

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Volume 15, Issue 11

November 2003

Upcoming Events

- 2003
- Nov 8-9 International Railfair 27th Annual Northern California Annual Model Railroad Show at the Placer Co Fairgrounds in Roseville
- 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
- Feb 7-8 joint Layout Design/ Operations Special Interest Groups meet in Santa Clara
- Apr 16-17 WP Convention in Reno
- Apr 29-May 2 PCR 2004 Convention in Napa
- Oct 29-31 SLOMRC 15th Annual Train Show @ Vets Hall in SLO

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Modeling The Southern Pacific Sand House At San Luis Obispo In The 1950's Part II

By Andrew Merriam

Last time in the September issue of SLO Trains, we discussed selecting the model and the role it will play in your railroad scene, determining the amount of detail required and

fitting it into the layout often with selective compression. In part two we will conclude by looking at some modeling shortcuts, color se-

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Photo 1: HO scale model of the San Luis Obispo sand house at the end of the steam era. The base model is made of bass wood with Campbell corrugated siding used for the roof. The fun for me was detailing and weathering this very utilitarian yet essential structure at the base of the helper district over the Cuesta Grade on the Espee Coast Line. Model: Andrew Merriam

Colors On The Santa Maria Valley RR

By Hal Madson

Most all railroads have well recognized colors that their locomotives and rolling stock wear. Some have endured longer than others. The Union Pacific's yellow and gray has been around it seems forever, while mergers have obliterated others like the SP's "bloody nose". And who can forget the famous "Black Widow".

Closer to home on the Santa Maria Valley Railroad, the diesels have worn a number of

color variations that may surprise some of you. Most are familiar with the yellow and green stripes. It may surprise you to know that there were two color schemes prior to the one the GE locomotives now wear.

The first five locomotives ordered new from GE were delivered sporting a dark green background on the cab, hood and frame. The frame was set off by reflective caution stripes and the

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Presidents Message

By Dave Wilding

Hi Everyone

Well our big October Show is now over (Whew!). We had a pretty good attendance on both days and raffled off our 4x8' layout and rolling stock. The lucky winners were Mr. & Mrs. Rhett Bulter of Atascadero with their 4 kids. They were so happy to win. Not sure who is going to have more fun: The parents or the 4 kids but I am sure that they



will all enjoy the layout.

All of the club modules are now gone to some happy owners and we will be terminating our club storage space. Now our club will turn in a different direction of club rail roading.

I want to thank everyone for all your help and planning to make the train show the success it was.

Thanks. Dave W.

October Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding at 7 pm on 14 October at Terry Taylor's house. In attendance were David Chong, Glenn Geissinger, Jim Jonte, Tom Kolby, Terry Taylor, and Dave Wilding.

Dave W reviewed the hi-lights of the train show. We sold all of the modules. Dave now owns the corners and controls which with his present tombstone set and the modules from Karl will allow him to set up a respectable layout by himself. Jim has the demo module and the rest also went to hopefully good homes via the silent auction. David C is storing the club demo 5x9' layout at his house for our next train show so we will not need the storage facility anymore. Keys were turned over to Jim who will handle its closure.

David C took care of the food at the train show and in addition to making a lot of people happy with convenient well priced food, actually turned a respectable profit. (cost about \$150 plus \$50 change fund with about \$400 turned back in) Good

Show David! Leftover soft drinks are now at Terry's house for use by club members during future meetings there. David officially joined our club so welcome to our newest member.

Jim had the dates for next year from the County. Feb 6-8, April 16-18, August 6-8 for the basement area and the whole building on October 29-31 for our next train show. After discussion, we decided to skip the February date and hold our options open for April and August.

Jim stated that our club had an income of \$1836 from the show now giving us a balance of \$2897. We then discussed our budget for next year. Estimated expenses will be \$100 for post office box, \$125 for NMRA membership and Insurance, \$600 for newsletter printing (ink, paper & postage), \$100 for a new printer, \$250 each for Vets Hall rental in April and August, \$1200 for Vets Hall rental in October, and \$200 each for food

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SLOMRC Membership Information

By Terry N Taylor

We have two basic memberships, Regular (anybody) and Student (full time under 23 years old). Regular members pay a \$20 initiation fee plus \$10 per quarter dues while Student members pay the \$20 initiation fee but only \$5 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 various members

homes.

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 _____

Known Captive CCT, SN & WP Cabooses

By Roger Kirkpatrick & Compiled for David Epling

Below is a list of all the known CCT, SN & WP cabooses and their present locations. They are listed by number - not by alphabetical city...any comments, corrections or additions please pass them on to Roger Kirkpatrick at caboose9@charter.net with info copies to the WP list at wplist@yahoo.com and or to David Epling at ccrails@sbcglobal.net. Thanks

CITY STATE CABOOSE # LOCATION AND ADDITIONAL INFORMATION

Clarksburg CA CCT 16 ex-Yosemite Valley 16, rebuilt as open car, Silverbend Tree Farm, 1.5 miles north of town
 Dunsmuir CA CCT 23 as SP 123, ex-SP 648?, wood, cupola, Railroad Park Resort, 100 Railroad Park Rd, from Stockton
 Pleasant Valley CA SN 1611? wood, cupola, no trucks, blt '30, Home, Pleasant Valley & Buck's Bar Roads, fm Camino, CA?
 Portola CA WP wood, cupola, Feather River Shortline, Portola Railroad Museum
 Redwood Valley CA WP Skip Gibbs Railcar, 949 School Way, 707-485-5822
 Shelton WA WP as STC 100, steel, cupola, Simpson Timber Co. Mill
 Boulder City NV WP 0799 ex-WP 2711, wood, transfer, MOW, built from boxcar, Nevada State Railroad Museum
 Concord CA WP 2 wood, cupola, side door, 15" gauge, Rod Plaisted, LOCATION?
 Inkom ID WP 427? steel, bay window, no trucks, Farm Shed, 590 Marsh Creek Road
 Portola CA WP 428 steel, bay window, Portola Railroad Museum
 Healdton OK WP 429 Grand Central Acres Bed & Breakfast, from Fredonia, Neodesha, & Ft. Scott, KS
 Muskogee OK WP 431 steel, bay window, UP paint scheme, Okmulgee Street/US 62 & 64, west of town
 Elko NV WP 437 steel, bay window, across from Police Station, with WP 727 GP7 diesel engine
 Spokane WA WP 438 steel, bay window, ex-UP paint scheme, Interstate Fairgrounds, Inland Empire RR Hist. Society
 Orleans NE WP 441 LOCATION?, from Elm Creek, Nebraska
 Rancho Cordova CA WP 445 Sacramento Valley Live Steamers, Hagan Park
 Westwood CA WP 446 steel, bay window, Gift Shop, Hwy 36
 Lodi CA WP 447 steel, bay window, Doug Peterson, 19170 North Ray Road, poor condition
 Carson City NV WP 449 steel, bay window, Union Pacific paint scheme, Nevada State Railroad Museum
 Monroe LA WP 451 steel, bay window, Industrial Park, Kansas & Construction Streets, near Airport
 Cherokee CA WP 456 Cherokee Museum, 4200 block Cherokee Road, off Hwy 70
 Maxwell CA WP 457 no markings, bay window, Olney Land & Cattle Company
 Sloat CA WP 463 steel, bay window, UP paint scheme, Sloat Mill Co. Horse Arena Buffet Diner, from Quincy, CA
 Rocklin CA WP 465 steel, bay window, Depot Shopping Center, 4500 Pacific Street, east side of town
 Fremont CA WP 467 steel, bay window, Niles Depot Museum, 36997 Mission Boulevard, 510-797-4449
 Chiloquin OR WP 468 steel, bay window, Quentin Breen, Train Mountain Park, 36941 South Chiloquin Rd., 541-783-3030
 Redwood Valley CA WP 477 steel, bay window, LOCATION?
 Rio Vista Jct. CA WP 483 Western Railway Museum, Solano County, GONE TO Portola Railroad Museum?
 Portola CA WP 484 steel, bay window, built 5/80, Portola Railroad Museum

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October Club Meeting Minutes

(Continued from page 2)

supplies and advertising for the train show for a total of \$3025 in expenditures.

Estimated income will be \$120 for advertising in our newsletter that now goes out to over 1000 persons (4 ads at \$30 each), \$800 for table rental (32 tables at \$25 each), \$350 food sales, \$2000 for attendance donations (\$4 each for adults / \$3 for NMRA members, and \$2 for scouts in uniform) for a total of \$3270 leaving a projected gain for next year of \$245 prior to any income from dues. In recognition of this, Tom moved and Jim seconded

that dues for next year be reduced to \$10 a quarter or \$40 each for the year with the host for that months meeting credited for that months dues. Passed unanimously.

It was then discussed and decided that each club member could bring a pre-approved guest for club events but that guest must decide whether or not to become a member before being invited again and that club members should be paid up in order to participate. Jim and David C are to work on revising our by-laws for next year to be voted on at the club's Christmas Dinner at Margie's on

12 December (6:30 pm) when we will also hold elections for club officers for next year and have our gift exchange.

Remaining club assets are as follows with the custodian in parenthesis: Club Printer (Terry), 5x9 layout and rolling stock (David C), 2 banners and 2 storage tubs (Dave W), 3 DCC throttles, booster and command station (Terry), 2 storage tubs and raffle supplies (Jim).

The next meeting (on November 9th) will again be at Terry's house. Dave W adjourned the meeting at about 925 pm and we then proceeded to the train room.

Recent PCR Daylight Division Members Of The Year

By Terry N Taylor

Last issue we ran this photo taken by David Chong at the recent Daylight Division Meet in Santa Barbara, but unfortunately we did not properly credit one person; so here it is again with hopefully the correct information.

Present were the following members who have received recognition as the Daylight Division Member Of The Year. Each year a different color print by Michael F. Kotowski (from his Signature Series) with a plaque is inscribed (this year 2003 / Daylight Region / Member Of The Year / Paul Deis) is presented. From left to right, are Bob Randall of Bakersfield (1999), Doug Wagner of Bakersfield (1993), Brewster Bird of Visalia (1997), Paul Deis of Los Osos (2003), Tom N. Turner of Goleta (2001), Terry N. Taylor of San Luis Obispo (2002) and Bill Scott of Clovis (1996).



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

Colors On The Santa Maria Valley RR continued

(Continued from page 1)

pilots had caution stripes that were a silver/white against the green. GE had a stripe design that was used on several locomotives put out by the company. This stripe pattern was in yellow on the hood and the road's initials and locomotive number were also stenciled on the cab below the windows in yellow. The trucks were black.

The locomotives were repainted in the late fifties and it would seem that they were done so before the original colors had weathered much. The SMVRR has the luxury of having always had adequate shelter for its locomotives and so they never stood out in the weather. The colors were reversed, making the locomotives much more visible. The background color of the hood and frame became yellow and the stripes green. It was not until subsequent repainting that the frames became black with silver caution marks and black and silver striped pilots. As the black frame appeared as early as 1962, the last green units no doubt were painted with the black frame.

In the late 1980s, the Holly Sugar Company absorbed Union Sugar and put larger five bay steel hoppers into use. The

SMVRR then MUed three 70 tonners to handle the thirty car trains from Barsug to Betteravia. After assurance that the Betteravia operation would be long term,

the SMVRR made plans to upgrade the locomotive roster to the more powerful GP- type locomotive which was as pow-

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Photo one, the green; Circa 1949 and units 10 & 20. The units were at first MUed as shown, but in later days the railroad preferred to combine them back to back. Note the headlights, pilot foot boards, white flags, marker lamps. Also note that the Hancock air horns have not yet been installed. I am told despite the name there was no connection to Capt. Hancock, then owner of the road.

Web site Review Of The Railway Station.com

By Chuck Paul

While surfing the net for the answer to one of my trivia quizzes, I came upon a most intriguing stop on the "Information Super Highway". It is called The Railway Station.com at <http://railwaystation.com/>. They have excellent pix and maps. It would be worth book marking for any and all history buffs; not just railroad nuts. The authors have put a lot of effort into presentation and research.

Since I have already put this site on my "Favorites" list ... I plan on using it often as a reference for future trivia questions. So, if you are stumped by any of the questions in "Chucky's Trivia Corner" then you may be well served to turn to The railway Station.com for the answer or help in finding the answer. Looking up facts figures history or pictures on this well-done web site is a fun way to spend a few railroad related minutes. When you bring up their home page you will see the following introduction:~>



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Soon after we started this web site, we created a page called "Ask the Stationmaster" where visitors could post their railroad related questions. I greatly enjoyed doing the research necessary to answer the many (several hundred) questions

posted there, but it was beginning to become much to time consuming.

We have created a new page, the Railroad Answer Page, to assist visitors looking for answers to their railroad questions. Chances are, you will not find the answer to your question here, but you will find links and resources that we hope will lead you there. Most of the information here relates to North American Railroading

Everybody is still welcome to email me with your questions and I also welcome suggestions for additions.

TOPICS: Accidents / Aerial Photographs of Railroads / Caboose Information / Conventions and Shows / Drawings and Equipment Plans / Genealogy / Handcars / High Speed Trains / History / How much is this worth? / Locations for Railfanning / Maps / Museums and Tourist lines / Photographs / Records (highest, biggest, etc) / Reporting Marks / Resources for RR Research / Rules, Signals and Safety / Sound Effects / Stations / Timetables / Track Gauge / Train Whistles / Travel by Rail

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... As you can see it has an artistic allure. It does have one drawback that I should caution you about. You tend to wander from page to page and article to article, losing track of time so be prepared to spend some time on this trip back in time, enjoying The Railway Station stop along the information super railroad. Happy Rails, Chuck

Colors On The Santa Maria Valley RR continued

(Continued from page 4)
 erful as three of the GE units. The first one arrived in December of 1992 and two more were planned. The locomotive arrived with red as the background color on the cab, hood and frame with a broad yellow band on the hood broken by the large initials, "SMV". The

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Photo 2: Units 20 & 30 with the first yellow scheme. The headlights have been upgraded and the Hancock air horns installed. For those of you that may not know, the horns had the haunting sound of a real steam whistle. The caboose is still red with green window frames.



Cajon Tales: Part 42 (Short-Stroke Hodson & Water)

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

The distance engines went between water stops varied a bit with the particular engineer. One fine hogger even had a nickname that did NOT have any sexual overtones, but DID reflect his technique with a locomotive.

"Short-Stroke" Hodson was happy to run a train slower with a shorter valve cut-off than the average hogger, thereby utilizing the expansive power of super-heated steam, and avoid a stop to take water. I

fired for Walter Hodson quite often in the valley.

I still remember a trip on one of the little 3700s, the 3728: We went to Pendleton to get a trainload of Marines for Korea. It was a beautiful day and Walter was one of the smoothest runners around. And he could get a lot of miles out of a tank of water. I believe we took water at Oceanside on the 3728 and short-stroked all the way to Berdoo on

that one tank. Some hoppers left the reverse lever lower down which wasted steam. But Hodson liked to run with the reverse lever "hooked-up" near center.

Don't bet any money on the story above; it's been about fifty years since that great trip in beautiful weather with a fine hogger on a good engine and my memory lies to me sometimes.

F.L. Post ex-hill-billy

Known Captive CCT, SN & WP Cabooses continued

(Continued from page 3)

Roseville CA **WP 486** steel, bay window, Asphalt Cement Company, 9801 Del Road
 Portola CA **WP 614** steel, built 1937, Portola Railroad Museum
 Portola? CA **WP 617 as SN 1632, ex-WP 607**, wood, cupola/outside braced, blt. 7/38, Portola RR Mus., TO Rio Vista Jct.?
 Moss Landing CA **WP 618 as SN 1639**, wood, cupola, Antique Shop, Moss Landing Road, 831-684-1022, poor condition
 Little River CA **WP 619 (2) ex-WP 403**, wood, cupola, outside braced, Gift Shop/Home, with SP 1125
 Waterloo CA **WP 620 ex-SN 1634/5?**, wood, cupola/outside braced, Daniella's Mexican Rest., 10438 Rt. 88/Waterloo Rd.
 Clarksburg CA **WP 621 as SN 1638**, wood, rebuilt as open coach, Silverbend Tree Farm, 1.5 miles north of town
 Modesto CA **WP 623 as Tidewater Southern 308**, wood, cupola, outside braced, Thomas Rettig, 1466 Clark Road
 Portland? OR **WP 627 as SN 1634/5?**, wood, cupola, outside braced, ex-Victoria Station Restaurant, GONE?
 Sierra Springs CA **WP 630 SN 1631**, wood, cupola, outside braced, built from boxcar '42, 5184 Overland Way, FOR SALE
 Waterford CA **WP 636? Tidewater Southern. 305**, wood, cupola, outside braced, Big Bear RV Park, from Modesto/CA, 4 SALE
 Oakland CA **WP 639 as Tidewater Southern 307**, wood, cupola, outside braced, Canoe Shop, 5th Ave. & Embarcadero
 Monterey CA **WP 641** wood, cupola, outside braced, Cannery Row Shop, with NYC, as SP, RPO/baggage car
 Portola CA **WP 645** wood, bay window, outside braced, Norman Holmes, Aspen Dr., off Hwy 70, w/Porter loco&boxcar
 San Francisco? CA **WP 646** 2200 block of Mason Street, GONE TO?
 San Francisco CA **WP 648 as SN 1642**, wood, bay window, Golden Gate Railroad Museum
 Sunol CA **WP 649** wood, bay window, outside braced, Niles Canyon Railway, from Salinas, CA
 Jamestown CA **WP 652** wood, bay window, built from WP 15447 boxcar 10/43, Railtown 1897, 5th Ave. & Reservoir Rd.
 Incline Village NV **WP 657** wood, bay window, outside braced, Ponderosa Ranch, 89451, Rt. 28
 Benicia CA **WP 658** wood, bay window, outside braced, 4800 Industrial Way, Suisun Bay, from Berkeley, CA
 Carmichael CA **WP 664** wood, bay window, built 1943 from WP 15599 boxcar, Radecki, 5501 Linda Lane
 Virginia City NV **WP 666/686? as SN 1644**, wood, bay window, Virginia & Truckee Railroad
 San Francisco CA **WP 668** wood, bay window, Golden Gate Railroad Museum
 Sonoma CA **WP 671/681? as SN 1640/43?**, wood, bay window, built from boxcar, Guest Cottage, Estate, LOCATION?
 Los Altos CA **WP 675** Southern Pacific Depot, 1st & Main
 Truckee CA **WP 676** wood, bay window, outside braced, Southern Pacific Depot
 Jamestown CA **WP 678** wood, bay window, blt. from WP 15885 boxcar 1944, Railtown 1897 Shop Storage Car
 Portola CA **WP 679** wood, bay window, outside braced, Park, Commerce Street, 1 block west of Gulling
 Virginia City NV **WP 680 as V&T 50**, wood, bay window, Virginia & Truckee Railroad
 Jamestown CA **WP 695** wood, bay window, blt. form WP boxcar 6/45, Railtown 1897 Dispatcher's Office
 Greenville CA **WP 697** Ross Posch, 5461 North Valley Road
 Napa CA **WP 698 as SN 1641**, wood, bay window, Bradley Construction, 205 8th Street
 Virginia City NV **WP 737 as SN 1636**, wood, cupola, outside braced, near V&T Depot, 116 F Street, from Sacramento, CA
 Rio Vista Jct. CA **WP 741 as CCT 19**, blt. 1910, Western Railway Museum, Solano County, Cathy & Ernie von Ibsch, owners
 Wadsworth NV **WP 770** no markings, wood, cupola, 245 Lincoln Hwy, northeast of railroad bridge, w/Central Pacific coach
 Virginia City NV **WP 773 ex-CCT 21**, wood, cupola, near V&T Depot, 116 F Street, from Diamond Springs, CA
 Portola CA **WP 779** as Feather River Shortline, wood, cupola, Portola Railroad Museum, from Quincy & Sloat, CA

Correction To The Climax Book (Both Printings)

By David Rygmyr

We'll be making an update in the PDF file for this, and starting a PDF file for the second printing with the following correction. Please note the following:

Climax #1059: CURRENTLY: Purchased in 2001 by Mountain State Logging and Railroad Historical Society.

SHOULD BE: Purchased in 2001 by the Durbin & Greenbrier Valley RR, Inc. (MSLRHA has never owned or been involved with #1059.)

Remember, the roster is cross-referenced so this single change touches several lists (by owner, by number, etc.)

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Please see the page 8 of the October issue of SLO Trains for information on how to get the previous corrections.

Colors On The Santa Maria Valley RR continued

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trucks are silver and the pilots are black and silver striped. Two alternative schemes considered were the yellow with green band and the original road colors of green and yellow band. The red and yellow was to be the new look of the SMV. All of the GE locomotives would have been disposed of in the program. Holly closed the

Photo 3: Number 80 at Miller Street. The frame is now black, and the footboards gone. By now all the locomotives were equipped with bridge plates between units when Mued.



Betteravia plant in the fall of 1993, and so the railroad abandoned the upgrade program. Had management been kept apprised by Holly, the 1801 would not have been purchased.

The present roster consists of two GE 70 tonners, 70 and 80 which wear the yellow and the 1801. There are no plans to paint the 70 tonners the red and yellow.

Photo 4: Newest member of the fleet, the GP-9, 1801 at Miller Street. There were to be two more similar locomotives and this was to be the new look of the roster.



WP 2004 Convention In Reno on April 16 - 17

By Frank Beavers

The convention will be at the Holiday Inn at 6th and Sutro in Reno on April 16th and 17th. It will start at 12:30 to 2:00 pm for registration and set up with the First program starting at 2:00 pm.

The Zephyr Train departs Sparks at 7 am and returns by 1 pm. There will be a special room rate of \$69.00 for any one reserving their room before March 15th 2004. I am going to have the

schedule for the Zephyr trips put in the Train Sheet. For more information contact me at either 530-256-2141 or wp751@thegrid.net

Frank Beavers / Convention Chairman
P.O. Box 759 / Westwood, Ca. 96137 / 530-256-2141

Modeling The Southern Pacific Sand House continued

(Continued from page 1)

lection, weathering and details.

Short cuts

Even though the model (see Photo 1 with the sand house on the right) appears complicated, the effort can be speeded up considerably by using jigs and special tools. In the case of the sand house, the walls were built as sub assemblies starting with manufactured scribed siding. This allowed a flat sturdy working surface for attaching the vertical posts which were pre-cut. The scribed wood was distressed and in some cases cut completely through at different points to give the cracked and roughened surface I desired for a very old, low maintenance structure. However, the post locations could be marked on the siding and the heavy posts applied relatively quickly. The center of the roof was done using the same technique with very thin sheet wood making for a rigid structure and great time savings. Only the ends where the horizontal sheathing would be exposed were done a stick at a time.

The cutting of the corrugated roof sheets has been a frustrating process since the usual slicing with a knife and straight edge, or cutting with scissors is time consuming and hard to make accurate for the Campbell corrugated stock that was needed for this situation. I modified an old Northwest Shortline Chopper installing a flat relatively hard brass cutting base instead of the

masonite or hard rubber pads that come with these tools. I inserted a sheet of 1/32 brass under the cutter mounting block, the material guide fence and, of course the cutting area. A new blade was installed so that it struck the brass surface evenly for its whole length when in cutting position. While it takes some pressure to cut the Campbell stock, I was able to get very even and precise cuts.

Another great short cut for stick wood (and styrene) members such as rafters and posts etc. where they vary in length or where they project as in the case of rafter tails, is to make them all about 1/4 inch long, glue them in place and then cut them off at the desired angle after the glue has thoroughly set. This can be done precisely with flush cutting nippers. In these modeling situations, it seems that there will always be some minor variation that can be quickly and accurately handled. Besides this is the way real carpenters do it.

Getting those Details Right

A major feature that distinguishes a fine model from the typical plastic one made for the toy market is the fineness of the detail. Rafters are a scale 2x10 rather than twice as thick. Roofs and walls are not just thick slabs. While fine construction can create a rather fragile model during assembly, the subtle difference of fine detailing will makes an enormous difference in the reality of the modeling effort (see Photo 2). Further I was amazed at how sturdy the sand house model was after it was all glued together. It remained intact even after I dropped it; OK with just one broken rafter which was fixed just like in the real world with a parallel piece scabbed on.

A personal satisfaction for me is looking at photos to find character defining and unique details, ones that make the sand house visually convey its special railroad purpose and use. I found a lot.

- The girts (horizontal side beams) added to the side and end elevations to keep the posts straight and aligned including their heavy bolt, nut and washer assemblies.
- The rotted posts that have been supplemented by additional posts bolted to their side
- The loss of roofing at the ends and eaves



Photo 2: View of the Sand House from the area near the roundhouse. The fuel tank for sand dryer and the air compressor for loading the sand from the sand house to the tower can be seen in gray. The metal roof edges are ragged from the etching and the multiple colors and the individuality of the corrugated sheets are apparent. Model: Andrew Merriam

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Chucky's Trivia Corner

By Chuck Paul



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

Ok railfans ... I found a rich new source of interesting railroad trivia. I had fun learning some that were difficult and re-

viewing some that were easy. So this month's quiz is a mix of both. Let's start out with an easy one.

1. When reversing a train, a _____ must be on the rear. (See? that one was too easy. Now for a harder one)
2. Name the 4 brakes on a train. (Naming 3 is easy. It's that 4th one that's the toughie)
3. Which major U.S. railroad has kept its original name since the mid 1800's? (OK, no more "Mr. Nice Guy". Put on your RR thinking caps)
4. What is a Rule One Car? A) A freight car on a manifest train that has a high priority to meet with a connecting train; B) A freight car carrying priority 1 freight [I.e. perishables]; C) A car carrying employees or railroad officials; or D) A freight car owned by the same railroad it is running on (I.e. A CN car running on CN track).
5. What is turn around time? A) The time which elapses between a placement of a freight car for loading and it's place-

ment for the next loading; B) The time that elapses between a placement and a pick up of a freight car; C) The time between picking up a car and setting it out; or D) The elapsed time during which a car is "dead-heading".

6. What are the 3 different parts of a rail called?
7. What is an interchange point? A) A crossover point on a double track where 2 trains run parallel in the same direction; B) The point where a car is transferred from the main line to a branch line; C) The point where a cut of empties is exchanged for a cut of loaded cars; or D) A junction between two railroads, where the cars are transferred from one road to another.
8. What is the tallest railroad bridge in the USA? A) Royal Gorge, Colorado; B) The Pecos High Bridge; C) Vance Creek Bridge, Washington; or D) Hurricane Gulch, Alaska.
9. Name the oldest and last-operating original narrow gauge railroad east of the Rocky Mountains: A) Cumbres & Toltec RR; B) The East Broad Top Railroad; C) Pikes Peak Cog Railway; or D) Allegheny Lumber Co.
10. What is located at Pueblo Colorado?

The answers are on the back page.

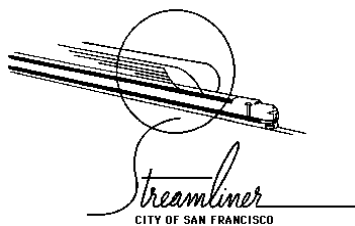
Redwood Empire Division Meet In Santa Rosa

By Steve Skold

The Redwood Empire Division will hold its Fall Meet at Ursuline High School in Santa Rosa on Sunday November 9th. The meeting starts at 1 PM. Contest (show & tell) category is passenger equipment. Harold Mentzer will provide a clinic on Bridge Design. Wear your Division name badge and you will get an additional free door prize ticket. After the meet, Bill and Kitty Wells will host us at their home layout. It is an O Scale layout based on the Colorado Joint Line and runs on DCC. For more information, log onto <http://www.pcrnmra.org> and click on the Division Link.

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



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Modeling The Southern Pacific Sand House continued

(Continued from page 8)

- The small door and stair added on the engine side of the sand house
- Cracked and missing siding
- The small vent (who knows what this served – perhaps a screw trough that originally imported the sand from the outside sand bin).
- The small heater for drying out the sand (requiring a fuel tank and the smoke jack)
- The more recent addition of an air sand feed to blow the sand up to the World War II sand tower through two flexible hoses. This also required an air compressor and electrical service.
- The small support rack for these sand hoses connecting the sand house to the sand tower.
- Electrical light at working areas and in the structure (a nice night time touch)
- The small piles of sand that leaked through cracks in the structure to make conical piles outside and adjacent to the structure.
- The air supply hoses (made out of insulated solid 22 gauge wire to hold the flowing shape)
- The weathered and multicolored roofing.

This last item deserves some additional comment. While the typical Campbell siding was cut into two foot widths as described above, it looked too new for this situation. I remembered that photo etchant could be used to weather and distress metals. It turned out to work well. (I was using about a cup obtained from a friend at a local photo shop) put into a glass baking dish. After about ½ to ¾ hour with gentle stirring, the edges became very thin and there were even pinholes emerging. At this point is it critical to wash off the etchant or it will keep working. I had a friend who did a backwoods sawmill. The roof looked fabulous but it kept decaying until it fell in on his super detailed interior two years later.

Finishes

Every modeler has had the experience of going to a lot of time and effort on a model only to lose the effect by not getting the painting or weathering right. In other words, your effort does not show. Conversely, even some of the most basic models can look great with just the right touch of weathering that makes them fit into the scene. The nice thing about weathering is that you can usually come back and rework it. The significant exception is getting the paint on too thick and ruining the details or, in the case of styrene, applying an incompatible paint that causes the plastic to deform, craze or even melt).

Simplifying the issue, good painting and weathering must consider three issues:

1. Lighting under viewing conditions. Typically one needs to make the model paint lighter given that our rooms seldom have the intensity of the sun outside. Will the room lighting cause colors to appear different than expected?
2. Basic color selection for the age of the building you are portraying:
 - Select railroad colors preferably based upon prototype color selections
 - Color that is in the shade is usually closer to the original
- Color will peel and fade depending on the material (metal and wood will show through differently)
3. The finished character – the desired condition and use of the structure. Adding dust, rust, soot and grime (this is the fun part) when one can be creatively messy!

Remember

- Water streaks downward
- Dust and mud often splash upward
- Avoid pinkish reds (boxcar red over sprayed by dust usually appears strange). Look at those photos. Black and white photos are often useful at indicating variations of weathering to the same surface.
- Painted surfaces can be heavily weathered, chipped and peeling
- Roofs and metal surfaces will show rust, dust, and soot in addition to the base color

In the case of the sand house, the first coat of paint was a light wood colored beige allowed to thoroughly dry. The boxcar red of the main structure was sprayed on in thin coats with the more full bodied color (several coats) airbrushed under the eaves where there is less bleaching by the sun. At the base of the structure, instead of over spraying with dust, I tried just washing off the red color and letting the more natural color show through. Since I was using lacquer based paints, I used pure thinner to gently rinse off the fresh red coat. Details such as bolt heads or weathered wood were highlighted with brushed on paints

(Continued on page 11)

LD & Ops SIGs Joint Regional Meet In Santa Clara

By Bob Jacobsen

The Layout Design and Operations Special Interest Groups and the NMRA Pacific Coast Region are holding another joint Regional Meeting in Santa Clara, CA (approx. 45 minutes south of San Francisco) on Saturday February 7 and Sunday February 8, 2004.

A terrific two-day program is being developed. We expect the agenda will include clinics, operations discussions, track planning workshops, and visits to local layouts. We will also be arranging operating sessions at a number of nearby layouts for Sunday.

Details - Will be posted on the meeting website as they become available: <http://homepage.mac.com/jacobsen/LORM2004/>

RSVPs Requested - In order to insure that we have enough seats for the meeting, please email me (Bob Jacobsen at jake@physics.berkeley.edu) to let us know you're coming. Also mention where you're coming from, so we can put it on your name tag.

Clinics - Seth Neumann (sneumann@pacbell.net) is coordinating a variety of clinics on operations and layout design topics. If you would like to present a clinic in any area of layout design or operations, please let us know. We're particularly looking for clinics that talk about how to go from a prototype to a design and then a layout. The typical presentation will be 30 minutes long. Facilities will be available for viewing slides, overheads, and videotape if these are part of your presentation, but let us know ahead of time what you will need.

Exhibits and Displays - Please bring along your display of layout design or operations related ideas. (Layout mock-ups are particularly interesting). When you RSVP, please let us know what you are bringing and its size.

Layout Planning Help - If you are planning a layout, bring along your "Givens & 'Druthers", maps, sketches, and other materials to get some free consultation from the group! If possible, send them along in advance so the advisors can get a head start on thinking about your situation.

Layout Tours - Ray Mayle is arranging for a number of layouts to be available Saturday evening to tour and we would like to have more. Remember that SIG groups will be appreciative of seeing your layout in any state of completion. If you'd like to make your layout available, contact Ray at (408) 269-6511

(before 9 pm).

Volunteers are Needed- We need volunteers to present clinics and track-planning workshops as well as to help with planning and meeting day details. Let us know if you can help.

"Birds of a Feather" (BOF) - Would you like to meet with others modeling your region, prototype or era? Interested in DCC, sound, computerized switchlists, or layout CAD programs? Any of these might be a topic for an impromptu "Birds of a Feather" meeting. Let us know if you would like to informally lead a short group discussion on any topic on Saturday afternoon.

Op Sessions - David Parks (westernbear@msn.com) is coordinating operating sessions for Saturday evening and Sunday morning and afternoon at a number of nearby layouts, including many opportunities for those new to operations. Sign ups will be in-person at the general meeting on Saturday. People who RSVP in advance will get the first opportunity to register for the op sessions, so please RSVP!

Location - Our Saturday meeting will be held at the South Bay Historical Railroad Society's (SBHRS) meeting room. The SBHRS is located in the Santa Clara Caltrain Depot freight house at 1005 Railroad Ave.; Santa Clara, CA 95050. The SBRHS is also open to the public Tuesday evenings from 6 to 9 pm and Saturdays from 10 am to 4 pm. Visit the SBRHS via the www at: <http://www.sbh.rs.org> Phone: 408 243 3969

Car Pools & Hotel Info - Contact Bob if you need or can offer a car pool seat. Past attendees have come from as far away as Oregon, Nevada, and Southern California. David Parks (westernbear@msn.com) is arranging hotel info for people who are interested.

Cost - To cover the costs, we're probably be asking a \$5 donation. Membership in the LDSIG or OPSIG is not required, but we think the meeting will convince you that it's a really good idea!

Contact for RSVP or More Information - To RSVP, volunteer to help out, get names for car pools, etc., contact: Bob Jacobsen / Phone: (510) 486-7355 / email: jake@physics.berkeley.edu

Modeling The Southern Pacific Sand House continued

(Continued from page 10)

The roof, in fact, has about six treatments to achieve 40 years of paint, rust, soot and grime over the original galvanized metal

(see Photos 2 and 3). I started with the etched siding which had irregular edges, pinholes and sometimes a roughened yellow stained patina. After gluing the roofing to the structure,

(Continued on page 12)

November Is Model Railroad Month

By Doug Wagner

Doug Wagner, of the Golden Empire Historical and Modeling Society, of Bakersfield, reminds all you model railroaders that November is Model Railroad Month, and that November 14th is take a model train to work day. Doug did bring a model train to the fire station with him, but because some fire chiefs do not have a sense of humor, Doug did actually integrate his trains into his work.

Because firefighters must constantly drill, and one of those drills is extending an electrical cord from the fire engine's electrical generator to lights for fighting fires at night, Doug took the drill to heart. As you can see, the electrical cord to the left of the fire engine, is supplying Doug's Digitrax Zephyr DCC system. And because firefighters must always wear full structure firefighting turnouts on all structure fires, that didn't deter Doug from having a little bit of fun on an otherwise mundane drill. Remember---Model Railroad Is Fun!



Modeling The Southern Pacific Sand House continued

(Continued from page 11)

there were about three thin coats of differing levels of light gray, rust and boxcar red sprayed on. After that came the



Photo 3: View from engine side of the facility. The water column and sand tower can be seen in the background. . Model: Andrew Merriam

chalks with more rust and soot colors. The earlier flat coats provide a "matte or toothed" base for good adherence. The chalks were worked into the cracks and grooves with an old toothbrush. Then came a touch up painting with a brush of tar caulking around the smoke jack. There were also several places where the repairs of the structure were painted a fresher boxcar red representing new painting of the replacement wood. You can take this process as far as patience and interest motivate you. The more subtle and blended are these colors the more the will represent the weathering process of time and truly set your structure apart.

I hope you will be willing to experiment and have fun with those railroad buildings such as the sand house. Start with a small one and refine your skills. Ultimately you can end up with a cab forward steaming quietly on the service track getting water and sand. (Photo 4)

Photo 4: Cab forward next to the San Luis Obispo sand house in the early 1950s. At this point it is taking on water from the water column wedged in between the sand house and World War II sand tower in the background. The sort of thin looking backlight frame above the sand house supports two air hoses which transport the sand to the tower. There was an air compressor on the other side which made this operation possible. Photo Credit: with permission from Rod Crossley

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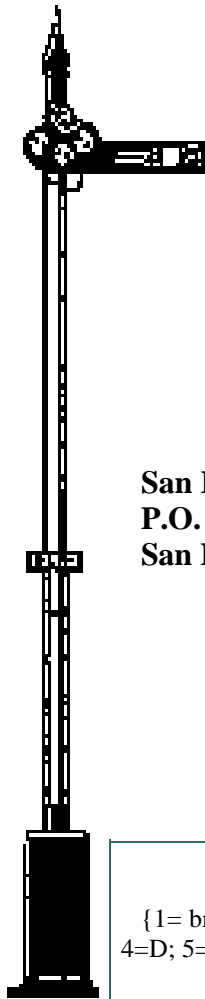
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