

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 03

March 2002

Upcoming Events

• 2002

- Mar 12 Club Mtg. @ Congregational Church, 7 PM
- Mar 26 Board Meeting, 7 PM @ Applebee's in SLO
- Apr 9 Club Mtg. @ Congregational Church, 7 PM
- Apr 12-13 WPRRHS/FRRS in Yuba City
- Apr 12-14 Vets Hall Run in SLO
- Apr 23 Board Meeting, 7 PM @ Applebee's in SLO
- May 1-5 PCR Convention in Redding (Shasta Daylight 2002)
- May 14 Club Mtg. @ Congregational Church, 7 PM
- May 25-26 PCR Daylight Division Meet in Santa Barbara
- May 28 Board Meeting, 7 PM @ Applebee's in SLO
- Jul 12-14 Vets Hall Run in SLO
- Oct 4-6 Public Train Show Vets Hall
- Nov 16 PCR Daylight Division Meet in SLO

• 2003

- Apr 23-27 PCR Convention in Pleasanton Crowne Plaza Hotel

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Notes Along The Pacific Coast Right Of Way The Carter Connection Part II

By Andrew Merriam

As we noted several months ago, the Carter Brothers of Newark, California were one of several major car builders of northern California. While their main output was for western narrow gauge freight cars, they did produce some standard gauge freight cars (usually for short lines) and passenger cars. The firm also provided cars to Mexico and Central America as well. In the 1870s (according to John H. White Jr. in his encyclopedic book entitled The American Railroad Passenger Car) when the narrow gauge was being popularized in the press and encouraged for new railroad construction, the passenger cars were produced at a width of 7 feet wide. This required that there be two seats on one side of a 17 inch wide aisle and one on the other. The formation was reversed at mid car. However for latter construction the width became 7 foot 11 inches and then eight feet.

This was the case for Pacific Coast Railway

(PCRY) when the Carter Brothers produced eight cars in the 1880s. These included six coaches, a baggage car and a combination car. Like their freight car brethren, the passenger cars were simply built of vertical wood siding over what was essentially a trussed flat car frame. The 41 foot length and light weight did not cause the same type of stressing problems being encountered by the standard gauge railroad wood passenger cars which were approaching 10 foot widths and 50 to 60 foot lengths. In these larger cars the concept of wood trusses (similar to bridge trusses) was introduced under the coach windows to provide greater stiffness and stability.

While the basic structural designs were relatively standard, the Carter cars differed from their more famous D&RGW Colorado brethren (constructed for the most part by Jackson and Sharp) by having broader width to the

(Continued on page 3)

Unexpected Sources For Car Weighting Materials

By Bill Gilbert & Garth Groft

If it's lead you want for car weights, ask your dentist. You know those little plastic x-ray film packets they put in your mouth? Each one contains a layer of lead foil inside. It gets peeled out and thrown away when they develop the film.

Except, they can't just throw it away, they have to pay a guy to come and pick it up because the State of California says it's harmful to put it in the landfill. Anyway, your dentist probably has a couple coffee cans full of lead foil sitting around, and would be grateful to you to take them off his hands.

I melt mine down in a porcelain crucible and pour it into plaster molds to form lead bars. I

cut them to length in ounce and half-ounce segments. Probably easier to go to a tire shop and ask for a bundle of wheel-balancing weights, but it tickles me when I can make use of found materials.

Warning; I melt the lead outdoors and make sure I am upwind if there is a wind. We hope that when you melt this lead you are doing it in a well-ventilated area or wearing a respirator. One of our fathers used to melt down lead tire weights to sell for scrap as a retirement business". He gave himself a minor case of lead poisoning from the vapors. That hobby ended quickly.

(Continued on page 9)

Presidents Message

By Dave Wilding

Hi everyone. Our Vet's Hall run on the first weekend in February was a resounding success. We used our brand new club owned DCC system which had arrived only several weeks prior and it worked very well. Thanks to everyone for making it a fun run. I took some pictures of the layout design which you can see elsewhere in this issue. We opened the run up to

visitors by leaving flyers at the local hobby shops and had a fair amount of interest. Good enough that we will do it again.

Our next run is in April on the 12-14th which is right before IRS day. Let Paul (805-528-4230) or Bud (805-528-1109) know which modules that you plan to bring.

February Club Meeting Minutes

By Terry N Taylor

Dave Wilding opened the club meeting shortly after 7 PM on 12 February at the Congregational Church on Los Osos Road. In attendance were Jim Jonte, Mark Lang, Dave Lintner, Terry Taylor and Dave Wilding.

Dave Wilding showed some photos of our recent Free-mo run at the Vet's Hall. Dave's family was a big help both in setting up and tear down as was Matt Hoffman who also provided the truck for moving all of our modules. Thanks. Also congrats to Jim for his successful conversion of the demo module to three tracks. We decided to continue the policy of inviting interested parties to the runs to see what we are up to by supplying half page flyers to the local hobby shops. Terry to design them and send on to Jim & Dave W for reproduction and distribution.

Our next run is on April 12 to 14 at the Vet's Hall. We discussed analog vs. DCC and came to the conclusion that we do not need to alternate any more as all known members who favored analog now like DCC better. Further the club now owns its own DCC command station and one throttle. Other throttles

will be brought by members. The next run will be a circle one with a free-mo branch if enough modules are brought. Contact Paul (805-528-4230) or Bud (805-528-1109) to let them know what you are bringing.

Jim reminded everyone that second quarter dues will be due shortly. Our checking book balance is \$2359 as of 12 Feb.

A reminder that our public Train Show is coming up on 4-6 Oct. Chris Palomarez will be the Run Master and invite Free-mo modules from other groups for a run here and we expect the LCHOn30 group (Al Sandini will honcho them) to be here also as well as an N scale layout from the Golden Empire club

Dave Wilding then closed the meeting shortly after 8:15.

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

February Board Meeting Minutes

By Terry N Taylor

Dave Wilding opened the board meeting shortly after 7 PM on 26 February at Applebee's. In attendance were Jim Jonte, Mark Lang, Terry Taylor and Dave Wilding.

Terry turned over money given him for a subscription to SLO Trains to Jim. If you know someone who wants to receive SLO Trains and does not have internet access, the rate is \$20 per year which is normally 12 issues. Business card sized ads are \$30 per year. Jim handles the billing and collections.

Terry discussed the recent joint Operations & Layout Design SIG meeting recently held in Santa Clara. Hilding, Matt, Paul & Terry went and all had a good time over the weekend. Jim pleaded innocent to the missing caboose during the timetable & train order operations on Jim Providenza's Santa Cruz Northern RR layout on the grounds that he was not there. Still we are going to keep an eye on him due to his past reputation for, shall we say, appropriating passing cabooses.

(Continued on page 4)



Photos of SLOMRC Feb. Vet's Hall Run by Dave Wilding. Chris Palomarez helping set up on left. Notorious caboose Napper Jim Jonte on far right. Part of Chuck Paul's Oceano Module in between.



Notes Along The Pacific Coast Right Of Way continued

(Continued from page 1)

windows and more graceful overhangs at the entry. These differences can be plainly seen by comparing Figure 1 of a Carter Brothers combine #106 and Figure 2 of the similarly sized D&RGW combine #202. Figures 3 and 4 show the elevations of these cars respectively.

Other design differences include the extra stove for the baggage compartment (see the two roof jacks in Figure 2—the second one is just over the left front) and the more centralized door location for DRGW #202. The California cars also had windows

(Continued on page 5)



Figure 1: Pacific Coast Combine #106 in San Luis Obispo, 1940. This Carter Brothers car originally started out as Coach #106. Credit W.C. Whittaker.



Figure 2: D&RGW Combine #202 at Durango, Colorado, 1937. Credit Fleming, Narrow Gauge Pictorial: Passenger Cars of the D&RGW, Volume II.

Chucky's Trivia Corner

By Chuck Paul

During the 1940's & 50's the railroads ran their own passenger service and gave memorable names to their passenger trains.

Some names are still with us today. See how many passenger trains you can match to the appropriate railroad:

- | | |
|---------------------------|-------------------------------|
| 1. Texas Eagle | ___ A) Southern Pacific |
| 2. Dixie Flyer | ___ B) Northern Pacific |
| 3. City of New Orleans | ___ C) Union Pacific |
| 4. El Capitan | ___ D) Missouri Pacific |
| 5. Royal Blue | ___ E) Illinois Central |
| 6. Midnight Special | ___ F) Santa Fe |
| 7. Pocahontas | ___ G) B & O |
| 8. North Coast Limited | ___ H) Frisco |
| 9. Orange Blossom Special | ___ I) Louisville & Nashville |
| 10. Sunset Limited | ___ J) Norfolk & Western |
| 11. Pony Express | ___ K) Great Northern |
| 12. Firefly | ___ L) New York Central |
| 13. Empire Builder | ___ M) Seaboard Air Line |

Answers are on the back page.

Pullman-Standard Lists

By Eric Neubauer

Soon to be available: Pullman-Standard freight car production lists in 164 pages and plastic comb bound. I've attempted to list all freight cars built by Pullman, Standard Steel Car, Pullman-Standard and all predecessors from 1901-1982. Earlier orders are included where possible including a pretty complete look at Pullman back to 1883. About 10,000 orders are included.

Since so many helped with information, I'm offering the book at cost for a limited time as thanks. Feel free to tell anyone else who may be interested. This limited time offer is \$18 post paid. Payment MUST be received by March 21 as the first run will be based on the orders received. Shipment will be by the end of March. After that, the price will be \$35.

Eric Neubauer at eanebauer@enter.net
4998 Abbey Rd. / Coplay, PA 18037

Railroad Cooking 101: Part 8

By Chuck Paul

Happy Ides of March, Dining Car travelers. Next time it is your turn in the galley you may want to serve up a nice hot bowl of tasty and hearty clam chowder to warm up any visitors that drop by to say "Hi" this winter.

Union Pacific Clam Chowder

- | | |
|--|-------------------------|
| 6 or more clams, chopped (save liquid) | ½ cups celery, diced |
| ¼ lb. bacon or salt pork, diced | ½ teaspoon salt |
| 2 medium onions, diced | ¼ teaspoon white pepper |
| 2½ raw potatoes, diced | 2 cups boiling water |
| 1 quart milk | 2 tablespoons butter |

Cook bacon or pork until crisp, add onions. Sauté about 5 min. add potatoes and celery with seasonings; add boiling water, cover and simmer about 10 min. add chopped clams & liquid, then milk and butter. Heat and thicken with corn starch (optional). Stir constantly until creamy. Serve hot. . . enjoy.



February Board Meeting Minutes continued

(Continued from page 2)

Requests for vendor tables are already starting to come in to Jim for our public Train Show scheduled for 4-6 Oct at the Vet's Hall. Jim & Dave are getting flyers out to local hobby shops and other train shows.

Dave talked about the layouts that he is planning to bring to the train show and we started keeping count. Somehow he has accumulated over 16 of them going from Z to Garden and that is not counting train sets. I know that our club is multi-scale

but this is a bit overwhelming.

Our last run was a very enjoyable one. From all reports, club members were very happy with the DCC setup and some were talking about operations. Our next run will be a circle one with maybe a free-mo branch line depending on the modules. Mark & Dave said they would be bringing their modules. Of course Jim will be there with his 'orphan' train looking for any loose cabooses so beware.

Dave ended the meeting just after 8 PM.

Notes Along The Pacific Coast Right Of Way continued

(Continued from page 3)

at the passenger entry. The wider windows and less heating capacity were likely in recognition that San Luis Obispo's climate was different than the Colorado Rockies.

Based upon information contained in the book The Pacific Coast Railway by Westcott and Johnson, the Pacific Coast purchased their first three Carter coaches in 1882. As business improved three additional coaches and a baggage and a combination car were added in 1887. These are all shown in Table 1 below.

In 1889 a disastrous fire destroyed the PCRY coach shed and a number of cars stored there. According to a letter by Superintendent C.O. Johnson written two days after the fire, four coaches, two combination baggage cars and a baggage mail were destroyed. Carter Brothers constructed all these cars except for coach #104 built by the Kimball Company. Unfortunately for railroad buffs, the surviving four Carter cars were also to succumb to fire when they were burned for scrap between 1929 and 1942. The last Carter survivor was Coach #106 now converted to a combine which lasted until the abandonment of the PCRY itself. To understand the complicated numbering of the passenger cars, one needs two rosters.

Table 1-1 Pacific Coast Passenger Cars prior to the 1892 Fire

Number	Builder	Year Bld.	Type	Notes
First #101	Carter	1882	Coach	Destroyed in fire
First #102	Carter	1882	Coach	Destroyed in fire
First #103	Carter	1882	Coach	Rebuilt to combo. #301 (1893)
#104	Kimball	1875	Coach	Survived fire
#105	Carter	1887	Coach	Destroyed in fire
#106	Carter	1887	Coach	Survived fire
First #107	Carter	1887	Coach	Destroyed in fire
#200	Carter	1887	Baggage	Survived fire
First #300	Carter	1887	Combination	Damaged in fire, rebuilt to 2 nd #107

Table 1-2 Pacific Coast Carter Passenger Cars after the 1892 Fire

Number	Builder	Year Bld.	Type	Notes
#106	Carter	1887	Coach	Rebuilt to a combine (1909) - sold for scrap 1942
Second #107	Carter	1887	Combination	Rebuilt. Retired 1929 - burned for scrap
#200	Carter	1887	Baggage/mail	Burned for scrap 1939
#301	Carter	1882	Combination	Rebuilt from first #103, Retired 1929) - burned for scrap

The big disadvantage of wood passenger cars (either narrow or standard gauge) was their tendency to do major bodily harm to passengers in the event of a derailment or a crash sometimes with a resulting fire often started with the primitive coal stoves used for heating. As a side note, it should be noted that even when the stoves themselves put out a relatively adequate amount of heat, the dispersion method was inadequate. Thus the adjacent seats were roasting and the distant seats were cold. (Some eastern roads even experimented with running the stove chimneys horizontally through the overhead area of the car before exiting at the roof – the experiment was not deemed a success.) This issue led to the development of steel passenger cars just after the turn of the twentieth century. However, this change did not affect the PCRY roster which retained wooden coaches to the end. Ironically, the PCRY was used in a film showing the advantages of the steel cars which crashed two of the PCRY coaches. The steel siding however was only simulated.

Restroom facilities were "basic". Essentially a "hopper", usually a funnel of galvanized sheet metal that dumped the goods directly on the ties. Usually there was a sign posted in the restrooms forbidding passengers or trainmen to use the facility during station stops for obvious reasons. (Just for scatological interest this basic condition lasted into the 1960s for most passenger cars. I can remember Emmons Blake, founder of San Luis Obispo's Blake Printery, recounting a story of a local society lady arriving at his then Monterey Street office next to the railroad bridge in her Cadillac to pick up her daughter's wedding announcements. Only a minute after leaving the shop she returned to the shop ashen and stuttering. Emmons performed an additional non printing related service by taking a small shovel and towels and cleaning up the deposits on the automobile hood courtesy of the friendly

(Continued on page 8)

Cajon Tales: Part 22 (San Bernardino)

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

Editors note: Thanks again to Stan Kistlers' generosity, we have permission to publish his photo of Santa Fe 3464 at San Bernardino in 1950. Please look over his ad on page 9 as he is considering getting out of the photo business. This shot is a crop of the photo of Santa Fe 3464 beside the San Bernardino sanding tower leading in under the viaduct that we published last month. Frank's following comments are relative to this photo.

I wish the photo had been taken from farther back; but, here goes: The big black pipe on the slant was a main steam line. The steps were up to the viaduct. I remember brakemen coming down them when we went to work and going up them when we got in. (They went on and off duty at the old crew dispatcher's office on the other side of the yard where there was a similar stairway to get them up to the viaduct sidewalk.)

I don't remember what the little building with windows was used for, but it could have been for security people during WWII. The light grey building behind it was a supply room. I think I remember going in there to get waste and other supplies. The taller building that reaches up almost to the viaduct was the old locker/wash room with the R.H.

Foreman's office and what we called "the register room". That was where we signed in and out on the crew register book, checked our pocket watches against the BIG pendulum "standard Clock" which gave us the time within 1 second of perfect when compared to the Naval Observatory time because the telegraph in the office clicked off the exact time every day and the clerk had a selec-

tion of sign cards which fit in a holder on the clock and let us know that the BIG clock was, for instance, three seconds slow or two seconds fast and then we signed the watch register to attest that our watches were set to the correct time. (That used to be VERY important.)

The life and death importance of time is why railroad pocket watches could NOT be set with the stem but only with a special lever that could only be accessed by removing the bezel which held the crystal. It was too easy to catch the stem on

age, sharing apartments with my old pals from school, playing cards, drinking beer and chasing the girls, so whenever the work was done I laid out on a locker room bench and slept. Years later, I flattened the wheels on a 200 class diesel. I went in the Foreman's office and I told Ralph about the wheels. He got up, grabbed his flashlight and said, "come out with me." I followed him out and he inspected the flat spots then said, "OK, don't report them. I'll have a machinist come out with a hand grinder and knock the corners off and send it to Barstow to

have the wheels turned on the lathe." I followed him back into the R.H. and said, "I don't know why you're so good to me, the way I used to sleep on you when I was hostling." He said, "Oh, you were one of the good ones, Post, you always slept on that bench right outside my office. If I needed anything moved I just stepped out and shook your shoulder; some of those hostlers would hide out on me and I'd have to hunt them down to get anything done." He was a good man. He took his vacations at just the right time so that he could run the steam plant for the Mormon's co-operative canning plant. That was one of his charities. If there's an after life, I hope he can read this. Frank Post



something and cause grave errors. We also checked the old work reports to see what the incoming engineer had reported wrong with the engine we were going out on, and where we reported faults with the engine we had just come in on.

(All this brings back memories of a FINE MAN and R.H. Foreman, Ralph Hartline. I hostled a lot of midnight shifts when I was 19, 20, and 21 years of

Stan Kistler added "Incidentally, the little shack with all the windows at the bottom of the stairs was occupied by a Santa Fe Special Agent (cop) during WWII, but when I started shooting pictures at the roundhouse in 1946, there was no one there, at least on Sundays. I was never challenged, but I always got the OK of the roundhouse foreman before starting any shooting.



What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul



Do you enjoy pictures of trains and railroads? Well I have found an obscure web site that features photo archives of an obscure railroad. The railroad is the Iowa Interstate Railroad and the web site is called *RailARC*. You can check it out by going to www.railarc.org.

railarc.org When you bring up their home page you will be able to click on the page entitled "About RailARC" which will show you the following: RailARC was the brainchild of two avid railfans, Nathan Holmes and Michael Petersen. With a mutual interest in the Iowa Interstate railroad, the two started the Unofficial Iowa Interstate Photo Archive and Railfan's Guide while students at Iowa State University in Ames, IA. As this archive grew, so did their ambitions. It began with a desire to share their individual railroad photo archives with the public. Eventually, RailARC was conceived as a way to do this while also providing a forum for others to share their photographs. After a semester's worth of work, the database software was written and RailARC was born.

RailARC is intended to be an open forum for the exchange of high-quality railroad photography. Its main purpose is to provide a research database to assist historical researchers, modelers, and others interested in railroad equipment. The ultimate goal is to index every piece of railroad equipment ever produced; a lofty goal, but one that may be achievable in the future, given the current progression of technology. As a research database, the focus of RailARC is not on defending copyrights and such, but instead to provide a public forum for sharing photographs. For more information, please read the RailARC Usage Policy.

They have all kinds of neat things you can download for your own personal use. For example, here is a list of some of the things they have in their list on their home page: **NEW CD FROM MICHAEL UPLOADED** - February 23, 2002 I've uploaded another CD from Michael tonight - MDP00015-A. I have no idea what's on it either - feel free to look at the upload history for this one. On the other hand, this new CD has pushed us over 10,000 individual, different units with nearly 17,000 photographs available, probably further enhancing our status as the largest rail photo archive online. - **NDH FIVE NEW CDs ADDED** - February 10, 2002

Five new CDs have been added to the archive - MDP00014, XM00000, ND00017, ND00018, and ND00019. Notable additions include IMRL, DRGW, IAIS, and many non-Michael-or-Nathan photos on XM00000. - **NDH RAILARC MAINTENANCE** - February 8, 2002 As the result of a software issue, RailARC will be offline on Saturday, 9-Feb-2002, from 8am to sometime in the evening for some repairs and upgrades ← as you can see, there is a lot more to RailARC than just downloading pictures.

To get a better idea of what is available, you should take the time to check it out for yourself. "Happy Surfing"

Dawn on Cuesta on 18X30. Black widow F7 A/B assists a SSP F5 2-10-2 at Serrano in summer of 50.

Dawn on Cuesta

By Wayne Scarpaci



Notes Along The Pacific Coast Right Of Way continued

(Continued from page 5)

SP. But we digress.

Fortunately for those with an interest in the PCRY, several of the Carter cars in a converted or upgraded condition were still available for photographers when the fan trips of 1937 and 1940 took place. I have found at least three photographs of #106 (Figure 1) taken from slightly different angles. Changing times were to cause the reduction of the once relatively large PCRY coach fleet to just a few combination cars in regular service. The most obvious reason is that in the 1880's, there was no easy transportation alternative to intra county travel or connections through Avila via ships to other areas of California. The coming of better roads and, of course the through connection of the Southern Pacific, to both northern and southern California metropolitan areas, reduced passenger requirements to handling some local passengers and baggage. Number 106, for example was converted from a coach to the combine in order to supply support for the Santa Maria electric experiment and concluded its days in local traffic – a

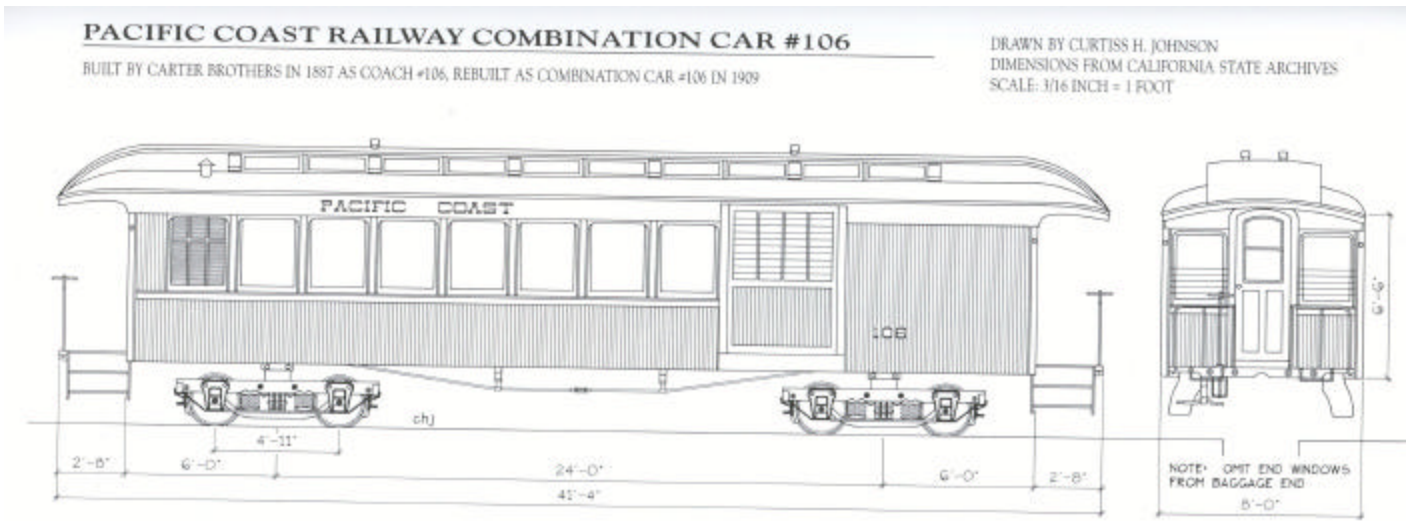


Figure 3: Pacific Coast Combine #106. Drawing by Curtiss H. Johnson based upon dimensions from California State Archives.

typical and somewhat sad end to what had started out as a great hope some sixty years previously.

Figures

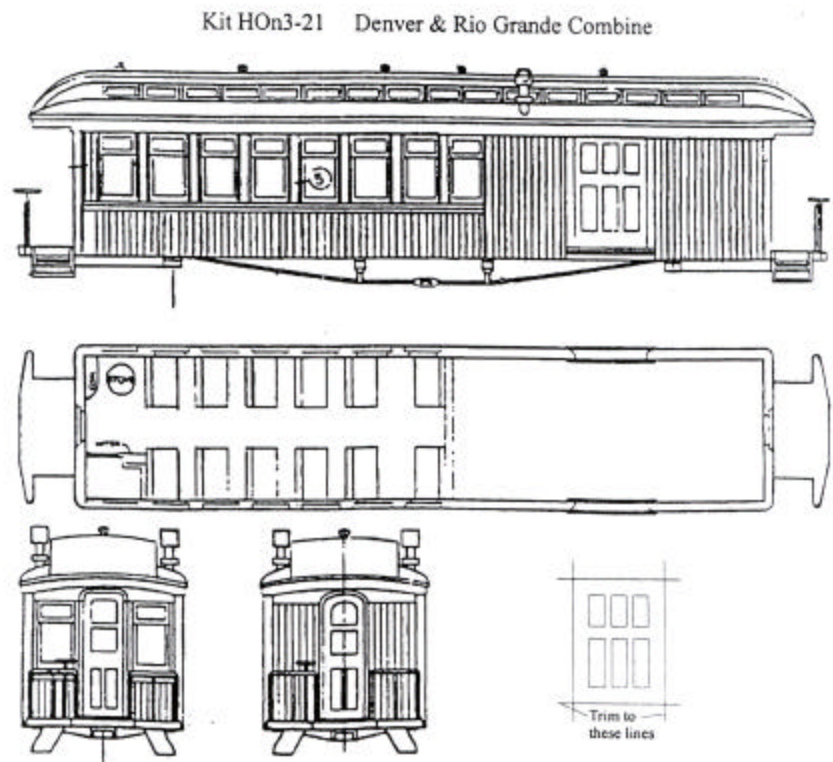
Figure 1: Pacific Coast Combine #106 in San Luis Obispo, 1940. This Carter Brothers car originally started out as Coach #106. Credit W.C. Whittaker.

Figure 2: D&RGW Combine #202 at Durango, Colorado, 1937. Credit Fleming, Narrow Gauge Pictorial: Passenger Cars of the D&RGW, Volume II.

Figure 3: Pacific Coast Combine #106. Drawing by Curtiss H. Johnson based upon dimensions from California State Archives.

Figure 4: D&RGW Combine Drawing. Courtesy of La Belle Woodworking Company.

Figure 4: D&RGW Combine Drawing. Courtesy of La Belle Woodworking Co.



Unexpected Sources continued

(Continued from page 1)

A safer method might be to use steel bird shot for weights. The gym I used for my physical therapy after back surgery had a 10K leg weight that was leaking. They let me have it, and I have a lifetime supply of shot now. It is very handy for pouring into odd spaces. Try the shotgun shell "reload" department of any good store selling sports equipment. One source on the internet quoted "\$18.95 will buy you a 25 lb bag of lead, \$23.95 will buy you a 10 lb bag of steel."

Pennies are also a great weight source, especially for tank cars and covered hoppers. They are heavy and cheaper than lead. They weigh about 1/10 of an ounce each as 11 of them total 1.0 ounces. I glue mine in place with silicone sealant and have never had any come loose.

Other people have suggested using acrylic matte medium or epoxy with the idea that the weights are then painted black to disappear if used in open hoppers. One person pointed out that CA will leave a white residue on the car if used in large quantities.

Whatever you use, it is a good idea to wash your hands afterwards—especially after handling the lead.

PCR 2003 Convention Info

By Ray deBlieck

Convention name - Tri-Valley Zephyr
Dates - Wednesday, April 23, 2003, through Sunday, April 27, 2003

Location - Crowne Plaza Pleasanton.

Address - 11950 Dublin Canyon Road, Pleasanton.

Location is on the corner of Foothill Road, and Dublin Canyon Road in Pleasanton. One block south of I-580.

Ray deBlieck
PCR President



SLO Trains

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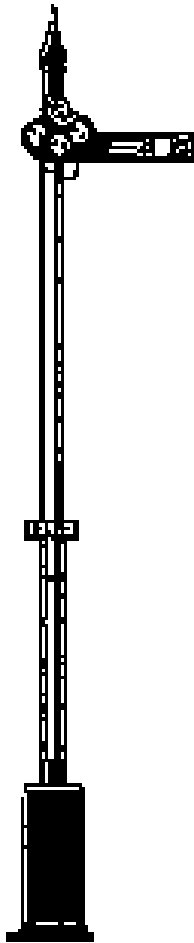
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Visit the Club Web site at
<http://www.trainweb.org/slomrc/>

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ANSWERS to Chucky's Trivia Quiz

1=D, 2=I, 3=E, 4=F, 5=G, 6=L, 7=J, 8=B, 9=M, 10=A, 11=C, 12=H, 13=K

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