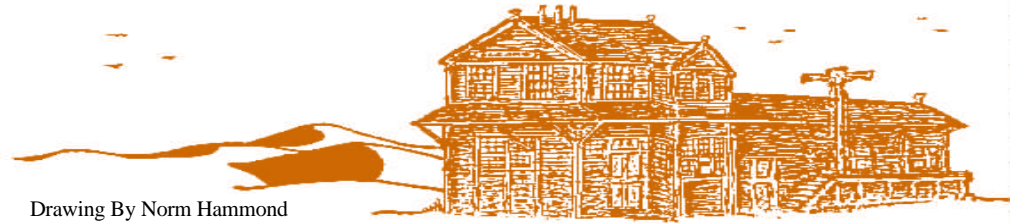


THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 06

June 2002

Upcoming Events

- 2002
- Jun 8 Sierra Div Meet Sutter Creek
- Jun 11 Club Mtg. @ John Hischier's at 6 PM - BBQ & Train Rides
- Jun 25 Board Meeting, 7 PM @ Applebee's in SLO
- Jul 9 Club Mtg. @ Congregational Church, 7 PM
- Jul 10-14 Santa Fe Ry Historical & Modeling Society Convention in San Bernardino, California
- Jul 12-14 Vets Hall Run in SLO
- Jul 23 Board Meeting, 7 PM @ Applebee's in SLO
- Aug 13 Club Mtg. @ Congregational Church, 7 PM
- Aug ?? PCR Daylight Division Meet in Fresno
- Oct 4-6 Public Train Show Vets Hall
- Nov 16-17 PCR Daylight Division Meet in SLO
- 2003
- Apr 23-27 PCR Convention in Pleasanton Crowne Plaza Hotel
- Apr ?? WP Convention in Oakland

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The Alvin All-Star Railroad (AASRR): HO Railroading with a Third Grade

By Jamie Foster

Local history is a third grade educational standard in California, and the last 100 years or so of Santa Maria's history has included several railroads, one of which still operates today as a privately owned, shortline, standard-gauge railroad – the Santa Maria Valley Railroad (SMVRR). Under the umbrella of railroading, my wife (teacher), Dad (railroader) and I built a study unit for a third grade classroom including elements of local history, social studies, geography, English, science, and an HO railroad (see Figure 1).

Local history was the educational focus. Two organizations, the Santa Maria Valley Railway Historical Museum (<http://www.smvrhm.org/>) and the Santa Maria Valley Historical Society Museum (<http://members.pronet.net/smmuseum/>), proved very helpful. The class visited both on field trips, and each has resource materials available.

History topics included the history of the valley in general, and the railroads in particular. The class built a timeline literally around the room with important dates marked with drawings and text. Each student was responsible for being the expert on a given landmark by researching it, writing a final report about it, and constructing a 3-D

image of it for the layout. The sugar beet refinery was a focus for the history study and the layout. A videotape was quite helpful: "Imperial Valley Sugar Beet Trains: The Ending of an Era" (Video Rails #VR074, VHS). Another key resource was Hal Madson's recent book, Railroads of the Santa Maria Valley.



Figure 1: As first grade visitors watch in awe during the culminating Open House, an AASRR brakeman (left foreground) signals the AASRR engineer (at the far end of the platform) while building a train in the SMVRR downtown yard. Photo by Jamie Foster.

Surprisingly (to me), the students had no railroading vocabulary at the outset. We added about 50 railroading words to their regular vocabulary lessons over the course of two months. This was crucial for teaching the history as well as building and operating the SMVRR model. We also created a classroom railroad/history library of about 20 books.

Railroad memorabilia was a big hit. Items included cross bucks, lanterns, spike maul (hammer) and spikes, oil and water cans, date nails, a rail section, a working telegraph, whistles, switch locks and keys, boxcar seals, patches, badges, and the like. The students particularly enjoyed learning lantern signals.

A highlight of the unit was visiting the Santa Maria Valley Railroad (SMVRR, <http://www.smvr.com/>). The SMVRR conducted a tour

(Continued on page 3)

Presidents Message

By Dave Wilding

Hi everyone, June is here and that means that we will be six weeks until our next Vets Hall run on July 12th-14th . If you want to put in your module, call and let Bud or Paul know.

Don't forget to RSVP to John H for the June 11th 6:00 pm. at his house, Bar-B-Que, train ride and meeting. See you there. Thanks.

May Meeting Minutes

By Terry N Taylor

Dave Wilding opened the club meeting shortly after 7 PM on 14 May at the Congregational Church on Los Osos Road. In attendance were Jim Jonte, Bud Rogers, Terry Taylor and Dave Wilding.

We discussed the PCR Daylight Division meet in Santa Barbara and the PCR convention in Redding and looked at photos. Our next meeting is at John Hischer's at 6 PM on 11 June. Please RSVP to John at 543-1650 since it will be a BBQ / train ride.

We went over the vendor table reservations for the upcoming train show on Oct 3-5, actions needed and our plans for the guest layouts. Looking good so far. Talk to Bud or Kevin for details. Jim advised that we are now covered by NMRA insurance but it does not cover automotive insurance. So please drive carefully. Jim then went over our run schedule for next year (Feb 7-9, Apr 18-20, Jul 11-13 and Oct 3-5 for the train show) and the improvements to the Vets Hall downstairs. Dave Wilding then closed the meeting at 7:50.

May Board Meeting Minutes

By Terry N Taylor

The Board meeting was opened about 7 PM on 28 May at Applebee's. In attendance were Jim Jonte, Bud Rogers, Terry Taylor and Dave Wilding. Jim discussed the cost of renting out the basement for Thursday afternoon and night (on 2 Oct) so the Free-mo modules can be setup longer than normal and the changes that have been made downstairs in the Vets Hall.

Terry will communicate with Chris Palomarez about the Free-mo setup and Al Sandrini about the LCHOn3 modular setup. The Golden Empire group will be bringing a small N scale layout and the Gold Coast Modular Railroad Club is requesting if we can allocate them a 42 x 18' space (including 6' aisles). With Dave's varied layouts and our clubs demo layouts, there should be plenty of action. Terry will also communicate with the local railroad museum groups to offer them

free table space.

It is nearly our turn to host the Daylight Division quarterly meet. It will be on the weekend of 16-17 November at Hilding's. There will be clinics, open houses and operations on several of our layouts. Check with Paul, Hilding or Terry for details. The next meet is in Fresno in August.

All board members present then jointly phoned John Hischer to confirm that their spouses would be coming to the outdoor BBQ & train ride on his back yard layout and to coordinate on what side dishes they would bring. Don't forget to do the same. John is providing the main course, plates and utensils and he has a very good reputation for not disappointing people. Dave then closed the meeting about 8 PM.

Prototype Modelers Mini Meet

By Ted Culotta

San Francisco Bay Area Prototype Modelers Mini Meet Sunday, June 23rd, 2002 - 10:00 AM - 6:00 PM Best Western - Jack London Square

Please come out for a day of discussion about prototype railroad modeling. There will be presentations by Richard Hendrickson (TBD) and Ted Culotta (Essential Steam Era Freight Cars - The Box Cars), discussion about topics of interest and 'show and tell' for display models (attendees are STRONGLY encouraged to bring models). There will be time after the 'organized' events for catching up with friends and discussing things in smaller groups.

Presentations will be Cost for attendance will be \$25. Lunch will be included (menu below). If you respond that you will

attend, please indicate your meal preference.

Menu: Roast Prime Rib Sandwich / Lemon Pepper Chicken / Fresh Red Snapper / Fresh Cajun Catfish / Fresh Salmon / Cobb Salad / Caesar Salad / Blackened Chicken / Caesar Salad / Rock Shrimp Caesar Salad All lunches include coffee, tea or soft drink. Entrée-type meals include potato or rice and vegetables. Salads include bread.

If you will attend, please send an email to tcu-lotta@steamfreightcars.com or ted_culotta@yahoo.com. Space is very limited so if you indicate that you can attend and you do not, you will be taking the place of another individual. I will be out-of-pocket for no-shows so I will not be happy if you say that you can attend and you are a no-show.

The Alvin All-Star Railroad (AASRR) continued

(Continued from page 1)

of their downtown yard for the class. We caught them in the midst of changing out wheels on one of the GE 70-tonners and inspecting the GP-9 with side panels wide open. The students climbed on and through the other 70-tonner idling outside the engine house (see Figure 2), and a few lucky ones blew the horn!



Figure 2: The AASRR class poses on the SMVRR's GE 70-ton diesel during the tour of the downtown yard. Photo by Jamie Foster.

The very first AASRR classroom activity was the creation of a logo design. Each student drew and submitted a proposed patch (an art lesson!), and one was selected for production (see Figure 3). These embroidered patches proved invaluable: got the students involved early, made thank you items for hosts and helpers along the way, and most importantly, rewarded each student when sewn on their own red bandana as his/her final report was complete.



Figure 3: From this Alvin All-Star Railroad logo, we produced 3" embroidered patches. Photo by Jamie Foster.

As for the AASRR model layout, these were the design parameters:

- 4x8-foot footprint (our space allowance in the classroom)
- Easy to store, carry, set up, etc. – the classroom teacher may have to do this on her own at times (like when the carpet cleaners came unexpectedly)
- Allow 6 student operators at a time
- Allow up to 10 students working around/on the railroad at a time

The 4x8-foot platform divides in half lengthwise physically and prototypically. One side is the sugar beet refinery opera-

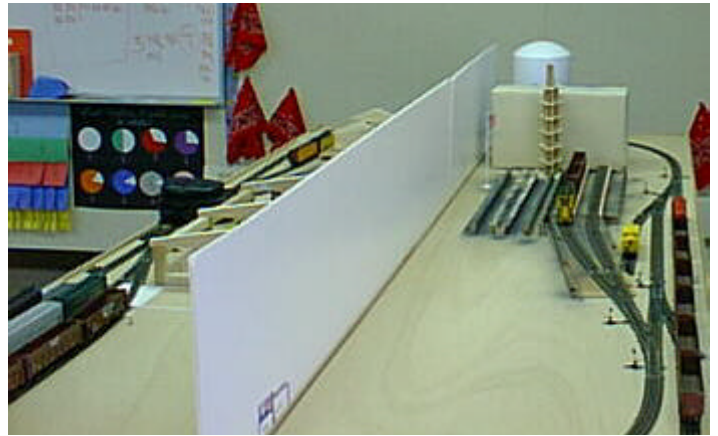


Figure 4: This is what the layout looked like upon entering the classroom. It would be up to the students to complete the layout. Photo by Jamie Foster.

tion, and the other is the SMVRR downtown yard. When bolted together, a foam board divider rises about 12" above and between the two halves. This provided a mounting surface for the students' 3-D building pictures and acted as a background for each area.

We built the platform outside the classroom in the fall of 2001, including laying the track and wiring it. A dual-throttle, toggled-block design allowed two crews of 2-3 students each to operate simultaneously on either side of the layout. The platform was constructed using a T-beam technique (see the web site for details) that met the "lightweight and strong" requirement. In-class activities began in January 2002, and the platform was in the classroom the month of March 2002.

One adult modeler can monitor the activities of four student modelers at a time. It works best if each student has his/her own supplies and tools with which to work. This meant keeping available a healthy supply of small plastic cups, tubs, paint brushes, and the like. The students completed the layout beginning at bare plywood (see Figure 4). They first texturized the

ground (see Figure 5) with readily available modeling materials (e.g. Woodland Scenics).

While ground texturing
(Continued on page 5)

Figure 5: Here the students were applying the ground texturing on both sides of the platform. The white divider rises between the two sides and will eventually carry their 3-D historical building pictures. Note that each student has his/her own supplies. Photo by Jamie Foster.



West Side Lumber Flatcar To Be Restored

By Randy Hees

The Society for the Preservation of Carter Railroad Resources is proud to announce that we have purchased West Side Lumber Co. flatcar #222. This is a 24' wooden logging flatcar. The car is currently located in Southern Oregon. We plan to move it to Ardenwood farm in Fremont California the weekend of June 15 & 16th. The car is in very bad condition. So bad that it is unlikely to survive the trip south intact.

This car will be our primary project this summer, with final assembly during a "This Old Flatcar" event during our Labor Day Railfair. During the event, we will build a new frame for this car, over the three day weekend, using traditional tools and techniques. This will be the third time the group has used this program to build or rebuild wooden railroad flatcars. If all goes well the newly rebuilt car will operate for the first time at Ardenwood on Monday September 2nd.

To prepare for the grand event, we will be working this summer to disassemble and document the existing car, and to prepare the iron and steel parts for the restoration. We are actively recruiting new members to participate in this restoration. We have planned Saturday work sessions June 15th (working on other projects since the car will not yet have arrived) July 13,

and August 10th. Additionally we will be working Tuesday nights starting June 27th from about 5:00 to 9:00. In the past we have gone out for pizza or whatever afterward.

We are trying to put together a crew of 4 to 6 people to go to Oregon, to measure and document the car and help load it on the truck. There will be a forklift available, so loading is not expected to be the nasty job it can be. We will also need a crew available at Ardenwood to unload the car on arrival. (expected to be either Sunday June 16th or Monday June 17th. Again we expect to have a forklift available. If you are available to help move the car, or are interested in participating in its restoration, For more information on this project, please contact:

Randy Hees email: hees@ix.netcom.com
650 347 5055, evenings / 510 791 4196, days

More information on the SPCRR is available at www.spcrr.org
The Society for the Preservation of Carter Railroad Resources in a non-profit 501c(3) railroad preservation society collecting, restoring and operating 19th century wooden narrow gauge railroad equipment on its one mile long horse powered railroad.

June 8 Meet at Sutter Creek

By Anne Ogborn

On June 8 the NMRA Sierra Division will have a meet that promises to be truly spectacular. Sutter Creek, CA is the site of the original finds of gold during the gold rush, so grab your mining pan, your pick, and come on down! Our first stop, at 10am, will be a tour of the historic Knight Foundry.

Samuel Knight was a leading developer of the waterwheel, and his foundry is believed to be the only remaining water powered foundry and machine shop in the United States. The 1873 com-

plex has several buildings full of amazing old patterns, including such artifacts as the patterns for the sheaves of the Kennedy Mine, huge gears, and many parts for waterwheels, much railroad equipment, and a wealth of 'detail parts'. The complex includes the foundry itself, with great old wooden cranes and of course the cupola, a pattern shop where wooden patterns were made, and a large belt driven machine shop.

(Continued on page 6)

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 \$235.00

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.

Free-mo Happenings

By Terry N. Taylor

The Northern California Free-Modular Model RR Group will operate a layout at the Santa Fe Ry Hist. & Modeling Society Convention in San Bernardino, California, July 10-14, 2002. SFRH&MS: <http://www.atsfr.com/convention/info-p1.htm>

NorCalF had their first display to the "general public" (read: non-model-railroaders) at the Port of Oakland's 75th Anniversary celebration in Jack London Square on Saturday May 18.

Here are a few photos for you to enjoy. Check out their website at <http://www.geocities.com/norcalfreemo/> and the recently improved Free-Mo Standards website at <http://www.free-mo.org> More photos from a number of photographers are on Harry Wong's ImageStation website at: <http://www.imagestation.com/album/index.html?id=4291801921> and Greg Fuhrman has photos at <http://www.imagestation.com/album/?id=4291796991>

The Alvin All-Star Railroad (AASRR) continued

(Continued from page 3)

proceeded, other students worked on installing the roadways using Woodland Scenics road system materials.

We pre-built substructures for the buildings that the students then finished. The sugar refinery, for example, was simply green floral foam blocks (available at most craft stores) taped together. The students measured the foam blocks, cut construction paper to fit, and painted the facades of the buildings on the paper. These facades were attached to the foam blocks with masking tape rolls (sticky side out) to complete the building (see Figure 6). The students used pictures of the old refinery to guide their work.



Figure 6: Here, in ground-level view, the sugar mill area is nearly complete. The beet-dumping highline goes up to the left with the refinery itself just beyond, and a train of full sugar beet gondolas waits on the siding to be unloaded. Photo by Jamie Foster.

The 3-D background images of the historical buildings were done as follows. All the students used sky-blue construction paper as the base. This made for a consistent and appropriate background from one end of the divider to the other. Each drew his/her building on the paper in pencil and crayon. Then, the most significant feature of the drawing, typically the building itself, was traced, drawn on another sheet of paper, and cut out. A ¼-inch foam backing (we used grocery store meat trays) was then cut out to match the cutout building. The cutout building was glued to the foam, and then the foam glued to the original drawing. The result was a building that stood out in some relief to the background. These were stapled to both sides of the divider to complete the back-



Figure 7: One of the AASRR students gets his first lesson in reading ground (see Figure 1).

This was the first experience with model trains for all of the students, so we methodically taught 1) How to handle and operate the trains (see Figure 7); 2) How to put rolling stock on the track and make sure it rolls correctly (a good exercise is to have the class close their eyes, listen to moving trains, and decide if the cars are on the track or not); 3) How to read and change a switch/turnout (see the web site for a worksheet); 4) How to use the throttle, direction control, block toggles, and the layout diagram; 5) How to move a lone locomotive around the layout; and 6) How to build trains by picking up cars

We ended with an AASRR Open House attended by parents, other classes, and, as it turned out, a local TV station and newspaper. During the Open House, visitors and students rotated from the layout where the AASRR students demonstrated their operations skills and talked about their buildings, to the memorabilia center where they did a "show and tell" for their guests, to the short story and final report centers. As both reporters noted, "Now there's a way to keep kids on the right track!"

A web site fully documents this entire project; please visit the AASRR at <<http://www.jf2.com/aasrr/>>. My email address is <jamie@jf2.com>.

Cajon Tales: Part 25 (Oranges)

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

Cucamonga Mesa! I remember going up there to switch that packing house. They had the finest navel oranges I have ever seen. They used to give us a crate when we switched their house. It was a very steep grade. One night we were having a really hard time holding our speed down on the way back.

It's so long ago that I don't remember whether I was running the engine or if the hogger was, but I remember one thing VERY WELL! Someone; probably some juvenile delinquents had placed a tie across the tracks and when we hit it we all hoped we wouldn't de-rail, but we were glad for the speed retarding qualities of a tie wedged under the engine wheels!

What was the one WAY up above Corona? Talk about steep! Came down there one night with all the air set and hand-brakes on the few loads we had

wouldn't go any higher because we knew that if it went up at all it would go all the way and we'd end up rolling over somewhere down the track.



Santa Fe Postcard from collection of Terry N Taylor

picked up, just staring at the speed recorder indicating 20mph and praying it

And speaking of good oranges; I was firing for Bob Hancock on the loop job one year when the oranges were ripe. As we got to one of the houses at East Highland I asked Bob if he wanted me to get down and steal us some fruit. He said, "NO! You don't know the good trees. Here, you run the engine and I'll get us some good ones." Bob had been a grower and displayed at the Orange Show (do they have that anymore??) and he knew just which trees in that area had won prizes. I'll tell you, he picked us some FINE oranges that night. The kind that NEVER appeared in CA.

June 8 Meet at Sutter Creek continued

(Continued from page 4)

After the foundry we'll walk across adjacent Sutter Creek to a nearby park for picnic lunch. NMRA will provide cold drinks, but you should bring your own meal. Lunch finished, we'll travel 3 miles to Amador City to visit Bruce Sherrill's 'Little Amador'. This large garden railroad is sited running around exhibits of a small mining museum. The Little Amador is a garden railroad designed to be operated. And operate it we will! We'll have a gentle introduction to operations from the layout's owner and participate in an ops session. I'm fascinated with the idea of operating with the big trains.

If you're curious about what it takes to build a garden railroad, the Little Amador staff will give us an opportunity to build some garden railroad in a clinic, 'Introduction to Garden Railroading'. They've promised there will be a minimum of shoveling involved. Finally, we'll have an opportunity to visit the Ar-rastra and other exhibits of the mining museum.

Around 4 PM the structured activities will be over, but those interested should head back to Sutter Creek to the Mother Lode Model Club layout for after-meet open house. It's reported to be spectacular. Within walking distance is another garden layout, which is also to be open.

The foundry is an industrial environment, so wear sturdy shoes and sensible clothes. It is wheelchair accessible. The garden railroading clinic will involve, naturally, some gardening, so wear suitable clothes for playing in the dirt. Don't forget to bring picnic lunch. There are several restaurants nearby that will make up lunches 'to go', but we'd like to stay together.

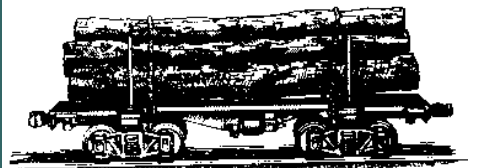
Sutter Creek is about 30-40 minutes from Southeast Sacramento. Depending on where you're coming from you'll want to navigate yourself onto CA-16. I take Latrobe Road. US-50 to Dorado Hills Blvd. At the bottom of the ramp turn south onto Latrobe Road, and continue 17 miles. Left onto CA-16. Continue for

2.8 miles, then right onto CA-49. Travel 7 miles to Sutter Creek.

In the town of Sutter creek CA-49 has a Y divide. Take the right fork, which keeps you on CA-49. About 800 feet from the Y, in the middle of the downtown area, is the river of Sutter Creek itself. Just before you would cross it take a left up Eureka St. Park in the foundry parking lot. There's a sign on CA-49 at Eureka, but it's hard to distinguish amongst all the advertising. For more details email me at anniepoo@netmagic.net

Line Art

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





Norm Hammond photo of Chuck Paul visiting the current SMVRR museum display of his art.

What's On-line 2002

By Chuck Paul

www.efn.org/~chaspaul



Hi again all you computerized model railroad nuts. I thought I would go modern again this month so I visited www.modelintermodal.com. And after I got past the home page where I clicked on: About MODELINTERMODAL.CO, I found the following narra-

tive: We live in an intermodal age. For intermodal equipment modelers and enthusiasts, this means trying to stay ahead of the dynamic and fast breaking world of modern intermodal transport. To help accomplish this goal, I thought it was time to publish a web site to help share information with intermodal modelers and equipment enthusiasts around the world.

My firm hope is to promote the intermodal transport hobby by providing a central clearing house for accurate information about both prototype intermodal equipment and the commercially available model kits for those prototypes.

The original source docu- handout for the Basics of that I delivered here in Los totype Modelers Meet in Oc- clinic, I realized that I had that many other intermodal would find valuable. How- which to disseminate the in- spread basis. Hence, the idea



Cajon Summit, CA, January 1998 by Brian P. Kreimendahl

ment for this site was the Intermodal Trailers clinic Angeles at the Western Pro- tober of 1998. After the gathered a lot of information modelers and enthusiasts ever, I needed a forum from formation on a more wide- for this site was born.

The information available on this site goes far beyond the original clinic material. I have tried to cover the basic questions that modelers ask about commercially available intermodal modeling kits. What is the prototype for a kit? In what era was this equip- ment used in intermodal transport? What paint schemes did this equipment wear? Is an intermodal model kit an accurate repre-

Chucky's Trivia Corner

By Chuck Paul

The railroad time-line: Milestone events have taken place in American rail- roading, that have impacted railroad service in many ways. I have selected a few that caught my attention; but I have listed them out of order. See if you can re-arrange them in chronological order, from the earliest to the most re- cent. This should be interesting, as it will take some thought. The correct or- der may surprise you.

- A) Pullman introduces the parlor car. 1. ___
- B) The first electric railway began operation. 2. ___
- C) Pacific Fruit Express is organized. 3. ___
- D) The first Transcontinental Railroad is completed. 4. ___
- E) First Railway Post Office went into service. 5. ___
- F) The first Pullman sleeper goes into service. 6. ___
- G) The ICC (Interstate Commerce Commission) is formed. 7. ___
- H) The first locomotive whistle 8. ___
- I) The first mechanical semaphore placed into operation. 9. ___
- J) Steel rail is introduced to replace iron rails. 10. ___

Answers are on the back page.

sentation of the prototype upon which it is based?

In addition to the basic information about com- mercially available kits, I have also sought to provide a series of accurate prototype photos for each kit so that modelers aren't left wondering exactly what the prototype looks like so that they may build an accurate model. In the future, other photo sections will cover various equip- ment fleets. A site like this is always a work-in- progress. If you have any comments, sugges- tions, corrections or data, please don't hesitate to forward them to me at the below-referenced email link.

Best regards,

Brian P. Kreimendahl Stevenson Ranch, CA
 Publisher, MODELINTERMODAL.COM

There are also several links to sites that are re- lated to intermodal modeling as well as various e-mail addresses which accommodate those of you who are interested in being interactive . . . but you are just going to have to go there your- self and choose the various avenues you wish to explore further. . . Happy Surfing.

Owens River Valley Electric Railway

By David A. Wright

The Owens River Valley Electric Railway was a shortline between Bishop and Laws, California that was partly constructed but not completed. Laws was a station for the Bishop area on the narrow gauge Southern Pacific line, ex-Carson & Colorado, which ran between Mound House, Nevada (south of Virginia City and west of Dayton) to Keeler, on Owens Lake in the southern Owens Valley.

The railroad operated under the C&C ownership, Nevada & California (a Southern Pacific subsidiary) and SP itself. The line was completed in 1882 and scrapped in 1960. The line between Bishop and Laws was incorporated in late 1910 and construction began in 1911. The railway was tied in with a real estate scheme to sell orchard lands to the southwest of Bishop and was to be called the Owens River Valley Electric Railway. Both failed.

The grade is still easily followed for the entire distance between Bishop and Laws. Right of way fencing is also partly intact in place. No trestles were built over Bishop Creek, North Fork Bishop Creek and Williams Slough.

There is a group in Owens Valley called the Owens Valley Railway Company who plan to put rails on much of this grade and run a tourist railroad from the Laws Railroad Museum to the Bishop city park, utilizing as much as the ORVERR grade as possible. It has cleared much of the government hurdles and has and is still accumulating materials for the construction. They have also acquired a wood trestle still spanning Owens River used by the Southern Pacific (the trestle purchased from Union Pacific, who acquired the SP rights of way), and plan to remove it and place it over the Owens River west of Laws.

The group has also acquired and are presently restoring a 1927 Brill motorcar, which was used on the Death Valley Railroad between Death Valley Junction (on the former Tonopah & Tidewater Railroad) and Ryan. The Brill was used a few years to accommodate tourist trade to the newly formed Death Valley National Monument, then shipped to New Mexico to be used in Pacific Coast Borax Company operations.

The Brill came to Laws in 1969 and was sitting idle on the narrow gauge tracks at Laws Railroad Museum until a couple years ago when restoration began. Restoration is progressing slowly, as it is all volunteer work. The body has been restored to new riveting and is in primer, though still gutted. The original Brill engine will be replaced by a modern Cummins diesel engine and automatic transmission for durability and ease of operation.

Long Ago Summers Day

By Wayne Scarpaci



The link to my Internet article on the ORVERR is at <http://www.desertusa.com/mag98/nov/stories/applerr.html>. The Owens Valley Railway Company is presently consulting with me on historical items pertaining to the railroad between Bishop and Laws and they are eager to broadcast their goals.

San Joaquin image Title: Long ago summers Day. 16X20. Two boys on bicycles watch an SP 2-10-2 getting a reefer block under way out of a siding somewhere on the SP's valley line in the now far away year of 1955. I imagine this image will remain with these youngsters right up to today.

SAN LUIS OBISPO

MODEL RAILROAD CLUB

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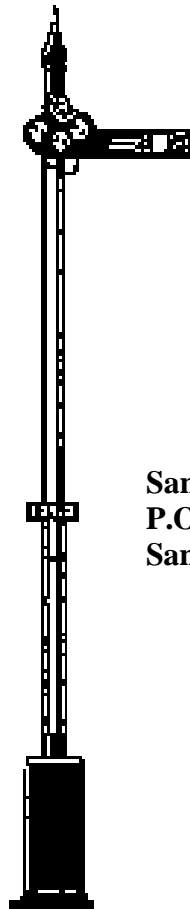
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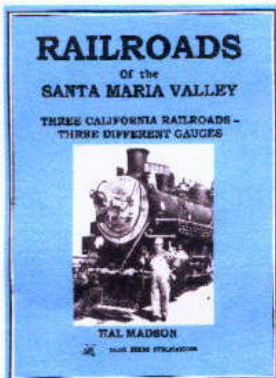
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