

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 16, Issue 3

March 2004

Upcoming Events

• 2004

- Mar 9 SLOMRC Club Meeting @ Terry's 7 pm
- Mar 13 Winterail in Stockton, CA
- April 13 SLOMRC Club Meeting @ Terry's 7 pm
- Apr 16-17 WP 2004 Convention in Reno, NV
- Apr 29-May 2 PCR 2004 Convention in Napa, CA
- May 22 Daylight Division PCR Meet in San Luis Obispo, CA
- Jun 24-27 Santa Fe 2004 Convention Wichita, KS
- July 4 -11 NMRA 2004 Convention in Seattle, WA
- July 28-31 UP 2004 Convention in Ogden, UT
- Aug 14 Daylight Division PCR Meet in Santa Barbara, CA
- Sep 1 -4 24th Na Ga Convention in Santa Clara, CA
- Sep 15-19 PSR 2004 Convention in Glendale, CA
- Oct 1 -3 SLOMRC 15th Annual Train Show @ Vets Hall in SLO, CA
- Oct 7 -10 SP 2004 Convention in Tempe, AZ
- Nov ? Daylight Division PCR Meet in Merced, CA

Notes Along The Pacific Coast Right Of Way Modeling the Southern Pacific Sand Tower at SLO in the 1950s

By Andrew Merriam

Fortune was indeed smiling – I couldn't believe what Ellen Halteman had just handed me. Along with some interesting station plans for Serrano and Santa Margarita (note that "station plans" are for a location not a building) was a

copy of the original 1942 design for the San Luis Obispo sand tower. (For those who don't know - Ellen is the reference librarian at the California State Railroad Museum). While I

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Figure 1: Photo of Sand Tower area circa 1954 with steam engine 3688 and F-4 pulling up to the water plug between the sand house and the sand tower. Credit: Alden Armstrong.

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Western Pacific RR Historical Society Convention

By Frank Beavers

The WPRRHS is having their 8th Annual Convention at Reno, Nevada on April 16-17, 2004 where it will be held at the Holiday Inn. We have some historical, informative, and some modeling programs that you will not want to miss.

Thom Anderson is going to show us how to model the WP's GP35's & GP40's. If you want to model these, this is one you do not want to miss.

(Continued on page 8)

Presidents Message

By Dave Wilding

Hi Everyone: There are two events I know about in March that I will be able to go to. One is in Woodland by the Woodland Modular RR club on March 13th and 14th at the County Fair Mall, East Street and Gibson Road. Saturday (10 am-7 pm), and Sunday from 11 am-6 pm. For more info contact Fred Delevati Jr. at 1-530-666-4022. That will be different to see in a mall. Woodland is about 300 miles North of San Luis Obispo.



The other one is closer to home as it is in Bakersfield. The Golden Empire Historical and Modeling Society will have an Open House on March 20th at

the north east corner of Eye and 19th St. (second and third floors) from 10 am to 4 pm. And it's free. For more info contact Doug Wagner at 1-661-331-6695.

Both shows should be good to see, I hope everyone can get a chance to check them out. I plan to. Don't forget to also look over all the other activities that we have listed in our upcoming events supplement.

Dave W

February Club Meeting Minutes

By Terry N Taylor

The 10 February meeting was held at Terry Taylor's house. Present were David & Maggie Chong, Glenn Geissinger, Jim Jonte, Tom Kolby, Terry Taylor and Dave Wilding. Dave W opened the meeting at about 7:15 pm after dragging the rest of us in from 'playing' with the trains next door.

Terry passed money received for dues and ads in the last month to Jim. The second order of business was a clarification to last month's minutes that club equipment was only to be checked out to club members in current good standing. David C stated that the bylaws revision is only about half done and passed out what

has been done so far. Jim moved to table the ensuing discussion until he and David had a chance to finish the first draft.

Email changes were made to the show flyers and to the list on the back pages of both the newsletter and event supplement for Jim Jonte [E-mail jimjonte80@charter.net](mailto:jimjonte80@charter.net) / Tom Kolby [E-mail tands@charter.net](mailto:tands@charter.net) / and Dave Wilding [E-mail DTCBATS2@hotmail.com](mailto:DTCBATS2@hotmail.com) Terry will revise the show flyer and send it out to the club members.

Bills were submitted for the mailing of the newsletters and closing out the last of the open items from the train show last

October. After they were passed and amid much kidding, Jim finally allowed that he could indeed receive the newsletter over the internet; thus he did not need to receive one also in the mail. He was then thanked for the 'much anticipated' savings in postage, ink and paper. ;>)

After the discussion of the time and effort we have put into the silent auction, David C discussed the advantages of a Flea Market where all who wanted to could rent (say) \$5 or \$10 for a 2x2' table space (4 people to a table) for a one or two hour segment from say noon to 2 pm on Sunday. By limiting the space and time, this should not cause a problem

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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 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 _____

PCR Daylight Division Meet In Fresno

By Terry N Taylor

On Saturday the 21st of February, the Daylight Division of PCR met in the Fresno / Clovis area for a fun filled day of clinics and operation on both Mel Norwood's Grand Canyon RR and Marlin Costello's Goshen & Goosechase RR.

We started with admiring the workmanship Mel has put into his 14' x 40' layout (HO) that is fully scenicked with lots of nice details including a portion of the canyon itself with tourists and donkeys going down the trail that goes well below the layout.



Mel Norwood's Grand Canyon - T.N. Taylor Photo 21 Feb 2004

After a bit, we were reluctantly shooed out in order for the business meeting portion to take place. Gus Campagna came down to tell us about the upcoming PCR Convention in Nap from the 29th of April to 2 May. I then spoke about the upcoming Daylight Division Meet in San Luis Obispo on the 22nd of May (Mark your calendars for both events). We went on to more mundane matters of elections, approving the minutes and financial statements etc. When the business meeting was over



Mel Norwood Running The Sound & Lights - T.N. Taylor Photo 21 Feb 2004



Marlin Costello Showing How to Make a Forest of Trees
T.N. Taylor Photo 21 Feb 2004

we all returned to the layout where Mel then turned down the lights and we listened to the Grand Canyon Suite followed by a rain storm with lightning and thunder. Of course there was a lot of flash photographing competing with the lightning flashes but it was still very impressive. Mel then explained his car card operation and traffic resumed on the layout. Good scenery, good operations and friendly companions. What more can a person want.

There were plenty of refreshments (enough that some did not bother with lunch) and we then adjourned over to Marlin's house for the clinics and operation on his layout. The first clinic was by Marlin on how to create a forest of trees at various distances with very little effort or money involved. Fascinating and very effective as we noted when we went out to his layout where he is starting to plant his trees.

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Dave Bayless At His CTC Panel - T.N. Taylor Photo 21 Feb 2004

Modelers Meet at the Mall "Train Show"

By Jamie Foster

On the weekend of 21-22 February, participants from three California Free-mo groups (Free-mo San Luis Obispo, Free-mo Los Angeles, and Northern California Free-mo) put together the 2nd largest Free-mo layout ever assembled in California for the 1st Annual Model Train Show held by the Santa Maria Valley Railway Historical Museum (SMVRHM) in conjunction with the Santa Maria Chamber of Commerce and the Santa Maria Town Center Mall.

The SMVRHM is building a modular layout using the Free-mo standards. This made it possible to tie in the Museum's downtown yard section of the Santa Maria Valley Railroad to the 66 modules assembled for the weekend's show.



Chris Palomarez, far right, is the co-founder of "Free-mo" railroad modeling. Jamie Foster Photo 22 Feb

Free-mo standards are set to make sure that the modules line up and connect together successfully. Beyond that, the modelers may do what they will in their

module. All the Free-mo details are available at the Free-mo web site at <http://www.free-mo.org/>

For more details on this meet, go to our website at <http://www.smvrhm.org/040221.html>



Napa Pipe flat cars sit on the Shandin loop. Jamie Foster Photo 22 Feb 04



The SMVRHM is building a modular layout using the Free-mo standards. The depot is in the foreground, and the engine house is down the track a ways just beyond the water. Jamie Foster Photo 22 Feb 04



Here's a close up view of the depot on the SMVRHM downtown yard module. Jamie Foster Photo 22 Feb 04

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.

Modeling the SP Sand Tower at SLO in the 1950s continued

(Continued from page 1)

had taken pictures of this structure in the 1970s before it was demolished, I hadn't recorded the details. Here they all were in engineering pencil lines by some now anonymous engineer/draftsperson with the initials of E.F.K. designing before most of us were born.

Exciting and trying times. During World War II traffic on the Coast Line was rising to historic highs. CTC was being installed on the hill (Cuesta Grade), the new passenger station would open in 1943 and, most famous of all, Engine 4449 was being delivered from LIMA in April of that year. Along with all this activity, the supporting facilities were being upgraded.

While the old sand house, as we have noted in previous articles, had a small roof opening for handing up sand buckets for the steam engine sand domes, this was not working as well for the new diesels coming on the property and was inefficient for the large 2-10-2s and 4-8-8-2s which were standard helpers on the hill.

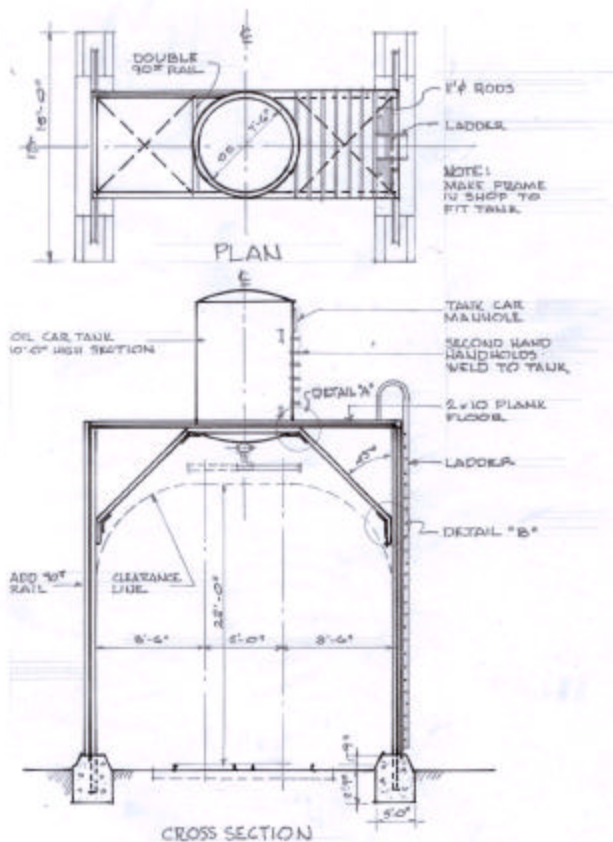


Figure 2: Plan and elevation of the sand tower from the 1942 engineering drawing, redrawn from the California State Railroad Museum collection of SP documents. With permission from the CSRM.

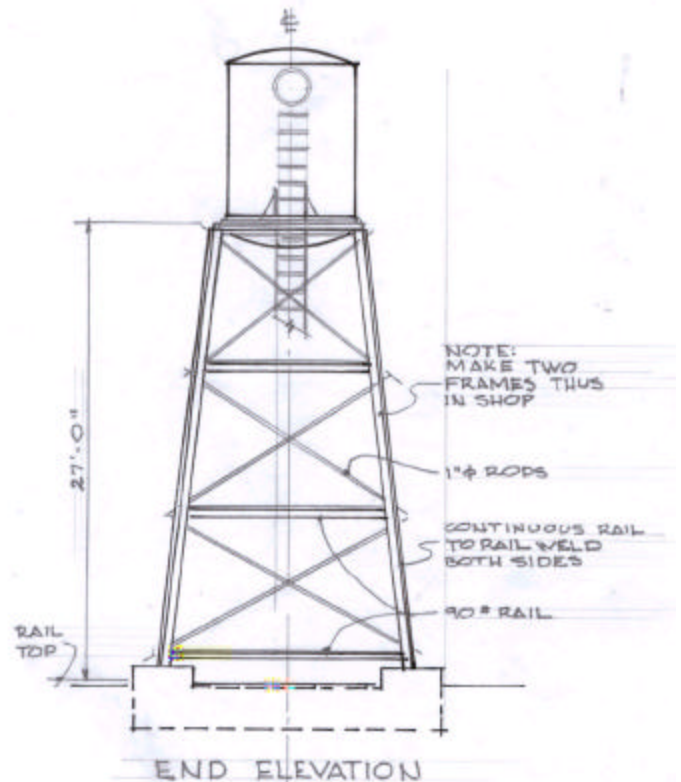


Figure 3: Side elevation of sand tower redrawn from the CSRM documents. With permission from the CSRM.

According to dates on the drawings, this condition had caused preliminary designs to be considered as early as June 1940. The final design was not set until May of 1942 and construction would still be a year or more away. The new tower had to be shoehorned into the existing already somewhat cramped area. The engine servicing process was fixed. Engines were pulled from the roundhouse and headed the proper direction on the turntable. The next stop was to fuel them at the oil column, then move forward toward the water plug and existing sand house. Just before the water plug there was a switch which either aligned for the main up a short steep inclined switchback or for the service and RIP track portion of the yard. The only convenient place to locate the new tower was directly over the switch just in front of the water plug and feed in the sand from the existing sand house with newly developed flexible air hoses. Figure #1 shows this area with 3688, a 2-10-2 class F-4 built in January 1922 just pulling past the tower up to the water-spout. This requirement crammed a lot of action into a very small space. Perfect for a model!

The drawings called for the reuse of 90-pound rail and an old tank car body. (From several views the holes for bolts holding the rail joiners can still be seen in the tower frames.) The frames were to be welded together in the Sacramento shops,

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Cajon Tales: Part 46 (Looking At The Seniority List - Part 4)

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

I'm looking at an old "senie" list for the old LA Division (Part 3 was in my column last month) : I don't remember Roy Scott, Harry Miller, or Wilbur Magee, but I really remember one of my favorites, #72, Walter Leroy "Cocky" Cochran. When I bid in 124 & 17 with him he said, "now lad, I suppose you know that it is my practice to have the fireman run the train from San Berdu to Barstow, and those idiots upstairs give us all the time in the world to go from VV to Lenwood, and then make it almost impossible to get into Barstow on time. I don't want this train jerked around changing speeds. Figure your time per mile against your speed and gradually accelerate this train so that you go through Lenwood 100 MPH and **on time**. (In those days, running on a timetable schedule you simply **could not** be early.)

Soooo, I figured my time and zoomed through Lenwood 100 MPH about 15 seconds late. I was satisfied, Cochran said nothing. It went just about like that for a couple of trips, then one day I cut it way too close for my comfort; I went through Lenwood 100MPH and exactly Three seconds late. Cochran says, "Well, I see we're finally getting this G---D--- job on time!". He was a fine man and one of my proudest moments came when George Blake, probably the best hill hogger ever, told Cochran, "Walter, I've tried to teach this lad all I could about the hill and freight work, and I'd appreciate it if you'd

finish the training on passenger". Cochran growls, "I already have!"

And now we come to Percy Froude, the Patrician, Country Club Member and quite the golfer. I only fired for him a few times and he was never mean to me. Johnny Cooper took all the mean out of him before I hired out. Percy was abusing fireman Cooper when Cooper's Indian temper took over. Johnny grabbed Percy down off his seat box, opened the firebox door and began to stuff him in. The brakeman grabbed a brake club, (Johnny was a very well-built man) and managed to save Percy from a fiery death. As I say, he treated firemen quite well after that.



Rex Clayton was a fine hogger and a good man. He was the LC or the Lodge president of the LA lodge. After the Fireman's strike, when Rex followed Cleveland's orders and exhorted engineers to cross through the picket lines, he was called a "scaly" and a scab. Within a few weeks after the strike his hands and forearms broke out with a terrible case of psoriasis, but I don't think it was psoriasis. I think it was his conscience. I didn't know Roy Moore or Fred Hurst. I don't remember Harold Maxwell or Perry Bennett. #79, La Rue, must have had some physical trouble because he was a permanent hostler when I got there.

Erby Herrington was a real character and I fired for him quite a bit in the Valley when it was all steam. One evening we got a 3800 with the Wagner Bypass Valves and a mechanical lubricator, (an arrangement that let us shut the throttle completely off and roll along as far as we wanted without having to work steam in order to get lubricant to the cylinders) so Erby says, "I wonder how far we could roll if we went around Arlington curve at a good clip?"

I thought this would be damned interesting and it was. He just let it roll, down through May we were really getting a wheel on her and he went through Corona like a streak, (I think that's why they passed a city speed limit on us shortly thereafter.) To be brief, we rolled all the way to Hobart.

Another time a nice young hogger got caught speeding and they called for an investigation. Erby went up to see the Super and told him that he always went that fast, so if they wanted to make an example of someone, why not fire him, he had plenty of money, and let the young fellow off easy cause he had a family to support. F.L. Post

MEMBERSHIP APPLICATION

Pacific Southwest Region / National Model Railroad Association

LAST NAME: _____ FIRST NAME: _____ DATE: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP CODE: _____
 TELEPHONE: _____ Email: _____ Primary Scale _____ Date of Birth: _____
 FAMILY MEMBER NAME (s): _____ Exp. Date _____ NMRA # (if a member): _____ PSR # _____ New _____ Renewal _____

I want to become a member of the National Model Railroad Association and the Pacific Southwest 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: PSR-NMRA. I understand that membership in the Pacific Southwest Region requires membership in the NMRA.

- | | |
|--|--|
| <input type="radio"/> PSR and NMRA for one year Regular \$52.00 | <input type="radio"/> PSR Regular only (requires NMRA membership # above) \$7.00 |
| <input type="radio"/> PSR and NMRA for one year Youth (under 20) \$32.00 | <input type="radio"/> PSR Youth only (requires NMRA membership # above) \$2.00 |
| <input type="radio"/> PSR and NMRA Affiliate (No publications) \$27.00 | <input type="radio"/> PSR Affiliate only (requires NMRA membership # above) \$4.00 |
| <input type="radio"/> PSR and NMRA for one year Family \$10.00 | <input type="radio"/> PSR Family only (requires NMRA membership # above) \$1.00 |

Life Memberships in both the NMRA and PSR are available. Contact the NMRA Home Office for NMRA actuarial Life quote and the PSR Member Services Chairman for PSR actuarial Life quote. Send Application form and remittance to: PSR Member Services, Gary Robinson at 13928 Barrymore St., San Diego, CA 92129. Allow 3-6 weeks for processing.

Modeling the SP Sand Tower at SLO in the 1950s continued

(Continued from page 5)

sent to San Luis Obispo and assembled as a kit. The original drawings (see Figures 2 and 3 as well as Details A and B of Figure 4) did not call for the wooden decking under the tank that is so visible in the photographs nor the safety handrails. They also showed a shorter version of the tank. A look at available photographs in fact revealed that the bottom half of the tank is riveted while the top half appears to have been added later and was of welded construction (see Figures 5 and 6). Also added later were a series of knee braces at the base of the tank structure to resist overturning.

Modeling the structure

The reused rail frames and all the added on details would make this a unique model which would demonstrate the work of the maintenance forces as they sought to make this mousetrap contraption work better. The tank was extended, loading hoses changed, vents added to the tank, maintenance and access locations were made permanent.

While there was no structure kit available, it was still an easy start for scratch building the model since, just like the prototype, I had a lot of second hand HO scale rail (code 70 is just right) and an old Athearn tank car that had been half sacrificed for another project. The drawings also showed exactly how to make all these chunks of rail fit together (see Figure 4 Details "A" and "B"). A positive attitude toward soldering, however, would be essential. Without going into a lot of step-by-step detail, several key comments are appropriate for soldering together the nickel silver rail components:

1. Just like the prototype, set up a jig for the two identical frames.
2. Use soldering paste and tin each surface to be connected. I found it adequate to make three connection points rather than a continuous joint as the two rails of column (see Detail B) were

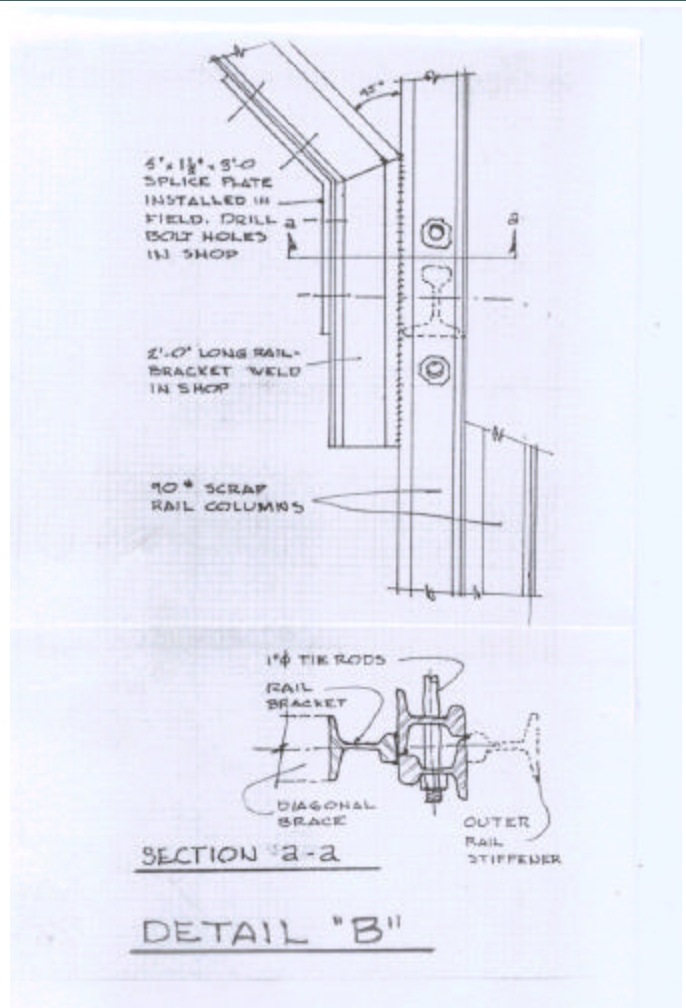


Figure 4B: Construction details of the sand tower. Not the reuse of 90# rail welded head to toe with extra stiffeners.

soldered together.

3. With the use of a hot iron (a 35 watt pencil iron in my case), and small cross-locking surgical clamps, I found I could solder in the horizontal rails and then the "x" bracing 1" diameter rods without the whole assembly coming apart. By the way, I did not attempt to drill holes for the "x" bracing since I would be gluing a nut-bolt casting on the outside of the frame and the hole would be a lot of trouble.

4. The third rail on the column and the short supports for the knee braces were added last per Detail "B", again using clamps for the main assembly and to mechanically hold the new piece in place until the solder set. For the small pieces wet paper towels as heat sinks to keep the surrounding area from coming unsoldered.

5. The top frame (see Detail A) was assembled in the same manner including the tank support cross-members and the

(Continued on page 11)

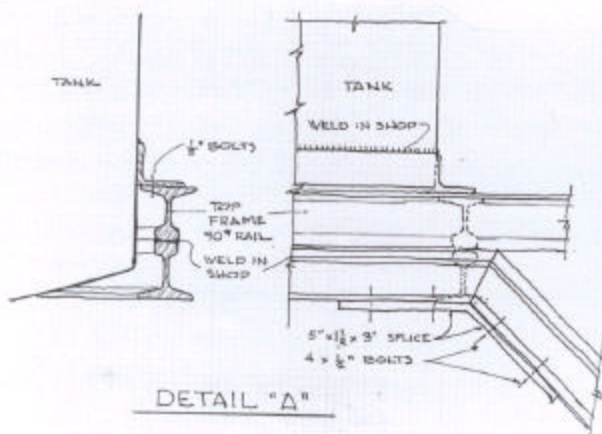


Figure 4A: Construction details of the sand tower. Not the reuse of 90# rail welded head to toe with extra stiffeners.



Chucky's Trivia Corner

By Chuck Paul

This month Chucky has decided to do a modeler's quiz. The avid modeler should do quite well ...or not. Let's see how you do.

and written numerous articles for Kalmbach. What is his name?

6. Which maker of turnouts (switches) features a solenoid-type switching "motor"?
A) Atlas; B) Walthers; C) Peco; D) Bachmann; or E) Shinohara .

7. Which of the following makers of locomotive was based in Europe? A) Mantua; B) Märklin; C) Bachmann; D) Rivarossi or E) both B & D.

8. Grant Line, well known for their windows, doors, super detailing and other scratch building parts has a completely unrelated (new & different) line of kits that they now produce. What is it?

9. The late John Allen was a master modeler in the minds of many. He built an awesome HO-scale model railroad many years ago and then came out with an even more awesome 2nd edition. What is the name of his wonderful model railroad?

10. According to the NMRA what is the definition of flange clearance?

ANSWERS To Chucky's Trivia Quiz are on page 12



1. California Models, best known for their cardboard model kits; which hadn't changed year after year, was bought out by a new company which features metal kits that that are soldered together. What is the name of the new company?

2. Bachmann has had a bad reputation of producing locomotives with problems in the past. However, they are now producing a new line of rolling stock, including much better locomotives. What is the name of that new line?

3. Lifelike has much the same story, except that their low cost rolling stock looked more toy-like than life-like. What is the name of Lifelike's series of high quality rolling stock?

4. Athearn has been well known for producing a good quality line of locomotives at an affordable price. Fairly recently, they too have come out with a premium line of HO locomotives featuring DCC running and proto-type super details. What is the name of that premium line?

5. A well known, "scenery guru" has made instructional videos

Western Pacific RR Historical Society Convention continued

(Continued from page 1)

Steven Bechtold's program is on The Alternative Inside Gateway, also called the WP & GN to LA.

Bruce Blackadar is doing his Reno Branch program with updates and additions.

Jim Cooper is putting together a historical presentation on the NCO RR.

David Epling will be showing us how to model the WP SW 9's

Norm Holmes has put together a program on the Budd Cars, that will be informative and historical in content.

Bob Larson, a railroad engineer, is presenting Photos & Stories on the Fifth Subdivision, that you will want to be present for.

Ron Plies is putting together a program on Research Sources needed to Model Altamont Pass.

Ski Ryczkowski has put together a presentation on the WP Cabooses.

Chris Skow, has put together two programs, the California Zephyr and Sperry Rail Detector Cars. His programs will be very accurate in content as he was a WP conductor.

Chris Skow at Trains Unlimited Tours has 4 excursions during the convention. For more information, or to book a Fare contact Chris Skow at Trains Unlimited Tours. Phone: 1-800-359-4870 E-mail: www.trainsunlimitedtours.com

Kent Stevens has put together a program on the Clover Valley

RR.

Eugene Vicknair is putting a historical program on the Silver Hostel, which is at the Portola museum.



(Continued on page 9)

RR Cooking 101 - Union Pacific Fricassee Of Lamb With Vegetables

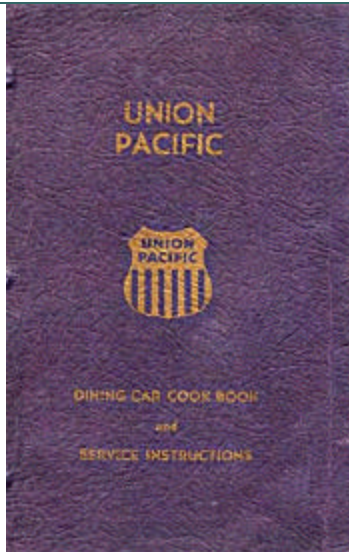
By Chuck Paul

The following recipe is from the UP's Dining Car Cook Book & Service Instructions (circa 1944) and used with the permission of Union Pacific.

Fricassee of Lamb with Vegetables

Use lamb trimmings from racks and lamb shoulder. Care should be used to remove all bones and surplus fat. Cut in 1 inch dice, Place in pot. Cover with cold water, bring to boil and wash off all meat.

Place lamb back in a clean pot and cover with water. For 5 lbs of meat, use 1 cupful each of carrots , onions and celery, cut in one-half inch dice. Season with salt and white pepper.



When meat and vegetables are tender, but firm, strain off broth and thicken with a roux of one-half butter and one-half flour. Cook 5 or 6 minutes. Sauce should be sufficiently heavy to adhere to the meat.

Season with celery salt, and white pepper. Remove from fire and add three well beaten egg yolks to sauce and stir well. Add meat and vegetables to sauce, stir and let simmer for a few minutes.

ALL SERVICE – Dinner plate
PORTION – ALL TRAINS – 1 shank.

Western Pacific RR Historical Society Convention continued

(Continued from page 8)

John Walker will be talking about the Accidents on the Eastern Division.

Tom Darr and Al Hill (former WP employee's) will be on a panel talking about their experiences on the WP. They will answer questions that you might have. If you are a former WP employee and would like to be on this panel contact Frank Beavers, Convention Chairman.

The Banquet speakers are Ernie & Cathy Von Ibsch. Ernie was a brakeman on the CZ. Cathy worked as a Zepherette. She started on June 14, 1969, as Cathy Morgan. Her career ended on March 22, 1970. Cathy and Ernie were married on July 17, 1970.



to remember. We look forward to seeing you there. We have also invited some vendors to be involved in this convention as well. We will have on display various scales of CZ and other WP equipment.

There will be Photo and Modeling contests as well. If you have any WP historical Photos or artifacts feel free to bring them for display.

This is going to be a convention for you

(Continued on page 11)

San Luis Obispo Railroad Museum

Web Site:

<http://www.slorm.com/>

E-mail:

Info@slorm.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 (SLORM)**
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: _____

Yosemite Valley RR Photo Location #2?

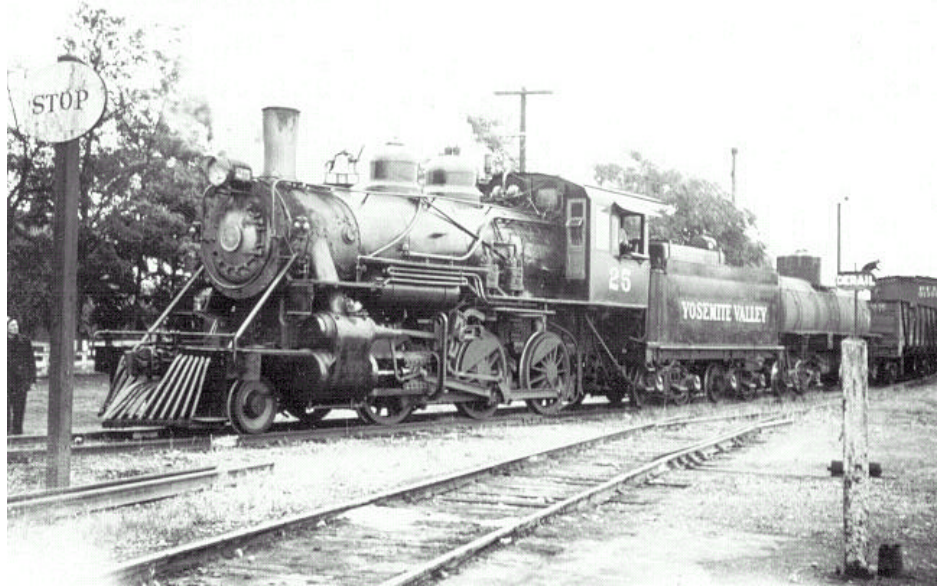
By Jack Burgess

As I remarked last month, one of the enjoyments associated with prototype modeling is collecting photos and finding new ones of your prototype. One of the challenges of finding new photos is identifying their location. Without reading further see if you guess the location for this photo.

So, where was this photo taken? You don't need to be exact but the answer may surprise you....

Jack Burgess www.yosemitevalleyrr.com

This photo of the Yosemite Valley Railroad circa 1943 provides only one clue to its location but a significant one. The background doesn't help but the stop sign does. Where would you find a stop sign on a railroad? That can only mean that the YV train is moving from SP trackage in Merced to YV trackage; the stop sign



is at the junction between the two railroads and the stop sign requires that YV trains stop before proceeding onto SP

trackage. The Merced SP station (still there in 2004 but trains no longer stop) is a couple of blocks behind the train.

PCR Daylight Division Meet In Fresno continued

(Continued from page 3)

The next clinic was by Dave Bayless on the Chubb Signaling System as used on a couple of modules that he has built with a CTC control panel. Very impressive and I took notes for sure. ;>)

Unfortunately the lure of operating on Marlin's layout cut down the attendance of the clinics. It is very hard to compete

with a 40 x 40' three level layout (HO) when Marlin had told his operators not to let a person in the door without giving them a throttle. The layout is fully computerized with turnouts thrown by clicking on the screen. The projected route is then shown in yellow and the progress of the train is marked by a red dotted line. The operating crews could care less about what is going on with the dispatcher as

they are using track warrants (via radio handsets of course) and having a good time moving freight and passengers.

Needless to say we all enjoyed the afternoon as well. Unfortunately my batteries ran out on my digital camera so I have no photos of his layout. If you get a chance, contact Mel and Marlin for a couple of very enjoyable layouts with or without operation.

February Club Meeting Minutes continued

(Continued from page 2)

to vendors who pay \$25 for a table for the whole weekend and would help those who only had a few items that they wanted to dispose of as well as reduce our liability for watching over the items in an auction. He will prepare a written guideline as well as proposed signage to be discussed at our next meeting.

Dave W then proposed several possible pricing changes for vendors who purchased multiple tables. After a lot of dis-

cussion, no changes were made. Moving on to the upcoming depot celebration in Oceano, Dave W will meet with Linda Guiton to ascertain exactly what the Oceano Depot Association would like from us and how we can best meet their desires.

Dave W then talked about the great time he had at the Train show in Roseville while Terry talked about the delights of the recent joint Layout Design and Operations SIG Meet in Santa Clara. Upcom-

ing are the PCR Daylight Division Meet in Fresno on Saturday the 21st of February and Santa Maria Valley Railway Historical Association's first Train Show that same weekend with both a Rail Prototype Meet and a large Free-mo setup (see last months SLO Trains for details and articles hopefully in this months issue). Both events should prove good ones to go to.

Dave W adjourned the meeting at 8:25 and we went back into the layout room.

Western Pacific RR Historical Society Convention continued

(Continued from page 9)

For more information on the convention contact Frank Beavers, Convention Chairman, Phone: 1-530-256-2141 or E-mail: wp751@digitalpath.net.



You can also check out the WPRRHS web sight at wprrhs.org. You will be able to download the registration form from this web sight as well.

Programs and schedule subject to change.

Modeling the SP Sand Tower at SLO in the 1950s continued

(Continued from page 7)

extra horizontal rail to take the thrust of the upper end of the knee braces.

6. The final assembly was made with the two side frames set into their foundations already firmly set in the module. The side frames were squared and leveled. Then the top frame was tack-soldered onto the side frames and the four knee braces cut, filed and fitted into position for a very quick in and out solder joint.

The end result was a surprisingly rigid frame that was then pulled out of the foundation holes for further detailing and painting. I suggest that if you are not comfortable with soldering, practice on scrap rail to see what works best for you, your equipment and the solder you have selected.

The rest of the details such as the splice plates, nut-bolt castings, the tank and the supporting wood decking as well as the ladder were all assembled from styrene. The tank was made from the standard Ahearn tank car body saving the rivets and cast on splice plates. Only after assembly did I realize that the proportions appeared very different than shown in the photographs.

After examining the photos in more detail, it became clear that the tank was nearly doubled in size by welding on an additional tank of different construction. Additional sand glasses and vents were added. In fact the final vent pipe at the top was not visible in some of the earlier pictures – perhaps being added in the early 1950s era. Adding the curved angle support at the tank base was not easy, as most styrene angle forms do not bend easily without twisting or breaking. I ended up having to make a simple jig by cutting a hole in a board, setting the tank into the hole and then working and gluing (with lots of solvent) the “L” into a



Figure 5: Detail Photo (1970) showing added details in the diesel era. The rail connections are visible from this angle as is the lower deck at the tank outlet. Credit: Andrew Merriam

(Continued on page 12)

Modeling the SP Sand Tower at SLO in the 1950s continued

(Continued from page 11)
flat circle.

The final aspect was painting the structure. The tank assembly was painted prior to installation. The silver base, however, required that I mask over the black base and spray on the dull silver. Actually touching up the few small runs ended up looking prototypical. Then the air supply hoses were added, fashioned out of white insulated cooper wire, were bent to shape including the sags and sweeps of the prototype.

The end result was a structure (see Figure 7) that was indeed unique to San Luis Obispo and is a strong visible clue on my model of the time and operation in this location and era.



Figure 7: Photo of the HO scale model. Credit Andrew Merriam



Figure 6: Side view of the sand tower after decommissioning.
Note safety paint at the lower level.
Credit: Andrew Merriam circa 1980s



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.

Answers To Chucky's Trivia Quiz in Page 8

1. Alpine Division Scale Models
2. Spectrum
3. Proto 1000
4. Genesis
5. Dave Frary
6. C) Peco
7. E) both B & D
8. Locomotives
9. Gorre & Daphetid
10. The vertical distance from the railhead to the highest obstruction below it

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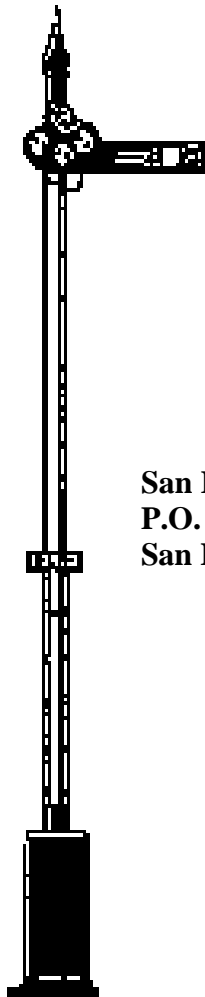
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