

THE SAN LUIS OBISPO MODEL RAILROAD CLUB

SLO TRAINS



Drawing By Norm Hammond

Volume 14, Issue 08

August 2002

Upcoming Events

• 2002

- Aug 13 Club Mtg. @ Congregational Church, 7 PM
- Aug 24 PCR Daylight Division Meet in Fresno
- Aug 27 Board Meeting @ Applebee's in SLO, 7 PM
- Sep 10 Club Mtg. @ Congregational Church, 7 PM
- Sep 24 Board Meeting @ Applebee's in SLO, 7 PM
- Oct 4-6 Public Train Show Vets Hall
- Oct 8 Club Mtg. @ Congregational Church, 7 PM
- Oct 9 San Luis Obispo RR Museum Meeting @ Embassy Suites in SLO, 7 PM
- Nov 12 Club Mtg. @ Congregational Church, 7 PM
- Nov 16-17 PCR Daylight Division Meet in SLO
- Dec 13 Xmas Party @ Margies, 630 PM

• 2003

- Feb 7-9 Vets Hall Run in SLO
- Apr 18-20 Vets Hall Run in SLO
- Apr 23-27 PCR Convention in Pleasanton @ Crowne Plaza Hotel
- Apr ?? WP Convention in Oakland
- Aug 8-10 Vets Hall Run in SLO
- Oct 3-5 Public Train Show Vets Hall

Inside This Issue:

Yosemite RR Observation #330	1
San Luis Obispo RR Museum Presidents Message	1
July Board Mtg. Minutes	2
Cliff Grandt 1912 — 2002	4
PCR Application	4
Cajon Tales Pt. 27	6
Remote Control Operations	7
Foaming Event at Haggen	7
Railfan Special at Oakdale	7
Yosemite Valley Presentation	7
14th Annual Train Show	8
Pit Stop	8
Ads & Club Info	9

Yosemite Valley Observation Car 330

By Wes Swift

My interest in the Yosemite Valley started as a child during my first visit to Yosemite. At the time the Hetch Hetchy Shay and caboose 15 stood along Highway 140 behind the Standard station, and while I was taken by the beauty of Yosemite, I also was quite interested in the railroad grade across the river. Eventually I visited Jack Burgess' earlier layout, and years later he talked me out of fictitious modeling and into the YV, a decision I've never regretted.

I was taken with the level of detail on Jack's layout, and decided that if it's worth doing, it's worth doing right. I've kept to that approach throughout the construction of my layout. I model the YV in HO, and have been doing so for about 7 years. My train room measures 28

x 11, and the layout is dual level, twice around the wall. A la Jack I model "Summer", and am going for the golden brown grass look. If you would like to see what Jack is doing now go to <http://www.yosemitevalleyrr.com/>

During February 1995 Jack brought an unusual opportunity to my attention. The last passenger car from the Yosemite Valley Railroad was slated for demolition if a buyer couldn't be found. When the car ceased to be used as a restaurant, the property owner Ralph Ramey decided it over to the city of Yreka, and wisely removed the railing from the car, lest it fall victim to vandals or railroad souvenir hunters.

On a windy rainy weekend Claudia, my wife, Jack and I took a fateful drive to Yreka in far

(Continued on page 3)



San Luis Obispo RR Museum News

By Joe Burns

The SLO RR Museum held a Public Meeting on Wednesday, July 10th at the Embassy Suites in San Luis Obispo. Over 125 people came to this event, which featured railroad art and artifacts, refreshments and valuable door prizes. Live railroad music was performed by the SLO Little Theatre. The free meeting was open to anyone interested in railroads. Another event is scheduled for October.

The guest speakers were Barry Howard, the man who designed the Calif. State Railroad Museum in Old Town Sacramento; Jeff Hook, an Associate Planner with the City of SLO

who updated us on the status of our freight house museum building; Terry Masters, Special Agent - Union Pacific RR talked about Operation Lifesaver and Pierre Rademaker of Rademaker Design discussed the Historic Railroad District and his ideas for the old Southern Pacific Turntable & Roundhouse.

Details of the meeting are in the current (Spring 2002) issue of Coast Mail. For more information on the San Luis Obispo Railroad Museum please go to www.slorm.com. To read back issues of Coast Mail, please go to

(Continued on page 2)

Presidents Message

By Dave Wilding

Hi Everyone, Well I finally did it!!

Since I last saw everyone, I've retired from Cal-Trans after 34 yrs of service. A party was given at the Home Town Buffet in SLO on Friday July 26th. I received a great send off and some great gifts. All my family was there at the party and also my Cal-Trans family and also my good friend Bud Rogers was there too.

My first vacation started the next day. We drove to San Diego for four days. Did some sight seeing around old san Diego and spent eight hrs. Saturday at the zoo, that was a great day, but had to come home Sunday. Now it's time for trains, lots of projects and cars. I hope!!

So long for now. Dave W

San Luis Obispo RR Museum News continued

(Continued from page 1)

www.slorm.com/newsltr.html

Coming Up Down the Track....

On Wednesday, October 9, 2002 at 7 pm we will again have a Public Meeting at the Embassy Suites. Our featured Guest Speaker will be Michael Broggie, the author of "Walt Disney's Railroad Story." The Broggie connection to Mr. Disney was initially forged by Michael's father, Roger E. Broggie, a precision machinist at the Disney Studio who became the first Imagineer.

As a youngster, Michael took rides on 'Uncle Walt's' backyard railroad, the Carolwood Pacific. As a 12 year old, Michael test-drove prototype Autopia cars in 1954, one year before Disneyland opened. In 1960, Michael worked on Autopia as a cast member and later, after getting his college degree, was hired as a writer at the studio marketing department in Burbank.

Michael Broggie is a nationally recognized expert on the career and personal history of Walt Disney. He has been a frequent speaker at the Disney Institute in Orlando and is a consulting historian for Retlaw Enterprises. In 1995 Michael Broggie formed the Carolwood Pacific Historical Society to

preserve the railroad legacy of Walt Disney.

On Sunday, October 20, 2002 we will continue our wonderful tradition of inviting friends to join us as we ride the rails of the Bitter Creek Western Live Steam Railroad through the hills of Arroyo Grande. Karl Hovanitz's amazing railroad layout is always a treat for rail fans, young or old. Invitations will be sent to those on the SLO RR Museum mailing list.

In January 2003 the downtown San Luis Obispo City-County Library is providing us with a large display space for the entire month of January. We plan on using this opportunity to give a 'sneak preview of some of the exhibit ideas now being planned for our permanent location inside the Freight house.

We would like to make this library display something special. For example, we may have headphones so people can listen to train sounds in something called "360 audio," (it sounds better than reality). We are also working on having miniature lights for the model stuff and trying to animate our model trains inside the display cases.

Please send us your ideas by either phoning me at 805-546-1011, emailing me at beyondburns@earthlink.net or sending mail to Box 4656 SLO, CA 93403. Thanks.

July Board Meeting Minutes

By Jim Jonte

The SLOMRC Board Meeting was called to order by President Dave Wilding at 7 pm, July 23, 2002, at Applebee's Restaurant in San Luis Obispo. Also in attendance were Bud Rogers and Jim Jonte. Our non-run of July 12-14 was discussed and a number of ideas for hopefully revitalizing the Club were presented, all dealing with ways to get new members. We expressed deep regrets for the disappointments and inconveniences caused to all who came hoping to see a train run, and to our few members who showed up to assist. One good result: the County is not charging us for the Vets Hall for that weekend.

The upcoming October Show was discussed and we have already received reservations for 28 Vendor Tables. One request

for display space had to be turned down because of physical limitations for ingress into the building. Yes, we will have a show in October, and we will have a Christmas Party. What happens after that will depend on the membership.

The Treasurer reported 11 members paid up at least through the 2nd quarter, and 3rd quarter dues are now due. Bills were paid for publishing and postage in the amount of \$143. Our balance is now \$2,032. There being no further business, we enjoyed our Veggie Patch Pizza and discussed retirements; Dave's, which will have happened on July 31st, before you read this, and Bud's, which is coming up November 8th. Meeting was adjourned at 8:40 pm.

Yosemite Valley Observation Car 330 continued

(Continued from page 1)

northern California to view the YV330 in the city's corporation yard. None of us were prepared for the forlorn wreck draped over two stacks of ties. Several museums had been offered the car, all had turned it down as unfeasible. With heavy hearts we trekked back to the bay area, the fate of the 330 in our hands.



Yosemite Valley Railroad Observation Car #330 as seen in early 1995 — Photo by Wes Swift.

Luckily I'm not as bright as I look, and on August 24th, 1995 Jack Burgess, Jacque Burgess, Chris DeWitt, Claudia and myself showed up in Yreka to move the 330, fulfilling an unlikely return to the car's original glamour. Shortly after this Ralph gave the railing to Jack, all 1,000 lbs! Thus at 2:30 found the 330 merging into southbound traffic at the Yreka onramp of Highway 5. We moved the car to Morgan Hill, where we have been busy restoring it ever since. So it came to be that 50 years to the hour after it's last run, a piece of the YV was back on the road, entertaining the general motoring public.

Some friends when referring to the 330 and relating the story of her restoration refer to it as a trolley, or even a caboose. Most decidedly it is an observation car, usually the last car on a passenger train with an open rear deck known as an observation deck, hence the name. Some observation cars have embarrassingly skimpy decks, not even 3 feet long. Most have names, "Stanford" and "Sunset" are a pair that frequent the California coast, passing by our car. The Yosemite Valley Railroad opted to number their passenger equipment, so the car simply became known as the "Observation 330".

Our car was the only observation car built by Hicks Locomotive and Car Works, Chicago. It started operation in May of 1907,

(Continued on page 4)

Cliff Grandt

1912 - 2002

By Rod Smith

One of the real pioneers of the model railroad hobby has passed away. Cliff Grandt, founder of a supplier familiar to most modelers - Grandt Line Products - died on March 15, 2002. The firm will continue under the guidance of his son, Dave Grandt, and those wonderful castings and more recently building kits will continue to be available.

Cliff was truly an early innovator in the hobby. In the late 1920's, he began scratch building trains. He built an HO locomotive in 1932 which was a cover model on the October, 1935 Model Railroader. He had his first machine shop in his Modesto, CA home in the 30's, and hand built a precision drill press. In 1941, Cliff moved to the Bay Area and began his career with the Physics Lab at the University of California.

He became enamored with the Colorado narrow gauge, and joined the Narrow Gauge Guild. By the end of the war, he was modeling in On3, and won the 1949 Model Railroader Contest with a very detailed Heisler locomotive. He then began building a Shay and when the folks at Kemtron learned of it, they convinced Cliff to make it the master for a kit. The Shay from Kemtron lured many modelers into On3 logging, and was a

very successful kit. By 1953, Cliff was casting in plastic, and his curiosity to make molds produced many of the castings we now take for granted.

When Cliff retired from UC, his small business became a full time occupation. The number of parts expanded, and his family came to work with him, making Grandt Line the successful business it now is. Not only do they have their own line of parts and kits, but they also provide castings to many other manufacturers, thereby giving us a wonderful assortment of kits for our railroads. It's hard to imagine this hobby without all the things Cliff provided over the years.

Cliff was recognized by the Hobby Industry in 1996 with his election into the MRIA Hall of Fame. He also won the NMRA Distinguished Service Award in 1998, and the Pacific Coast Region of the NMRA gave him the John Allen Award in 1981.

Cliff no doubt has already opened a heavenly machine shop, and is busy turning out parts and castings for those model railroads up there. We'll all miss you Cliff. Thanks for your efforts, and for being such a great friend over the years.

Yosemite Valley Observation Car 330 continued

(Continued from page 3)

running between Merced and El Portal, at the gates of Yosemite National Park. The car features a most generous observation deck, spanning 10' of length, and 9'6" of width. Fully trimmed out in mahogany, overseen by a large solarium with brass lamps, and bordered with an ornate iron railing capped and detailed in brass, the 330 was the final word in elegance in her day.

We have a very up to date web site at www.yv330.com and anyone wanting to get their hands dirty or wallets thinner is encouraged to dive in. The next person who seeks to advise you "a boat is a hole in the water into which you dump money", well tell them they don't have a clue!

The restoration of the car has been a difficult proposition from the start. It seemed unlikely that an amateur carpenter such as

(Continued on page 5)

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.

Yosemite Valley Observation Car 330 continued

(Continued from page 4)

myself, and a ragtag loose knit group of volunteers would succeed at such an overwhelming challenge. It has taken nearly 7 years and \$66,000 to get to where we're at, and there is still much to do.

I'm pleased with the progress the time has bought. I've included 2 pictures which illustrate how far we've come from the inception of the project. As you can see from the first picture the car was a sagging rotted circus eye sore when we started the effort. Originally someone was going to convert it back into a restaurant, and to that end had blue tarped the car, the tatters fluttering in the breeze actually added a spectral ambience to the car. Comparing that with the current picture, the 330 presents a smart business like appearance.



Observation Car #330 after 7 years of work and just a bit of money. April 2002 photo by Wes Swift

We finally reached the point where the rear end of the car is ready to be put back together. Jack has been storing the railing at his house, and last February gave it over to the project. There was a great deal of cleanup work to be done, including 4 layers of paint to be removed, so we dismantled the railing to individual pieces, repaired and bead blasted them clean, and had them powder coated black. The brass was also polished, and clear powder coated.



Final installation of the railing commenced on June 2nd, with Jack and myself doing the honors. There is nothing simple on this project, and while we were putting the panels back in virtually the identical spots, we had to fight for every bolt to line up. Both of us donated more blood to the project in this effort (the rule of thumb is 1 gallon of blood for every 10' of car). As you can see in the picture, the railing really puts an exclamation point on the project, in fact there are more nice looking parts on the rear than grunge.

Work continues on the siding. We are now about 1/3 of the way down the car. With the long days Claudia (or should I say "Clem") and I put a couple of late days in on the car. The shadows are getting long, and Claudia is priming the new siding on the right side of the car. Un-

Railing on Yosemite Valley Observation Car # 330 - June 2002 Photo by Jack Burgess

(Continued on page 6)

Cajon Tales: Part 27 (Erby)

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

Before the Wagner By-pass Valve, steam locomotives HAD to have the throttle open at least a bit almost all the time that they were moving; even a small amount of steam provided a "cushion" for the piston and rod assembly. With the By-pass valve there was no "churning" or "pumping" from one side of the piston to the other. So the By-pass equipped engines did not have to use a "drifting throttle" when descending grades. The ideal engine had both the Wagner valve AND mechanical lubricators which metered and delivered the valve and cylinder oil without steam to propel it.

Firing for Erby Herrington one evening on a westbound extra with a By-pass equipped 3800, Erby wondered how far

we could roll if we tipped over the little hill west of Riverside going FAST. (There's a station out there now called "West Riverside" that wasn't there when I retired in '78, but somewhere in that vicinity, maybe Arlington) I don't know how fast we were going as we started rolling downhill with the throttle completely closed, (as it had to be to use the by-pass) but I'd bet it was above 60.

When we went through May we were really "Ballin' the Jack" and we whistled through Corona like a blue streak. I don't remember now how far he got, but I believe it was well past Fullerton. If memory serves, it was soon after that little adventure that Erby was called up onto the Super's Carpet and Corona passed a

law putting a 30 MPH speed limit on trains going through "The Circle City."

Erby was quite well off through his real estate dealings and there was a story about Erby's visit to see A.K. Johnson, the Superintendent. The story went that when A.K. lectured Erby about his speed, Erby suggested that if he was going to fire someone to make an example, he would do well to spare the young fellows working hard to raise families and fire HIM, Erby, because he had plenty of money and didn't really need the job. Some people thought it was just a story, but I fired for Erby quite a bit and I believe the story.

F.L. Post ex-hogger

Yosemite Valley Observation Car 330 continued

(Continued from page 5)

used siding is leaning up against the sawhorse. We put up with typical Coyote Valley weather - wind and dust aplenty.

Work will now focus on finishing off one window completely, on the left side of the car, then running the siding all the way on that side. We will put plywood blanks in place of the windows, this will save some money now while times are tight, and allow us to have the car fully secured for next winter. The front right door shows exactly how it will look.

We're now in the mode where I can send out items to mill shops (window frames and doors being prime examples). Generally the cost will be lower than what I can do it for, and the quality of work from a shop like Burnett & Sons is excellent. From a purely selfish standpoint, I wish I was doing the work, but as a wise man pointed out to me, I can always throw out one of the windows when it's done and make it over again.....yeah, that's going to happen!

Jack is currently putting the final touches on a new book covering the Yosemite Valley Railroad. Among the rare treasures he has unearthed for inclusion in his

book is a picture that shows President Taft's entourage on the observation deck of the 330 in 1909! Needless to say the 330 will have an autographed edition in it's small library over the writing desk.

If you are interested in more details on the Yosemite Valley RR you can either go to the web site at <http://www.yosemitevalleyrailroad.com/> which is

primarily devoted to the history of the Yosemite Valley Railroad as well as Merced and Mariposa, Yosemite, El Portal, and the Merced Canyon historic railways or join in our discussion at YosemiteValleyRR@yahoo.com.

Wes Swift, owner of the YV 330 Observation Car <wswift@pacbell.net>: <www.yv330.com>



Claudia Swift priming the new siding on the right side of the car - 2002 Photo by Wes Swift

Remote Control Operations in the Roseville Hub

By Michael Huggins

Union Pacific has announced that Remote Control Operations will commence August 12, 2002 in the Roseville Hub. The Union Pacific is beginning the implementation of Remote Control Operations on a system wide basis. The following locations, identified jobs and extra boards have been initially selected by Union Pacific for implementation:

San Jose - YJZ80, YJZ82, YJZ84
 Milpitas - LRM40, LRM42, LRM44,
 Warm Springs - LRB60, LRB61, LRB62, LRM46
 Watsonville - LRQ42 and Extra Board
 Oakland - YOA11, YOA 76, YOA78, YOA21, YOA82, YOA71, YOA31, YOA72, YOS71, SR20
 Ozol - OZ60, OZ65, OZ70, OZ75, OZ77, OZ80, OZ87, OZ30, SR01
 Fresno - To be determined
 Bakersfield - To be determined
 Stockton - To be determined
 Sacramento - To be determined
 Roseville - To be determined

Employees protecting assignments that are designated for remote control operation will be certified subject to the provisions of 49 USC, Part 240. Certification involves a check of hearing and vision, a rules exam within the past 365 days, and a check of state and federal motor vehicle records, plus two weeks of training. The first week of training consists of six days of classroom instruction and the second week of training consists of field training operating a remote control unit. Class size is limited to eight employees.

When a Training Schedule is finalized this office will forward the information to the involved Local Chairpersons.

Foaming Event Haggen August 10th

By Michael Huggins

The Calrailfans groups is having their monthly foaming event 8/10 at Haggen, Ca near Sacramento. If your around, join us there or contact me for more info. Mococo Mike at Michael.Huggins@Schwab.com

Railfan Special September 2nd

By Hugh Tebault

The Pacific Locomotive Association (PLA) or Niles Canyon Railroad will be at the Sierra Railroad Iron Horse Roundup on Memorial Day weekend as the Sierra Railroad hosts their second annual railroad festival on (August 31 - September 1, 2002) . See the press release at www.sierrarailroad.com/flyers/pressrelease-4-02.html for more information; contact Chris Hart or Patrick Karnahan at 209-848-2100, 800-866-1690 or SierraRail@aol.com ; or contact me at hugh@tebault.org .

On Monday, September 2nd the Pacific Locomotive Association's Quincy #2, a 2-6-2T will be on the Sierra Railroad line pulling a railfan mixed train from Oakdale to Cooperstown. This will be an old-fashioned railfan special, with several photo stops planned along the way. This will be a mixed consist of freight cars with an open window coach trailing along. Space is very limited Secure your tickets today, this will be a sell out.

Departure from the Sierra Railroad Oakdale station at 8:15 AM, return to Oakdale at 12:30 pm. Tickets are \$45.00 Payment by check or credit card. Checks payable to PLA/Key Holidays. Mail to PLA, 1141 Bont Lane, Walnut Creek, CA 94596 or FAX the credit card order to 925-256-7597. Tickets are not refundable after August 5, but name changes are allowed anytime. This trip is a fund raiser for the PLA.

Yosemite Valley RR Presentation August 15th

By Wes Swift

On 15 Aug 2002, from 5-7 pm at the Merced County Courthouse Museum at 21st & N streets in Merced, there will be a presentation "Yosemite Valley RR: Step Back in History. " Guest speaker will be Clayton Guest who will give a talk on "A General History of the YVRR" at 6 pm during the reception. There will also be more exhibits, such as photos and artifacts.

San Luis Obispo Model RR Club Train Show

The San Luis Obispo Model Railroad Club's 14th Annual Model Train Show

Veterans Memorial Hall, 801 Grand Ave at Monterey
San Luis Obispo, CA

Saturday, October 5th 10 to 5 PM

Sunday, October 6th 10 to 4 PM

Layouts of several scales, vendors, raffles, clinics and a lot of family fun

Admission - Adults \$3.00 — N.M.R.A. Members \$2.00

Boy & Girl Scouts and their leaders in uniform \$1.00

Children under 12 are free

Questions? Contact:

Jim Jonte @ 805-234-0523 or jjonte@earthlink.net

Terry Taylor @ 805-595-9535 or terryntaylor@charter.net

Dave Wilding @ 805-543-1651 or DTCBATS2@aol.com



Pit Stop

By Wayne Scarpaci

SDAE 105 Title: Pit Stop. Acrylics medium 9X12 canvas. Leased to the SP San Diego and Arizona Eastern C10 #105 is seen sitting in front of the SP Lompoc depot in early 1952.



Line Art

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

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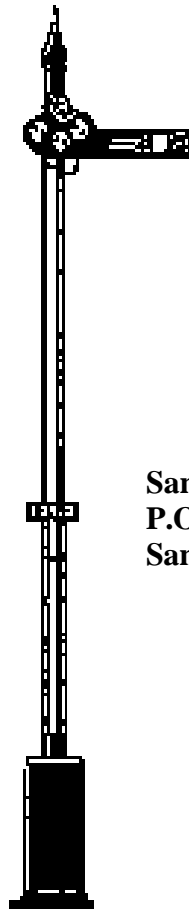
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Visit the Club Web site at
<http://www.trainweb.org/slomrc/>

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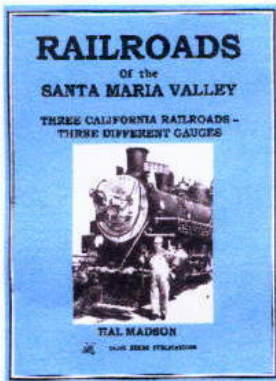
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RAILROADS of the SANTA MARIA VALLEY
Three California Railroads, Three Different Gauges

This comprehensive history of the railroad industry of California's Santa Maria Valley features the Pacific Coast Ry, Santa Maria Valley railroad and Betteravia's feedlot railroad as well as capsule histories of major industries served. Loaded with ideas for the modeler and facts for the rail buff this volume is sure to please anyone interested in the unique short line railroads of California's central coast. Hardbound, 198 pgs, 224 photos, maps & illustrations. \$45 to Hal Madson, Box 6512, Santa Maria, CA 93456. Personal inscription upon request.