



THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS

Drawing By Norm Hammond



Volume 16, Issue 1

January 2004

Upcoming Events

• 2004

- Jan 13 SLOMRC Club Meeting @ Terry's 7 pm
- 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
- Feb 10 SLOMRC Club Meeting @ Terry's 7 pm
- Feb 21 Daylight Division PCR Meet in Fresno
- Mar 9 SLOMRC Club Meeting @ Terry's 7 pm
- Mar 13 Winterail in Stockton
- Apr 16-17 WP Convention in Reno
- Apr 29-May 2 PCR 2004 Convention in Napa
- May 22 Daylight Division PCR Meet in San Luis Obispo
- July 4-11 NMRA Convention in Seattle
- Aug Daylight Division PCR Meet in Merced?
- Sep 1-4 24th Na Ga Convention in Santa Clara
- Oct 1-3 SLOMRC 15th Annual Train Show @ Vets Hall in SLO
- Nov Daylight Division PCR Meet in Santa Barbara

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The Tonopah & Tidewater RR Scouting Expeditions Part 2

By John Brabyn

Editors Note: Part One was in the August 2003 Issue of SLO Trains.

Section 3: Ludlow to Soda Springs

The next day we tackled the T&T itself, heading north from Ludlow on the old grade. This starts a few hundred yards west of the present Ludlow - Broadwell Lake dirt road. The grade, as seen on the USGS 1:24,000 and 1:100,000

topo maps, heads northwest for a mile or 2, to ease the grade down into the basin of Broadwell Lake then turns north and northeast before crossing the aforementioned road and heading due north to the said dry lake.

This first part of the grade did not look like it had been visited for ages, and was a delight to see. From Ludlow we were able to drive

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Grade Northwest of Ludlow. John Brabyn Photo.



Heading for Broadwell Lake. John Brabyn Photo.

WP 165 Is Now Owned By FRRS

By Eugene Vicknair

It is with great pleasure that the Feather River Rail Society announces that we have just completed a deal that brings a Western Pacific steam locomotive into our collection at the Portola Railroad Museum.

Western Pacific 165, an Alco 0-6-0 and one of the last steam engines in regular, revenue service on the WP, is now owned by the FRRS. Currently stored at the Pacific Locomotive

Association museum in Niles Canyon, she will be transported to Portola sometime next year. Upon arrival at the museum, work will begin to restore the appearance of the locomotive and lay the groundwork for an eventual return to full operation.

As part of this trade, the Union Pacific 4-4-0 737 and Santa Fe caboose 414 have been given

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Presidents Message

By Dave Wilding

Hi Everyone,

It's hard to believe that 2004 is here. Hope everyone had a Happy Holiday - we did.

We have two local shows coming in January: Santa Barbara at the Earl Warren Showgrounds on Jan 10th-11th in 2004 and Bakersfield



at Kern County Fair on Jan 17th-18th in 2004.

Two good shows to go to in order to find that treasure you are looking for. What more could I want. ;>)

That's all for now.

Dave W.

December Club Meeting Minutes

By Terry N Taylor

Instead of the normal SLOMRC Club Meeting, there was a Christmas Party at Jim Jonte's for Club Members, their spouses and special guests. A very enjoyable time was had by all. May you all have a Happy New Year!

Elections will be at the next club meeting which will be on the second Tuesday of January (the 13th) at Terry Taylor's house starting at 7 pm.

Thursday Nite Boomers Spouse Operation Night Party

By Terry N Taylor

Hilding & Mary Carole Larson invited their fellow Thursday Nite Boomers over for a fun filled Dinner and Operations Night this Christmas. In addition to Mary Carole & Hilding, Nicki, Rick & Sissy (Janet) Anderson, Anna & Paul Deis, Glenn Geissinger (Angie was sick and could not make it unfortunately) and Jan & Terry Taylor were present. After a very tasty dinner and fun filled gift exchange, we all went downstairs to Hild-

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Christmas @ the Larson's. T N Taylor 18 Dec 03 Photo.



Paul, Jan & Mary Carole watching Glenn at Hinkle below. T N Taylor 18 Dec 03 Photo.

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 on the first day of January, April, July, and October. General meetings are held on the second Tuesday of the month at 7 pm at locations to be announced.

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 4547 / San Luis Obispo, CA 93403-4547**. 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 _____

Cable Car Bell-Ringing Contest

By Walter Rice

Muni's 2003 Cable Car Bell Ringing contest (the 40th Annual) was held at its traditional location – Union Square, Geary & Powell Streets, San Francisco. Like last year's contest, this year's contest was held in October – the 16th – instead of the traditional July Thursday. In 2004, I fully expect it will be back to the third Thursday date in July for the annual bell-ringing. Unlike 2002, when the weather was on the chilly-side; this year it was unseasonably warm. Former Cal Cable Jones Street Shuttle dinky No. 62 (ex-No. 61) as always housed the bell used in the contest.

Lloyd Gregory and the Cable Car Blues Band, a Muni employee group performed. Deb and Will Durst co-emceed and Police Chief Alex Fagan presented the awards. The Friends of the Cable Museum provided buttons with a 40th cable car bell-ringing logo designed by the Friend's Jose Godoy.

The non-profit organization results:

- Third Place - Huckleberry House.
- First Place Tie – Cameron House and Operation Dream.

Muni gripman and conductors contest results:

- Third Place – Walter L Scott III, Second Place 1997, 26 years with Muni, 24 on the cables.
- Second Place - Ken Lunardi, 1997 and 2002 champ, 23½ years with Muni and 18½ on the cables.
- First Place - Ronald East, Third place 2002, third time performer, Three years with Muni and on the cables.

Ron East received \$1,000 and \$1,000 from the Friends of the Cable Car Museum a gripman's cable car bell valued at over \$1, 000. Gilberto Godoy, who presented the bell, handcrafted the bell for the Friends at his United Brass Foundry. The other major prizes were \$750 for Second place and \$500 for Third. Other professional finalists: Leonard Oates, Second time performer, 4 years with Muni, 3 on the cables; Patrick G "Doc" Ledbetter Sr., Third place in 2000, 19 years with Muni, 12 on the cables; Tommy Strickland, First time performer, 3 years with Muni, 3 on the cables; Charles Jones, First time performer, 2 years with Muni, 1½ on the cables.

On December 12, 2003 – the Cable Car Invitational bell-ringing contest was held at Washington-Mason featuring the winners of the annual cable car bell-ringing contests. The winners were 1st Place Carl Payne, 2nd Place Al Quintana and 3rd Place Pete Palukevich.

Now you can hear and view a short video of the finalists performing at the 2003 Cable Car Bell-Ringing contest and the announcement of Ron East's win. Go to:

<http://www.cablecarmuseum.com/ringers/2003ringers.htm>

And scroll down. This is in addition to short sound tracks for each of the winners.



Emblem design for this year's 40th Cable Car Bell-Ringing Contest by Jose Godoy of the Friends of the Cable Car Museum.

Also on the 2003 Cable Car Bell-Ringing page is a photo of Cal Cable No. 61, a former Jones Street shuttle, out-of-service after the Muni takeover at the Hyde & California cable car barn, circa 1953. Muni soon renumbered # 61 to 62, and motorized it on a truck chassis for parades and the annual Cable Car Bell-Ringing contest. Enjoy and Happy New Year, Walter

PS: The following item has been added to the Cable Car Museum web site Timeline page "December 1957 to Date" (<http://www.cablecarmuseum.com/timeline/T3.htm>) February 2, 1965 – Mona Hutchin, a University of California student refuses to leave the outside steps of car No. 521 (now 21) on the Powell-Hyde line. The police removed her, only to discover that there was no legal basis for such a policy. That spring ninety-two years after the cable cars' debut, the unofficial ban against women standing on the outside cable car steps is lifted.

New information concerning former Cal Cable O'Farrell, Jones and Hyde car No. 44 has been added to the roster "Post 1906/07 Cable Cars Assigned to O'Farrell, Jones & Hyde Line (1906/07-1954-Bottom Grip)" (<http://www.cablecarmuseum.com/cars/C2.htm>) Currently being restored by the S&S Shortline Railroad, a Farmington Utah tourist attraction, No. 44 was sold in 1953 to the Jorgensen Steel Co., Oakland, CA; then Western Airlines, which restored it in 1970 and put it on a truck chassis, used No. 44 for promotion of its flights to San Francisco. Later, the car found a home at Salt Lake's Trolley Square, then at Lagoon amusement park. No. 44 is a product of W. L. Holman Company.

N.M.R.A. Beginner Web Pages

By Roger P Hensley

In three years, the National Model Railroad Association Introduction To Model Railroading website pages at <http://www.nmra.org/beginner/> has received 148,991 visits. This isn't folks running back and forth over a counter. A visit is only counted once per day no matter how many times they return to the same page.

Now, why do I bring this up again? This is without any publicity that I am aware of except a little that I put out occasion-

ally in answer to a question on one of the few forums that I visit.

These web pages have been put together by the N.M.R.A. to introduce people to model railroading. Our goal is to help those who are interested in building a model railroad but who have never done it before or to assist those who may have a simple track plan and now wants to learn more.

The N.M.R.A. web site is reaching out and helping to put a face on the N.M.R.A. Hopefully, local regions and divisions can and do follow through on the interest that may be generated with these pages whether they know where it came from or not. Something positive for a new year. :-)

If you have any questions, you can email me at rhensley_anderson@juno.com
Roger Hensley - KC9EJI

WP 165 Is Now Owned By FRRS continued

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to the Triple T Agricultural Museum in the Central Valley. These pieces will undergo cosmetic restoration and become public, indoor displays relating to the role of railroading in California Agriculture. In addition to the 165, the FRRS receives general fund money and other assets.

WP 165 was built in 1919 for the United Verde Copper Company. The engine came to the WP in 1927 and served until set aside in March 1953. She worked many yards on the railroad, including Portola.

More details concerning the 165 will be printed in an upcoming issue of the Train Sheet, along with restoration and fundraising plans.

WP STEAM LIVES! Eugene Vicknair Secretary, FRRS



WP #165 at Alameda County Fairgrounds in December 2002. Bill Gilbert Photo.

MEMBERSHIP APPLICATION Pacific Coast Region / National Model Railroad Association

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

TELEPHONE: _____ NMRA # (if a member): _____

FAMILY MEMBER NAME (s): _____

I want to become a member of the National Model Railroad Association and the Pacific Coast Region of the NMRA. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to: PCR-NMRA. I understand that membership in the Pacific Coast Region requires membership in the NMRA.

- ☐ PCR and NMRA for one year \$51.00
☐ PCR and NMRA for five years \$240.00
☐ PCR \$6 and NMRA \$23 Affiliate at \$29.00 (No Bulletin)
☐ PCR and NMRA YOUTH at \$36.00

- ☐ PCR only (requires NMRA membership # above) \$6.00
☐ PCR only - five years (requires NMRA # above for 5 yrs or life) at \$25.00
☐ PCR Family at \$1.00 (Must have Regular PCR member as sponsor)
☐ Check here if this is a renewal. PCR # _____

Life Memberships in both the NMRA and PCR are available. Contact the NMRA Home Office for NMRA actuarial Life quote and the PCR Member Services Chairman for PCR actuarial Life quote. Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Allow 3-6 weeks for processing.

Daylight Division Meet At Ridgecrest

By Bruce Morden



The Daylight Division fall meet was hosted by the Eastern Sierra Railroad in Ridgecrest. They had their lay-out open and oper-

ating for us. (Editors Note: All photos on the page were taken by Bruce Morden in Ridgecrest on 22 Nov 2003.)

Meeting in the clubs layout room, we enjoyed photos of steam railroads in China and Australia. Had a short but informative business meeting culminated with the white elephant auction.



A big thanks go to Roger Nickell and the Ridgecrest crew, who did a wonderful job hosting. They had arranged for three tours - Terry Haven's Sierra Western (HO), George Pruitt's Sagebrush Short line (1/6 live steam), and Trona Railroad (12 inch to the foot). The Trona Railroad shops were actively rebuilding several former SP and UP engines including "Tunnelmotors" and "Kodachromes".



The Sagebrush Shortline had over 45 operators from all over Southern California with all sorts of large engines from DD40's to vertical boiler equipped geared engines.

The Sierra Western had a full crew and no one got to visit without operating Terry's beautiful layout.

Those who stayed over Saturday night joined together for dinner at Smokey's and had some good eats. There were over 30 of us there with our own room and great service.



The next morning we were invited back to the Sagebrush Shortline and enjoyed another ride around the "layout".

On the way home we went by Searles which is the interchange between the Trona Railroad and the Union Pacific. We met a crew from Trona bringing out empty hoppers and picking up a string of coal cars for the power plant that supplies the processors in Trona. Even the engineer on one of the Trona engines asked if we had been to George Pruitt's! I guess all the train enthusiasts in the area know each other.

Ask anyone who was in Ridgecrest, we all had a great time. Don't miss the next meet in Fresno on 21 February 2004.



Cajon Tales: Part 44 (Looking At the Seniority List - Part 2)

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

I'm looking at an old "senie" list for the old LA Division (Part 1 was in my column #33) - I didn't know Bart Henson or Walter Matthews, but my dad fired for Matthews and respected him as good man and a good engineer. I didn't know Clarence Jones, Mack Durbin, or Jay Martin, but I met Tony Moir. My understanding is that Tony was also a professional writer. Bill Holdeman, #46, was a 1923 man and a character and a half, once in a set-to with a dispatcher he insisted that the dispatcher be brought to the Super's office and apologize in front of the Super for calling Holdeman a baboon. He had to head in a lot after that.

Bill Jurney was probably the only engineer in the world to destroy a fighter plane with a locomotive. A Marine pilot came in way too short at El Toro Airbase and the plane skidded right up onto the mainline and stopped, the pilot just made it out before the San Diegan junked it out. Hit it at pretty good speed and Demolished it.

I didn't know William Stoner, but I sure knew Tom Cooksey, "The Black Widow". He was an excellent hogger and he was hard on firemen. He demanded excellence

at all times. I was firing for him just before he died on the SB-San Diego freight job. We were coming home and his stomach (I think it was cancer) was really hurting him. He would bend forward and groan. Then he said to me, "You're a good boy, Frank, and your father was a damn good man, *if I can't get this train in, don't stop, I know you can handle it into town.*" He was really dedicated to the job. I never did touch a throttle for him and I don't think many firemen ever did.

I don't know if I ever worked with #50, "Cash" Wible or not, but he was a good man and he worked very hard during the depression. He would buy fresh vegetables in SB and ice them down on the tender, fire the train up to Barstow and then go from house to house peddling fresh veggies to the Barstow housewives. He was very thrifty and he would not buy gloves, he would grab a handful of "waste" (that's thread waste from the cotton mills) and so when I hired on in '48 if a fellow forgot or lost his gloves he would be told to grab some "Wible Gloves".

I didn't know Roy Gorham or George Litch, but I sure knew "Handsome Jack" Ernest. He would stick a match in the screen around the water glass and tell you to keep the water level right there. He was an early private pilot, I believe he flew one of the Curtiss "Jennies" from WWI surplus.

I didn't know James Johnston or Hugh Donahue. I met Reave Nichols a 1924 man, but I don't remember much about him (It's been a long time since the forties!) Peter Miller I didn't know. I believe Charlie Green had a runaway or a partial runaway up near Cajon.

Art Harris was the Air Man in San Berdoo; Dean Millard and I decided we weren't going to give the prescribed answer for the question, "How would you handle the air on a long, steep, descending grade?" At that time the only answer under the current rule was by the Short-Cycle brake system. We told the truth; we said that we would endeavor to make a one application descent by means of the feed valve or the "bridge", failing that, we would use the short cycle system. Charlie listened to that answer and smiled, said nothing, but marked our test "correct". F.L. Post

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

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alongside the northwest-heading section of the grade on the remains of an old access road to a point where it curves around to the south and crosses a new east-west pipeline road. At this point we did not drive further alongside the grade in the interests of Treading Lightly, as there was really not much sign of a road remaining from there on. You would not want to drive on the grade itself in this area because a lot of ties are still in place and they would be damaged by driving on them.

Instead we took the pipeline road east and then turned north to Broadwell Lake. Some distance along the next section, historical exploration was found to be discouraged by BLM "Route Closed"



Crossing Broadwell Dry Lake. John Brabyn Photo.

signs placed at one point across the

road paralleling the grade. This segment also had a lot of ties and even what appeared to be mileposts in place. Further north, on the lake itself, the berm showed signs of being used as a road and few ties remain. We found red "Wilderness" signs in that area indicating that the T&T grade and parallel roadway are now classified as "roadless and untouched by man".

At the north end of the lake we could find nothing left at the site of Broadwell (at least nothing more than knee high or we would have seen it). From here to Mesquite a dirt road continues north parallel to the grade, with sandy side roads periodically accessing it. Most of the ties are still in place on this section too, and it looks very unvisited. Places where the berm has been washed out are punctuated by accu-

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Marc Reusser's Logging Website

By Brian Wise

Many of you in this group have probably already spent time at www.steaminthewoods.com, but in case you haven't, I recommend that you take some time to check it out. I only just recently learned of this web site and have found it to contain a wonderful collection of logging photographs.

The web site is easily navigated by the logging railroad name, or by type of equipment you're interested in. I have yet to see everything on the site since I zeroed in on the Pickering and Standard Lumber Co. stuff. The site owner, Marc Reusser, has graciously allowed me to share some of the photos on his site with this group.

To ease congestion, I've broken up the "Locomotives" Photos

album into three separate albums: Shays, Heislars, and EMDs. I've posted to the Shays album a photo of two-trucker #11 taken at the end of its life on the Clover Valley Lumber Company. In the Heislars album, there is a new photo posted of two-trucker #4 at Standard (stack is capped - possibly being prepared for shipment to new owner?), and one of two-trucker #7 while it was under the ownership of Macco Construction at China Lake, CA.

Editors Note: The group Brian is referring to is at <http://groups.yahoo.com/group/plcorp/> where the forum is dedicated to discussing the logging and railroad operations of the Pickering Lumber Corporation and its predecessors.

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

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mulations of railroad ties dozens of yards away from the grade - evidence of amazing flows of water for such flat countryside. The grade can be followed (paralleled) to Mesquite Spring by leaving the main semi-graded road and taking lesser roads curving to the west.

From Mesquite north to Crucero we found the berm still mostly visible, but perhaps in slightly worse shape than further south. The maze of dirt roads in this section have deep sandy spots so 4WD is needed. At Crucero, as expected we found there was no longer a crossing over Senator Clark's Salt Lake Route tracks.



North from Broadwell to Mesquite. John Brabyn Photo.



Petroglyphs at Mesquite Spring. John Brabyn Photo.

[This (now Union Pacific) track was in poor shape, with many spikes lifted up. It was lying almost unused compared to the BNSF tracks through Ludlow on which there is an incredible volume of traffic, about a train every 5 minutes].

At Crucero the gravel ballast etc is very steep and angular making even a high clearance 4WD crossing tricky, so our solo vehicle status prompted us to detour rather than risking the embarrassment of being stranded on the tracks. Accordingly, we paralleled the Union Pacific for a few miles west to Afton Canyon. We returned to the T&T at Rasor Ranch, on the eastern border of the Rasor OHV area, where the berm has been used as a road

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Chucky's Trivia Corner

By Chuck Paul

1. What is a Car Dumper? A) A mechanical device installed at docks & industrial plants for unloading coal; B) A mechanical device installed at docks & industrial plants for unloading ore; C) A mechanical device installed at docks & industrial plants for unloading any bulk commodity; or D) A luxury, business car for railroad executives to take their ex-wives, girlfriends, etc. on a ride to Timbuktu, and dumping them. (apparently, ex-husbands and ex-boyfriends* had to take the bus) =>{*during the "glory days" of railroading, political correctness wasn't an issue so no cards, letters or e-mail, please} ~chucky~
2. What are Tie Plates and what is their purpose? A) To provide the rail with a uniformly firm foundation; B) To help hold track gauge; C) To prevent the rail from cutting into the ties under the heavy impact of passing trains; D) None of the above; or E) All of the above.
- 3) What's the difference between a coach and a "chair car"?
- 4) When & where was a chair car most likely used in place of the usual coach?
- 5). What does CWR stand for?
- 6) What are cab signals?
7. What is meant by freight classification? A) A system by which it's destination is determined; B) A system by which urgency of "on-time" arrival" is determined (i.e.: hot-shot vs. slow freight, etc.); C) A system by which the type of freight use is determined; or D) Simply a description of goods as listed on the manifest., perishables, manufactured goods flammable liquids, etc)
8. What is a self-guarding frog and why is that so?
9. What is the difference between a "station" and a "depot"?
10. What Is a shoo-fly Track? A) An ice station siding; B) A side track used for loading food onto dining cars; C) A temporary detour track around construction or obstruction on the main line; or D) A track that doesn't have ballast under it.

ANSWERS To Chucky's Trivia Quiz are on page 12

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

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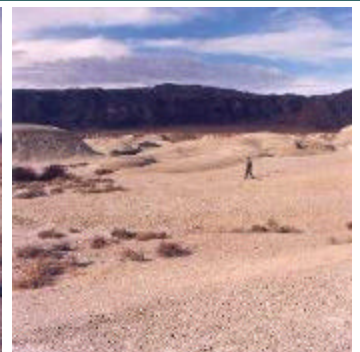
and ATV route (no ties evident). At Soda Springs (Zzyzx) we walked north along the old grade a fair way out on to Soda Lake. This segment of course had been flattened out and widened many years ago for use as an airstrip for Zzyzx, and naturally had no ties on it. About 1/4 mile out, the desert research folks appear to have put a weather station on it which might cramp the style of any plane trying to land there now! It was dark by then so we walked back and headed north for Shoshone for the night.

Section 4—Tecopa to Shoshone

Having driven the segment through Amargosa Canyon and Sperry Wash several times before, I decided instead to explore the areas around Tecopa and Shoshone. South from Shoshone there is a muddy and somewhat dicey 4WD road alongside the berm for quite a way, and some nice scenery amongst the badlands. The view is especially good at the first cut. Not many ties left here but an occasional few. A little later, returning to the main road, we went a little further south to explore the dumps



The grade cuts through the badlands heading north towards Shoshone. John Brabyn Photo.



View of badlands looking west from T&T grade towards Hwy 127. John Brabyn Photo.

of tin cans that constitute the remains of Zabriskie. We walked south along the grade to the spot where the Amargosa Crossing was -- quite impressive earth and concrete works remain, and the amount of berm washed out there is evidence, if any were needed, that the Amargosa is not always a tame little

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Tidewater Southern History Pages

By Eugene Vicknair

The Tidewater Southern History Pages at www.TidewaterSouthern.com have received a major update. Additions range from a new article on the 1959 Escalon Fire, found in the Stories from the Road section, to many changes and additions to the histories of both equipment and railroad itself. Several pages have received facelifts and new supplemental photos. Timetable 11, from 1956, has been scanned and posted and several more pages of the 1910 Investment Prospectus are now on-line.

The Tidewater Southern on-line store has also been expanded with the addition of more TS items and many items featuring the Sacramento Northern and Central California Traction Company. The TS Store is hosted by CafePress.com and can be found at www.cafepress.com/tsrystore. All proceeds go to support the Tidewater Southern History Pages website and TS related preservation and restoration projects.

Finally, I would like to extend a special thank you to Ted Rose, who sent me a great little anecdote from his father, Al, relating to the 1951 RDC excursion and its collision with a cookie truck (see the 1950's Gallery), and Ken Rattenne, who corrected some photo captions in the "Tidybowl Today" section.

As always, corrections and additions are welcome. I would particularly be interested in photos and information relating to the Escalon fire, including the cars that were involved, the packing shed and the Escalon Freight Office. I am also trying to find color in service photos of the 132 2-6-2, the 44 tonner and the 70 tonners.

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

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trickle.



Bypassing a washout (center, right) on the grade from the Noonday Mine. After the rails were torn up, the grade was paved and used as a road for later mining operations. The transition to and from the grade at middle left requires very high clearance. John Brabyn Photo.



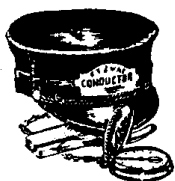
View from the Gunsight Mine towards Tecopa. Upper ore bin in foreground, lower bin in background, formerly connected by a dual car funicular. The Tecopa RR grade leaves the lower bin and skirts the hillside diagonally across the middle of the image. John Brabyn Photo.

We then explored the Tecopa RR. This section of railroad has been superbly covered by John McCulloch on the T&T website at <http://www.ttrr.org/>, so is treated only briefly here. Briefly, we first followed the branch up to the Noonday Mine. This segment was actually paved but there was a serious washout half way up that took very high clearance 4WD to get around. (Regular vehicles can back-track to the main road, go east to the "block house" just over the peak, and turn north up a passenger car route up to the Noonday site). Continuing on to the Noonday mine, we had lunch while looking over its remains. We then went back to the highway and turned off again to explore the Gunsight branch. This is certainly not paved -- many bypasses being needed. Up at the Gunsight itself the

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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



San Luis Obispo Railroad Museum Membership Application

Membership Levels: ___ \$36 Individual ___ \$60 Family ___ \$100 Sustaining
I would like to further help the museum by donating \$_____

Complete form and mail with your check to: **San Luis Obispo Railroad Museum (SLORRM)**
Post Office Box 13260, San Luis Obispo, 93406

Please Print Clearly:

Name: _____ Amount Enclosed \$ _____

City, State, Zip: _____

Daytime Phone _____ Evening Phone _____

E-mail _____ FAX _____

I would like to help the museum by: _____

Railroad IQ Test

By Bill Schultz

Editors Note: The following quiz from the December 2003 issue of Snakebites is courtesy of Bill Schultz, Editor of SNAKEBITES. Go to <http://www.snakebites.org> for details.

If you've been around the railroad more than 15 minutes, you may have noticed that some of us are quite impressed with our own intelligence. But we have to recognize that there may in fact be some rails who can actually breathe and switch cars at the same time. So we've developed the following Railroad IQ test. (Answers are on the last page. Don't look. If you cheat, you're management material.) 20% is a passing score. This is so managers won't feel so bad.

1) Tunnel 41 is the longest tunnel on the Roseville Subdivision. There is only one

track, and the tunnel is wide enough for only one train. However, one day, two trains entered the tunnel from opposite directions. Each train made its way through the tunnel at exactly 7 o'clock. Four minutes later, each train came out the opposite end of the tunnel, yet there was no collision. How was this possible?

2) Tunnel 41 is exactly one mile long (not really - actually longer). A train is one-mile in length and is traveling 30 miles per hour. How long will it take that train to completely go through tunnel 41?

3) A single railroad track 100 miles long runs from north to south. Two trains leave at the same time, one heading north and one heading south, and reach the same speed. But they never collide.

Why?

4) A train leaves from Tucson heading for Yuma at 50 mph. One hour later, a train leaves Tucson heading for Yuma at 70 mph. Assume there are 250 miles between Tucson and Yuma. When the trains meet, which will be closer to Yuma?

5) Oakland Yard and Roseville Yard are linked by double track. Every hour on the hour a train leaves each yard for the other yard. The trains all go at the same speed and every trip from one terminal to the other takes 5 hours. How many trains are met by one train during one trip?

ANSWERS To The Railroad IQ Test are on page 12

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

(Continued from page 9)
view was outstanding.

We returned to the "Y" where the two branches of the Tecopa RR split off (one branch going to the Gunsight and one to the Noonday) and followed the bottom leg of the Y for some way towards Tecopa on foot. (There is no consistent road alongside this leg, other than a few ATV tracks). On this section there were still was still quite a number of ties left on the grade in places, but the berm was washed



Tecopa Railroad Grade heading from the "Y" towards Tecopa. John Brabyn Photo.

out every few yards.

This brought the first phase of the scouting expeditions to a close; it was time to adjourn to Stovepipe and look forward to returning on another occasion to explore more of the T&T.

Section 5 Shoshone to Death Valley Junction

In March 2001 I toured the neglected segment of the old T&T Railroad bed from Shoshone to Death Valley Junction. From Shoshone to Eagle Mountain, the modern highway follows the T&T roadbed so closely that it is hardly worth diverting from it, and the old roadbed can be reached comfortably on foot. However, from Eagle Mountain to Death Valley Junction the T&T took a very direct straight-line route which passes close to the sink of the Amargosa Desert, while for some reason the modern highway skirts a considerable distance to the west. There is a dirt access road alongside the old railroad grade all the way along this section. It can be accessed by turning off the highway at the north end of Eagle Mountain at a point where the highway bends to the west. (This is in the vicinity



View near Eagle Mountain looking along grade towards Death Valley Junction. Bridge showing old wood and newer concrete abutments. John Brabyn Photo.

where the Deadman Pass road leaves the highway to cross the Greenwater Range to the west). There are two lines of telephone poles heading towards Death Valley Junction in this vicinity; the T&T access road follows the older set that is closest to the highway.

The access road requires high clearance due to many ditches and washouts across

(Continued on page 11)

The Tonopah & Tidewater RR Scouting Expeditions Pt. 2 continued

(Continued from page 10)



Approaching the old bridge abutments; T&T grade raised in background. John Brabyn Photo.

it. Towards the north end it also requires 4 wheel drive or may even be impassable depending on the season. When I travelled this segment, it was clear that this is not a popular part of the old roadbed, but is one that is well worth exploring. It also gets far enough away from the modern highway to experience a feeling



Closer to Death Valley Junction the grade (visible on berm at left) passes through a low-lying salty area. John Brabyn Photo.



View along grade towards Death Valley Junction from same spot as at left. The abundance of ties is limited to this section. John Brabyn Photo.

of solitude. There are many interesting washed-out bridges with concrete abutments and sawn-off remains of the presumably earlier wooden ones. Quite a few ties left here, including one stretch of a hundred yards or so where almost every single tie is still in place!

At the north end of this section, the road goes through some very salty ground which can also be treacherously wet and muddy in season. The railroad grade enters Death Valley Junction by the "Industrial" route, the mill dump and ruins of the milling operations. From the vicinity of the milling ruins, the narrow Gauge Death Valley Railroad grade is easily visible curving off to the west. Narrow gauge spikes are also visible in this area. A few yards further north you can drive through the portals of one of the old buildings and emerge onto the paved highway at a point just south of the picturesque Hotel. End Part 2.



The "Tradesman's Entrance" to Death Valley Junction from the south along the T&T grade (near telephone poles at left). Ruins of mill and old tanks dominate the scene. John Brabyn Photo.

Thursday Nite Boomers Spouse Operation Night Party continued



Jan Taylor leaving Hinkle Yard for Wallula.
T N Taylor 18 Dec 03 Photo.

(Continued from page 2)

ing's very nice model of the Union Pacific RR serving Yakima, Washington. Hilding then handed out his regular train manifests and the fun resumed. Two-person crews started moving the freight and our spouses found out what mischief we can get into on our Thursday Nite get-togethers. Everyone enjoyed themselves and we are all looking forward to doing this again next year.



Sissy & Rick at Yakima. T N Taylor 18 Dec 03 Photo.



Paul, Jan, Glenn & May Carole. T N Taylor 18 Dec 03 Photo.



Paul, Nicki, Jan, Sissy, Mary Carole, Rick & Glenn. T N Taylor 18 Dec 03 Photo.



Nicki & Hilding at Richland Jct. T N Taylor 18 Dec 03 Photo.

Answers To The Railroad IQ Test on Page 10

1) One entered at 7 am and the other at 7 pm.

2) 4 minutes. It will take two minutes to be completely inside the tunnel and another two minutes to completely exit the tunnel.

3) The trains are heading in opposite directions--away from each other--from somewhere in the middle of the 100 miles of track.

4) When they meet, they're both at the same spot, so they are both the same distance from Yuma.

5) 11

See? You're not so smart after all! The SNAKEBITES staff wishes all of you a Merry Christmas and a happy and prosperous New Year! Comments, criticism or cash may be sent to:

Editor@snakebites.org

Editors note: If you want to be nitpicky about it I guess you can disagree with #4's answer as the first train head end will be closer to Yuma when the second trains front end meet the first train rear end. As to #5, if you are having trouble try thinking of it this way:

0 hour - meet train #1 pulling in as you pull out.

0.30 - meet train #2

1- meet train #3

1.30 - meet train #4

2 - meet train #5

2.30 - meet train #6

3 - meet train #7

3.30 - meet train #8

4 - meet train #9

4.30 - meet train #10

5 - meet train #11 pulling out as you pull in.

Answers To Chucky's Trivia Quiz on Page 8

1} - C: They are used for all kinds of bulk commodities.

2} - E: (All of the above.)

3} - A coach had "walk-over" or fixed seats; whereas, a chair car had individual reclining bucket type seats.

4} - Usually for long distance service.

5} - Continuously Welded Rail.

6} - The same indication as the wayside signals, (shown in miniature on a small panel inside the locomotive cab).

7} - D: Perishables vs. manufactured goods, etc.

8} - A self-guarding frog doesn't need a separate guard rail around it because the "guards" are cast to the frog as a single unit.

9} - A station is a place or location designated by a timetable; a depot is the bldg. where the station agent works.

10} - C: A temporary detour track.

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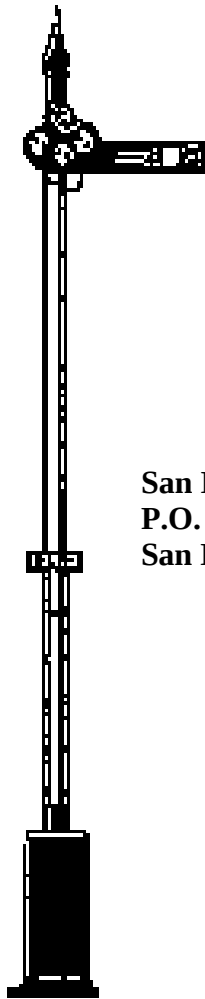
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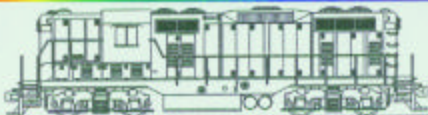


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