch)
1096 Stanislaus River
1097 Gravel Pits
1101 Escalon
1106 Avena
1112 Burnham
1116 Larson
1119 Mormon
1120 Stockton Tower
1121 Stockton Depot etc
1123 Waterfront area
1129 Holt

Thanks for reading this far and for any leads in tracking material down or for any actual photos or documentation (interchange documents, customer names, phone books for 1953, maps, plans, wheel reports, what have you, etc.) that I can trade for or buy to make my efforts more realistic.

Terry-- email to: terryntaylor@charter.net / Modeling the Santa Fe from Riverbank to Stockton in the Transition Era

Silver Hostel Work Weekend October 18-19

By Eugene Vicknair

We are going to be holding a work weekend at the Western Pacific Museum at Portola for the Silver Hostel on October 18-19. Plans are to complete removal of the stair covers, complete cleaning out the dome and remove any remaining condemned wiring. If we get enough people and get that accomplished, we will begin installing to new sub-floor in the dome.

Also, the new CZ and Silver Hostel name boards have been ordered! If they are ready by the work weekend, we will be installing them on the car. Special thanks to Tom Carter for arranging the printing of the name decals and to Roy Wullich and Burt Hermey for their assistance in creating the graphics and determining the proper dimensions for the stainless steel plate required.

Right now, we have 4 people signed up to work. Lodging is available at the museum and lunch will be provided and possibly dinner as well on Saturday. There is also a facilities project going on at the museum that I will need at least 2 volunteers for Friday, October 17 and part of Saturday. We're building a deck so we need folks with some carpentry experience. If you would like to come up, please e-mail me at evicknair@studiodred.com.

Finally, I lost my Zephyr Project e-mail address book last week. It had the names of several FRRS members who had e-mailed me at home in the past 6 months offering to help with the restoration. If you had contacted me offering to help, could you please e-mail me again at the address above. Thank you and I apologize for the inconvenience.

Cab Ride On The SMVRR continued

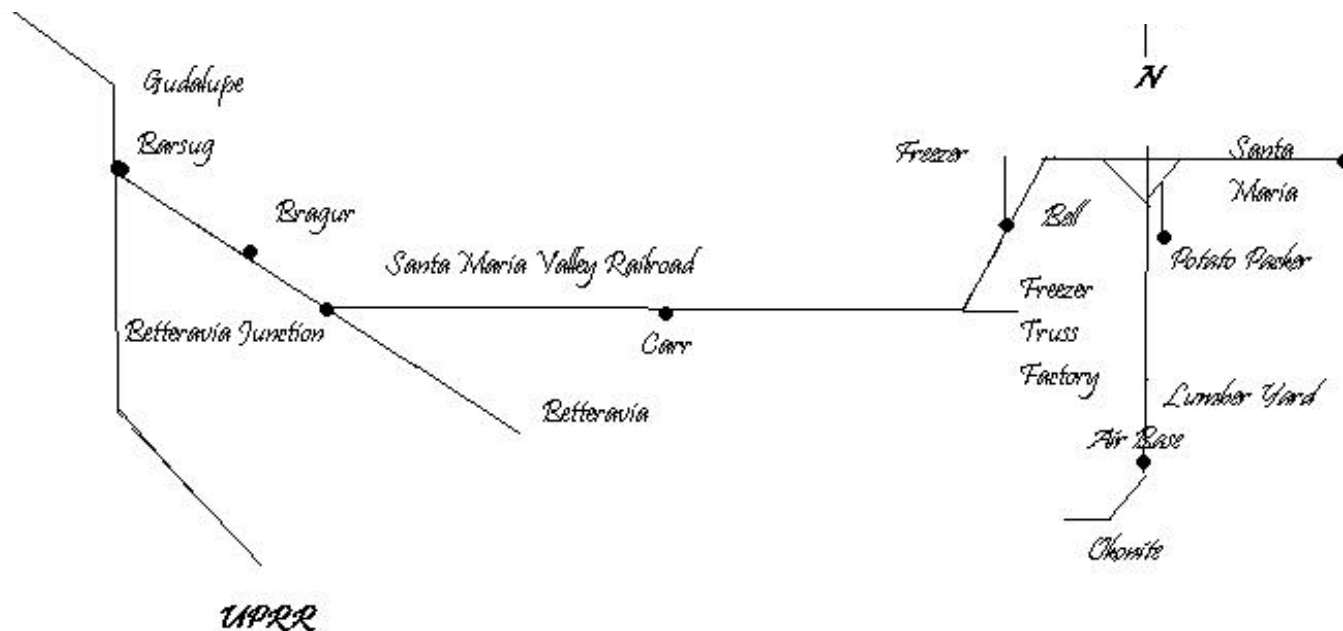
(Continued from page 8)

the cab where Tom opened the door and said "welcome aboard" After introductions I took the firemen's seat and we started back to our destination at Carr where David would be waiting to take us back to Bob's car. I can't begin to tell you how awesome it is to ride in the cab of a locomotive! I managed to take the last shots on my roll of film. I had a long conversation with Tom. He asked me what we were doing and I related to him Bob's project. I mentioned that he had called me because I wrote "the book". (Editors Note: Hal wrote Railroads Of The Santa Maria Valley published by Olive Press Publications in 2001. The ISBN is 0-933380-37-2 and the cost is \$40.) He said you wrote that book? He went on to say that he had a copy and really enjoyed it. He remarked on the amount of research I had done, he seemed really impressed. Here he was making me feel important while all the time I was impressed riding up there in the cab with him!

As we rode along we came to road crossings. It was so cool to be in the cab looking down at the cars stopped for us and not the other way around. We crossed the newly re-built trestle that crosses "Green Canyon." Dave told us that they re-built it in just three days, working on a weekend. But that's another story. We were traveling long hood forward and when the locomotive swung across the road at the junction to head for Santa Maria, that was another experience. It looked like we passed the switch entirely before she answered her helm.

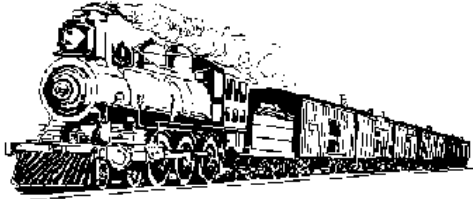
Well, the ride wasn't long enough; Carr came up way too fast even though the locomotive poked along at just nineteen miles per hour. David picked us up and took us back to Barsug, where we caught the Starlight on tape and then headed for home ourselves. What a great day.

We are really appreciative of the SMVRR and all the help they were to us on this project.



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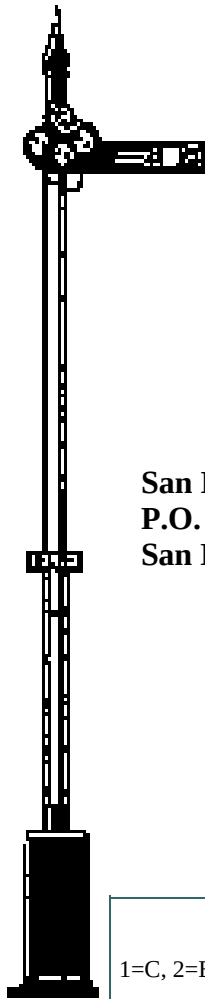
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ANSWERS To Chucky's Trivia Corner

1=C, 2=E, 3=E, 4=C&H, 5=G, 6=G, 7=C, 8=J, 9=G, 10=B, 11=A, 12=L

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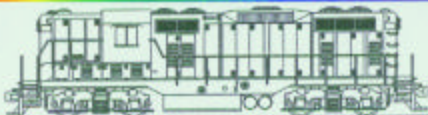


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