

# THE SAN LUIS OBISPO MODEL RAILROAD CLUB

## SLO TRAINS



Drawing By Norm Hammond

Volume 15, Issue 2

February 2003

### Upcoming Events

• 2003

- Feb 1-2 LDSIG/OPSIG Regional Meet in Santa Clara
- Feb 7-9 Vets Hall Run in SLO
- Feb 11 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Feb 22 Daylight Div Meet @ GEHAMS Clubhouse in Bakersfield
- Feb 25 Board Meeting @ Applebee's in SLO, 7 PM
- Mar 11 Club Mtg. @ Conference Room of the Mid-State Bank on Broad Street in SLO, 7 PM
- Mar 25 Board Meeting @ Applebee's in SLO, 7 PM
- Apr 11-12 WP Convention in Oakland @ Holiday Inn (Hegenberger Road)
- Apr 18-20 Vets Hall Run in SLO
- Apr 23-27 PCR Convention in Pleasanton @ Crowne Plaza Hotel
- Aug 8-10 Vets Hall Run in SLO
- Oct 3-5 SLOMRC 14th Annual Train Show @ Vets Hall in SLO

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## Tracing The Pickering Lumber Co. Railroad

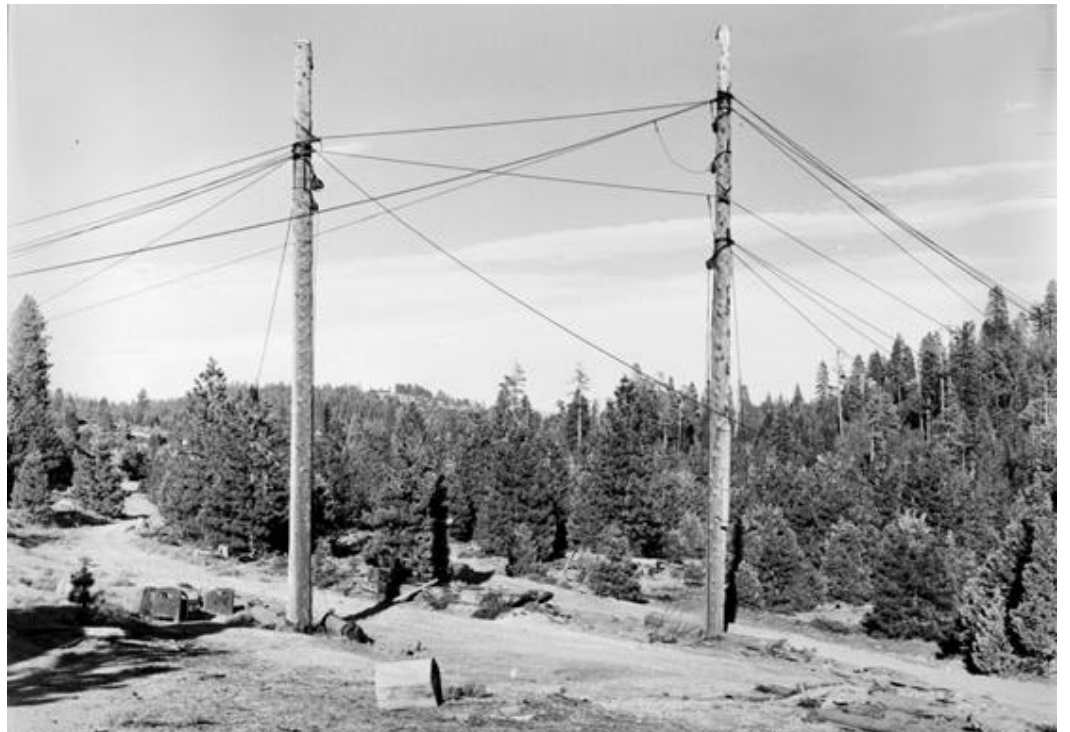
By Hart Corbett

The Pickering Lumber Co. standard gauge logging railroad once ran into the woods from its mill at Standard, California (near Sonora) for a great many miles into the Stanislaus National Forest. The line was begun in the early 20th Century and operated under several names, the last being Pickering, and ran its

final train in December 1965.

The trackage ran into hundreds of miles but not all at once; tracks were laid down and pulled up as logging sites (called 'sides') changed year by year. a number of camps for

*(Continued on page 5)*



Reload rigging at Soap Creek Pass camp. Logs were transferred from trucks to log cars on Shay powered trains here. It was about 10 years since the last train left here for Standard. 5/20/73. Hart Corbett Photo.

## Daylight Division Meet In Bakersfield

By Doug Wagner

The Golden Empire Historical and Modeling Society, of Bakersfield, will host the first Daylight Division Meet of 2003, on Saturday, February 22<sup>nd</sup>. The Society's clubhouse, formerly known as the Golden Empire Model Railroad Club, is located on the northeast corner of Eye and 19<sup>th</sup> Streets, on the second and

third floors above "The Bullpen" Sports Grill & Restaurant. The entrance is in the alley.

The meet will start at 10:00 AM with sign-in and contest entries. GEHAMS will have their HO and N scale layouts running for your view-

*(Continued on page 3)*

## Presidents Message

By Dave Wilding

Hi Everyone,

It is hard to believe that Jan. is gone and February is already here. On February 7, 8, & 9 is our First Train Run of the year at the Vet's Hall in San Luis Obispo.

Friday Night we will meet at the storage shed and load everything from the shed. If anyone is available, please show up at

the storage shed at 4:00 pm. It does not take very long to load with enough people helping.

Then, we will set up at the Vet's Hall downstairs (come to the back door). We will finish setting up Sat. morning and have fun operating trains or visiting. I hope to see everyone there. That's all for now. Dave Wilding Sr.

## A Note From A Past President

By Kevin Isbister

**SURPRISE!!!!** This is something for the newsletter!!!!

Hey gang, as we start a new year I think that we should look at the future of the club. Do we want to try to continue along this weak path or bring the SLOMRC back to its glory??

I am issuing a challenge to all members active or not. Let's get back the what we used to have, fun. Let's use this year to start to rebuild. I have talked to a few of the members about build-

ing new modules and I, Yes that means yours truly, will be building 12' of module this year!!!

Hey guys if I can do it so can you! Lets build new and fix up what's old. Lets patch the holes in the scenery clean up the track and start 2003 with the goal of being ready for our big Vet's hall run like we haven't in years!!!! Matt, Chad, Dave lets start things off. And most of all remember that **Model Railroading is Fun!!**

## January Club Meeting Minutes

By Terry N Taylor

The SLOMRC Club Meeting was called to order by President Dave Wilding shortly after 7 pm on 14 January 2003, at our new meeting place in the conference room of the Mid-State Bank on Broad Street in San Luis Obispo.

In attendance were Steve Francis, Kevin Isbister, Jim Jonte, Mark Lang, Terry Taylor, Ted Van Klaveren, and Dave Wilding. At first we discussed the San Luis Obispo RR Museum and their request to the city for help on the SP Frt. Depot. We then discussed the possibility of our merging with them with several alternatives sketched out.

Our next run is the weekend of 7-9 February at the Vet's Hall. Jim will open the building up (downstairs back door) at 5 pm Friday and Dave, Matt, & Terry will meet at the storage facility at 4 pm. We are to bring all free-mo modules as well as those standard modules that Dave feels best in his position as Run Coordinator for a Free-mo DCC run. Dave stated that we will probably need to work on the balloon loop trackage but that would be a good time to do so.

Hours Saturday are from 9 am till late and 9 am till 3 pm Sunday when we start tear down to get the components back to the storage shed in time. While this is not a public show, visitors are always welcome. Please come to the lower floor door at the south end.

Terry will loan his three DCC throttles for the run and the club still has Terry's set of manuals from the last run. Kevin is ordering the two throttles and 10 decoders that we approved at our December meeting. The World's Greatest Hobby video from Kalmbach is still in production status but he now has it on order. Hopefully it will be here in April. Jim was approved to upgrade our Cad Rail package to version 8 and renew our clubs membership in NMRA.

During the meeting we were admiring a beautiful scratch built Camp San Marcos Freight Building that Ted had brought as well as a scrap book full of his photos. Afterwards we watched some videos that Dave had brought and adjourned the meeting at about 8:30 pm.

## January Board Meeting Minutes

By Terry N Taylor

The SLOMRC Board Meeting was called to order by President Dave Wilding shortly after 7 pm on 28 January 2003 at the Applebee's Restaurant in San Luis Obispo. Present were Jim Jonte, Terry Taylor and Dave Wilding.

After reviewing the following list of Board Members and mak-

ing a minor change to a phone number, we then went over details of the upcoming run on the weekend of 7-9 Feb at the Vet's Hall. Dave will phone Matt Hoffman, Chris Palomarez and Bob Schrempp so that they know the details. Dave reminded each of us to bring tools in order to do any necessary

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# Useful Material & Sources For Tracing The Pickering Lumber Co. Railroad

By Hart Corbett

**Topographic Maps.** Produced by the USGS (United States Geological Survey) or its predecessors. Contact the USGS regional office nearest you (there's one in Menlo Park, California, another in Denver, and the US Headquarters in Reston, Virginia). The USGS has pretty complete files of out of print topo maps and the public can purchase photocopies. I don't know the prices now. Check the Internet USGS Web Site at <http://mapping.usgs.gov/>. **Note.** The DeLorme 'Northern California Atlas & Gazetteer' booklet of topographic maps are too small (1:150,000 scale) to be of much use. DeLorme also has a Web site, <http://www.delorme.com> -- I've never checked it but you should if possible.

**Here are the USGS maps I have used most recently:**

- (a) 'Crandall Peak, Calif', 1:24,000 scale (also called a 7 1/2 minute map), published 1971.
- (b) 'Standard, Calif', 1:24,000 scale (aka 7 1/2 minute), published 1948 -- still shows trackage.
- (c) 'Strawberry, Calif.', 1:24,000 scale (aka 7 1/2 minute), published 1979.
- (d) 'Twain Harte, Calif.', 1:24,000 scale (aka 7 12 minute), published 1979.

**US Forest Service Map.** 'Stanislaus National Forest', published by the USFS in 1993 with minor revisions in 1999, is the most recent one which I purchased at the Mi-Wuk Ranger Station on Highway 108 in August 2002. The address is P.O. Box 100, Mi-Wuk Village, CA [no ZIP listed], telephone (209) 586-3234.

**Books.**

(1) "Sugar Pine Railway Memories", hard-bound. published in 1991, reprinted 1996, by the Tuolumne County Historical Society, P.O. Box 575, Sonora, CA 95370, Library of Congress No. 91-075109. Author: former Sugar Pine Railway Engineer Manny Marshall, edited by Pamela A. Connors. It contains Manny's hand drawn map of the Pickering, or the Sugar Pine Railway as he knew it. The map is not complete but it shows a lot more details than any topographic or other map would. The Society's Web site is <http://www.tchistory.org/> and describes the book thusly: 'Manual J. (Manny)' Marshall's nostalgic reminiscences, accompanied by numerous photographs and maps of Tuolumne County's old Sugar Pine Railroad from 1903 through the 1940's. Available for \$25 plus \$5 shipping & handling (S&H).

The map, with a couple of photos and a seven page article -- later expanded into the book by Manny -- also appears in the April-June 1989 issue (Vol. 28, No. 4) of the Society's quarterly magazine 'Chispa'.

Manny's brother Tom stayed with the Sugar Pine and the Pickering until the end in 1965 and retired as a Conductor. Both were interviewed in the video on the Pickering by Tuolumne Films that came out about 1993 and both are dead now.]

(2) "The Sugar Pine Railway, History of a Sierran Logging Railroad" by Pamela A. Connors, Historian, Stanislaus National Forest, published in soft cover in 1997 by the Stanislaus National Forest, Pacific Southwest Region, U.S. Forest Service. A library might have a copy. The author, Pamela Connors, may still work for the Stanislaus National Forest. If you call the USFS in the telephone area code 209 [use the information operator], you might be able to track down both her and her book.

(3) 'Sierra Railway', by Dorothy Newell Deane, published by Howell-North [out of business] in 1960. Mrs. Deane's father was the engineer who built the Sierra Ry. and was involved in the engineering of the Pickering (Sugar Pine Ry.) and other related lines. It contains information, photos and maps about the Pickering, the Empire City Ry., the West Side and other lines that were once all part of the same ownership. Possibly available through eBay or Amazon.com.

(4) 'Rails in the Mother Lode', by Adolph Gutohrlein, published in 1969 by Kratville Publications, Omaha, Nebraska. Gutohrlein later changed his name to Adolph Hungry Wolf and the book has been republished under that name, same title. Like Mrs. Deane's book it covers all the railroads related to the Sierra RR and includes maps and many photos of all the lines, including Pickering. Possibly available through eBay or Amazon.com.

**Historic Video.** 'Pickering's Sugar Pine Railroad', co-produced by Tuolumne Films and Catenary Video Productions, 1992. Reported to be still available from Catenary Video's distributor, TMC ("Trans Media Communications"), 22-D Hollywood Avenue, Ho-Ho-Kus, New Jersey 07423. Telephone: 1-800-343-5540 (toll free in U.S.). FAX1-201-652-1973.

Enjoy!

## Daylight Division Meet continued

(Continued from page 1)

ing pleasure. There will be two clinics. Michael Mosher will give the first clinic on installing decoders and sound in your locomotives. The second clinic, on how to weather rolling stock, will be given by Kurt Brown, who will be showing his

technique on how he weathered his rolling stock.

After the clinics, there will be the quarterly business meeting and the voting results will be revealed for the Division's Super-

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## Winter Steam Train Express: A Success

By Derick Sturke

Just a follow up note on Saturday's (January 18th) Winter Steam Express. The event was (at least in terms of revenue) a success, with over 200 tickets being sold and guests having a wonderful time.

The Sonora weather was spring like, with the sun out and a blue sky. As guests gathered at the parking lot of Sonora Junction, event chair Patrick Karnahan made the announcement the train would be a bit late, as the train had to wait for a log train to pass. Guests were then treated to the passing of the second log train to Fassler Mill. A Sierra Geep 20 and two ex Burlington cab less "B" units full out with 15 cars of logs in tow. That was a nice preamble to the day's activities.

A few minutes later, our train arrived, Sierra Railway #2 (Shay) clanking and chuffing in that unique Shay sound, as her consist was pretty heavy as well. One Suburban coach, the Sierra Baggage car, and two mountain observation cars in tow.

For those of us who have been associated with the Sierra or Railtown, this was an extra special treat, as this was the first time many of us had been on the rails, east of MP 41, or Railtown. Among the discoveries made was a dramatic canyon south of Sullivan's Creek trestle, as well as a feeling for just how steep the road is west of Lime Kiln! As the train passed through the Sonora Junction and other shopping areas, the guests were greeted with waves and dropped jaws as rarely has steam been seen on this part of the railroad in recent years.

Walking among the cars were members of the Sierra Nevada Guns for Hire, a reenactment group of old west gunslingers, who staged a full on gun fight aside the train, as it stopped at Hatler's rock quarry, at the west terminus of the trip.



Back on the train, guests were entertained by Backroads, the Black Irish Band, and a strolling musician that calls himself a Train Singer (yep it was me!). Volunteers from both Railtown oversaw operations, and volunteers from the Sierra Nevada Logging Museum were hosts, serving hors d'oeuvres and wine from a couple of local wineries.

Personally, I wish the best of success for the Sierra Nevada Logging Museum, and thank them for a very memorable excursion. Photos are compliments of Ronald Bradley. For more info about the Sierra Nevada Logging Museum, contact the Friends of the Logging Museum / P.O. Box 3619 / Arnold, CA 95223 / (209) 795-6782 / [info@sierraloggingmuseum.org](mailto:info@sierraloggingmuseum.org) or see <http://www.sierraloggingmuseum.org/>. For discussions of the Sierra Railway look for <http://groups.yahoo.com/group/historicSierraRailway/>.

### 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.

## Tracing The Pickering Lumber Co. Railroad continued

*(Continued from page 1)*

the loggers to live in came and went over the years.

In the 1960s and early 1970s, I spent many days at various times exploring the old rights of way and camps and found many fascinating artifacts, from structures to railroad equipment. All would be unique subjects for modeling. If you plan to follow in my footsteps, please see the sidebar for useful materials and sources.

Pickering and its predecessors logged a huge area, even going into the mountains far above the West Side Lumber Co., according to the maps. You could spend a lifetime tracking down all the grades. I used various 4X4s over the years; if mountain bikes had been invented back

then, I'd have used them, too, when the 4X4 could go no further. To this day, many grades can be driven -- in places, it's even paved!

At Lyons Lake, one of Pickering's predecessors connected with a 30 inch gauge line called the Empire City Railway which came down to a 'cross platform' interchange with the standard gauge line by way of a decline from the ridge to the southeast. The 30 inch line ran along the ridge for a couple of miles from an incline that came up from the North Fork of the Tuolumne River, where three sawmills once existed until the mid-1920s.

As of August 12, 2002, traces of both inclines still could be seen -- the High-

way 108 freeway above Long Barn cross the line that ran between the two inclines. The Empire city also had a mill in the bottom of the canyon downstream from Lyons Lake and this was reached by another 30 inch decline from Tramway Camp on the standard gauge.

One Pickering company camp still exists, in a much modified form. It's now the 'Lair of the Bear', a summer camp for U. C. Berkeley grads and their families. It's closed to the general public with guards at the gate. Not being a U.C. Berkeley graduate, I've never seen it.

The Pickering had trackage rights over the Sierra RR from Standard to Ralph; the highest point before the Sierra

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2. "Willamette yarder abandoned way out in Skull Creek Camp. This camp was much closer to the Calaveras Big Trees on the Ebbetts Pass road than to Standard on Highway 108, the Sonora Pass road. May 1973". Hart Corbett Photo.

## Cajon Tales: Part 33 (Looking At The Seniority List - Part 1)

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

I'm looking at an old "senie" list for the old Santa Fe LA Division. Number 1 is John Love; I didn't know him. Then #2 Malcolm McNish. And #3 Galard Slonaker. #4 Claude Bond. Next were Ben Benson and Orton Hoxsie; I didn't know them either, but perhaps I knew a relative named Hoxsie who worked on the old Arizona Division before it became part of the LA. #7 was Julius Peyron and then to the first one I met, Frank McNeil, I think I met him but I didn't know him. #9 was Elmore Carter and then at #10 was the first one I do remember - Joe Murray. These two made their running dates in 1910.

Next was an Irishman named Dennis "Dinny" Clare. I didn't know him but my friend G.S. "Gordo" Adams said he was a fine man and a good Engineer. I said once to Gordo that I intended to invite Cocky Cochran, a retired engineer, up for dinner one evening. Gordo told me to do it right away; when he invited Dinny Clare, the widow told him it was too late. Clare and the next few were 1911 men. Gerald Milliken was #12 and Howard Rampe was #13. Frank Reardon was #14.

Carl Nielson was a 1912 date along with Clem Hennesy, #16. If my memory serves, Clem was a very nice man who got his face burnt pretty bad. Charlie McCormick was another 1912 date, I know I met him, but I can't remember anything about him. Fred Roberts and John Wunsch I never met or heard anything about. #20 was Albert "Al" Meith,

a nice man and a good hogger. I never met James Kell, but I knew Frank Gillette #22.

Next was William Connelly and then one of our great characters, Charles Ochoa, I fired for Charlie with his little boy on my lap smoking a cigar! Many years later I had that lad as my engineer trainee on the hill. Charlie was well known for some of his sayings, to wit: in the depths of the depression one of his firemen bitched about getting a 1900 class engine and Charlie said "Better than no engine at all, Old Boy" He also said something about like this; "Aristocrats of Labor, Huh! Drink out of a campbell's soup can, piss out the gangway, walk all over Los Angeles looking for a two-bit meal, sleep in the bunkhouse. Aristocrats of Labor! (That was when the BLE called themselves the Aristocrats of Labor.) Charlie could never remember names so he called everyone "Old Boy".

I have been told that the company hired Charlie, a Mexican-American, with the idea of permanent Mexican-American firemen similar to the old southern practice of hiring black firemen who were never promoted. I was also told that the B. of L. F. & E. insisted that Charlie be promoted and that ended the idea of permanent firemen.

I remember Ray Mack, #25 and I used to drive Henry Mayer home sometimes after he'd been to the track (He really fed the ponies). He was a nice man and a

good hogger. A hell of a lot better hogger than his boy Earl and a lot nicer, too. But one of my favorite hoggers, "Cocky" Cochran, told me that he lived next door to Henry and that his favorite son was Cliff, and that his younger boy Earl would come out and hug his dad and Henry would say "Get away, Earl, can't you see I'm playing catch with Cliff?" Cochran said he should have told Henry not to abuse Earl that way, but he didn't and maybe that's why Earl was such a grouch.

I didn't know Wade Patterson, but I sure knew John Morrison, a rather stiff old-timer. I fired for him on coast passenger. I fired for Bert Auman #29 on the old Colton switch that went to work in San Berdoo and went down to the Colton Cement Plant. He was a very nice man. I didn't know Louis Simpson or Ernest Massey, but I fired steamers in the SB yard for #32 Herman Gergen also a nice man.

I didn't know James May or Stephen Hilger, but I sure knew O.D. Kelley, he was one of the first I know of who took RR retirement and then got another job so he could draw Social Security, too (at least that was my understanding). He took the money at a downtown parking lot for some years after leaving the RR. I fired for Bill Warboys, a decent type. I didn't know Philip Miller or Ray LaGrange, but I knew and fired for a real gentleman, Juan Jacobs, #39.

## Daylight Division Meet continued

(Continued from page 3)

intendent and Chief Clerk/Paymaster. Immediately following the meeting, which we hope will be around 1:00 PM. We will have a break for lunch, of which you are on your own, and then around 2 to 2:30 PM, will begin the layout tours. There are 4 layouts on tap for visiting. The first is Guy Gatuso's HO layout where Guy models the Baltimore & Ohio in the late 1950's to early 1960's.

The same person - Larry Saslaw, owns the second and third layouts. His garage size HO layout depicts the Southern Pacific over Dunsmuir during the steam era. Larry's other layout is his garden layout in his backyard. I haven't personally seen Larry's outdoor layout, so I can't describe it. The last layout, owned by Kurt Brown, depicts the CB&Q through Wyoming in the late 1950's. Kurt is also planning on hosting an actual operating session on his layout; so if you are interested in partak-

ing in the operation session on Kurt's layout, please let Kurt know at the meet.

The meet is being held where the prior Daylight Meets have been held. We do have an elevator available for those that are unable to climb up the flights of stairs. If you have any questions or need further directions about the meet, please contact Doug Wagner at (661) 589-0391 or by email at [carldw@aol.com](mailto:carldw@aol.com)

## Boy Scouts & Railroading Do Mix

By Tom N Turner

On January 18, 2003 the South Coast Society of Model Engineers (SCSME) hosted its annual open house at the Goleta library. Since its inception, these open houses have been a way for the club to serve the community and to meet other local railroaders. The event had never been crowded and previously, our members had plenty of time to visit among ourselves.

This year, as the South Coast District Advancement Chairman for the local BSA and as a member of the SCSME, I requested and received the support from the club to hold a Railroading Merit Badge Seminar for the Boy Scouts in conjunction with annual open house. I convinced the group that the 25 to 35 scouts that I expected would be bringing their families and leaders and this would help our event to have more visitors than the last few years. Several days before the event, 42 scouts had pre-registered with me and it began to look like the event would be more successful than I had expected.

Imagine the surprise Saturday afternoon when about 90 boy scouts showed up in uniform to learn about railroading and earn the merit badge. Along with them had come an almost equal number of family and unit leaders. This unanticipated number of people was initially dif-



Can you guess what this is used for?? John Ryan - Photo by Arthur Gibbs Sylvester

ficult, as the booklets, required for the organization and certification of the scouts, had been delayed by traffic.

I recruited a conductor for each train from the adult scouters present and we organized the boys into their three 'trains', the 'Daylight' (conductor, David Gulbransen), the 'Zephyr' (conductor, Deborah Dal Zuffo) and the 'Starlight.' The conductors were responsible to keep their 'train' together and for the train leaving and arriving at each station according to schedule. Once the scouts were divided into their trains, the first classes began. The booklets arrived as the second session of classes was beginning, organization was finally complete and we were on our way to a very busy day.

I had previously selected 16 volunteers, mostly from the SCSME, to act as "Station Masters" for each of the 8 'stations' that the boys needed to complete. Station One was run by Joe Heumphreus assisted by Art Sylvester, Art Aldritt, Dave Eldridge, Walter Naumann and Gene Rantanen and covered "Scales and Gauges as well as the Cleaning & Lubrication of model engines.

A professional railroader who came with the scouts and volunteered to teach the Safety and Operation Lifesaver portion taught Station Two. Jim Patchell taught the scouts about Real Electric and Diesel Power, Hand Signals and EOTDs at Station Three. John Ryan was Station Master for Station Four and instructed about the kinds of railroad cars and trains, as well as the departments in a railroad company. Station Five could have been a disaster, as the SCSME Station Master was taken ill on the morning of the event. Fortunately, I had assigned, as backup Station Master, Terry Taylor, who had graciously driven down from San Luis Obispo to help us with the seminar. Terry did a great job with this complicated station on Railroad Timetables and spent most of the day at his station surrounded by eager scouts.

Station Six, Trackside Signals and Whistle Signals, was taught by Brewster Bird, railroader and scouter from the Fresno



Time saver apparatus Photo by Arthur Gibbs Sylvester

area who had driven over and provided the only first-hand Jamboree knowledge, he being the only person present who had actually taught portions of this seminar at the National Jamboree itself. Station Seven concerned Layout Design and was taught by me. Station Eight was the "Timesaver Layout" borrowed from the San Luis Obispo Model RR Club for this event and each scout signed up on a call-board and was called from their class when their turn arrived.

There were plenty of other activities to occupy the scouts and their families as well. Gary Siegel demonstrated how to make miniature trees. Dave Eldridge ran his new S-scale equipment that is finely and correctly detailed, but mates with American Flyer equipment. Art Aldritt had great fun amazing all the attendees, young and old alike with his O-scale steam power. His beautiful steam equipment is every bit as impressive as the check that Art had to write to acquire them.

After the second session, the head librarian came and offered us the use of the conference room, which we promptly set

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Learning how to read a train schedule. Terry N Taylor Photo by Arthur Gibbs Sylvester

## Tracing The Pickering Lumber Co. Railroad continued

*(Continued from page 5)*

dropped down into Tuolumne and the West Side Lumber Company, which had a very well known narrow gauge line into a separate area of the forest. At Ralph, the line diverged and roughly followed old Highway 108 past Twain Harte and then went on to Lyons Lake and Rushing Meadow on the north side of the ridge on which Highway 108 is built. From Rushing Meadows, in earlier days, it went to Fraser Flat (now a

*(Continued on page 10)*

"Air dump car, of the kind used by the Sierra RR, abandoned just downgrade from Schoettgen Pass camp. Trains had been gone from this area for ten years. May 1973". Hart Corbett Photo.



The Skull Creek tank sits high above the logging road bulldozed over the Pickering grade after the railroad pulled out. The road dipped down to ford Skull Creek while the railroad crossed on a long curving trestle, destroyed when the road was built. May 1973". Hart Corbett Photo.



# SLOMRC Financials For 2002

By Jim Jonte

## Boy Scouts continued

### SAN LUIS OBISPO MODEL RAILROAD CLUB YEAR 2002 FINANCIAL REPORT

<b>Balance, January 1, 2002:</b>			
Checking		\$2,228	
<b>Receipts:</b>			
Dues	\$1,204		
October Show	2,846		
Donation	25		
Sale of Equipment	95		
Subscription	20		
Advertisement	<u>30</u>		
Total Receipts		<u>4,220</u>	
<b>Total Available Funds</b>			\$6,448
<b>Expenditures:</b>			
Newsletter	\$ 326		
Vets Hall Rent	460		
October Show Exp.	1,614		
Storage Rent	1,137		
Insurance	110		
Equipment	282		
Supplies	141		
NMRA Membership	90		
Post Office Box	48		
Postage	12		
Bank Charge	17		
Dues Refund	10		
State Filing Fee	<u>20</u>		
Total Expenditures		<u>4,269</u>	
<b>Balance, December 31, 2002:</b>			
Checking	\$1,607		
Cash	<u>572</u>		
Total			\$2,179
<b>Net Income (loss)</b>			<b>(\$49)</b>
(Reflects Advance payment of \$1,137 for Storage Rent to March 1, 2004)			

### OCTOBER 2002 SHOW INCOME REPORT

<b>Income</b>			
Donations and Raffle	\$1,534		
Vendor Tables	1,280		
Silent Auction & Magazines	<u>32</u>		
Total			\$2,846
<b>Expenses</b>			
Vets Hall Rental	\$ 815		
Table Rental	471		
Printing & Postage	205		
Advertising	25		
Door Prizes	<u>98</u>		
Total		<u>1,614</u>	
<b>Net Income</b>			<b>\$1,232</b>

(Continued from page 7)

up as our video room. All day we alternated the special Pentrex video about railroads and the humorous safety video, both of which had been provided by Brewster. By moving stations six and seven outside onto the sunny patio, we were able to move about a third of the bodies out of the rather cramped multi-purpose room.

The program was patterned after the Railroading merit badge program that was created for the last two National Jamborees and was a 'natural' for this type of seminar. Each boy had their own workbook in which they read information, wrote answers to test questions and received their train stamps for each station completed. Elmer Jones, a local scouter and two very able assistants, Terry's wife Janet, Judy Kovar and Nancy Tanaka ran the registration table and were instrumental in the coordination and administration of the event.

At the end of the day, as John, Terry and Jim worked with the last scouts to complete their requirements; Elmer and I reviewed each scout's station certifications and signed their merit badge cards. In all, 75 boys had completed their Railroading Merit Badge that day. This meant that over 600 individual certifications had been completed in just four hours. This would certainly not have been possible without the tireless efforts of Brewster Bird, the Taylor's, the SCSME members and the support of the BSA unit leaders

The scouts had come from towns all over the South Coast, from Camarillo to Santa Maria. We even had one scout from Fresno, who had come over 250 miles to complete the badge. The parents, family members and scout leaders who brought the scouts stayed at the event and participated in the other club demonstrations and discussions. This kept the SCSME members busy all day. It was clear to everyone that this had been a most successful and exciting event.

### 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](http://www.rhistorical.com)

## Chucky's Trivia Corner

By Chuck Paul

Hey all you "wanna-be" railroaders. How familiar are you with these old railroad terms? Some date back to the steam era and some are currently used today. Have fun. It's just a quiz; not the RR-SAT's.

1. What does the term "peck" refer to? A) A twenty-minute stop allowed for a meal in a railroad restaurant; B) Nagging by yardmaster to switchmen; C) A leather garment worn over a yard worker's shoulders ("pecks") for carrying heavy equipment; or D) A term used for loading grain when using a forklift (I.e., by the bushel and a peck).

2. What is the "pigpen"? A) An exercise pen along the main line used when hauling hogs; B) Any structure in a hobo jungle; C) The roundhouse; or D) A cheap place to stop for "beans".

3. What is a "rabbit"? A) A fast freight; B) A derail iron; C) A motorized hand-car; or D) A road-railer.

4. Real Estate refers to: A) The right of way; B) Hobo jungles; C) The load in a dirt-hauling hopper or gondola; or D) Low-grade coal.

5. Who is known as the "Rawhider"? A) The Conductor; B) The Yardmaster; C) An executive or superior who is hard on his workmen; or D) The head cattle drover in charge of exer-

cising livestock.

6. What is the "Red Union"? A) A railroad eating house; B) The railroad union office; C) Railroad police headquarters; or D) A temporary lock-up for railroad thieves and illegal riders, caught by the bulls.

7. What is a "roof garden"? A) Another term for the crop of hobos riding the tops of freight cars; B) Weeds that grow on dirt loads left standing on remote sidings too long; C) a helper locomotive on a mountain run; or D) Pigeons & other birds gathered on the yard-tower roof.

8. Where are you riding if you are sitting in the "rubberneck car"? A) The caboose; B) A dome car; C) The observation car; or D) A luxury lounge car with ladies in evening gowns.

9. What is a "rattler" A) An empty stock-car train that is high-balling; B) A fast moving junk-gondola, unit-train; C) Any fast-moving train pulling all empties; or D) Just another railroad term for a freight train.

10. When you have been "roofed" ... what does that mean? A) Being chased off the railcar roofs by the bulls; B) Placed on the bad order list (and track) for repairs to your roof; C) To be caught in close clearance; or D) None of these. Chucky's day-dreaming again.

Answers are on the back page.

## December Board Meeting Minutes continued

(Continued from page 2)

track work and that he wanted to learn how to set up the dcc power system and wiring. We then adjourned at about 8 pm.

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## Tracing The Pickering Lumber Co. Railroad continued

(Continued from page 8)

USFS campground but formerly the site of Camp Fraser) and up towards Strawberry, Pinecrest and far beyond.

The last main line in use headed north from Rushing Meadow to places like the camp Schoettgen Pass (pronounced 'shotgun'), Tunnel Creek, Beardsley Dam and the very large camp at Soap Creek Pass. This line once continued on

through Skull Creek Camp and eventually reached to the South Grove of the Calaveras Big Trees, not far from the Ebbetts Pass highway out of Angels Camp.

In the 60s and 70s, I found many trestles, abandoned railroad cars, abandoned camps and structures. Photos of a few are included with this article. I retraced many of my steps on 8/12/2002 and

found that all had been removed, collapsed or been torn down. Some grades were closed to vehicles but open to hikers, some were overgrown completely, and some (especially to and from Beardsley Dam, which the road/RR grade crosses) were fully paved.


It's all beautiful country and well worth a visit!

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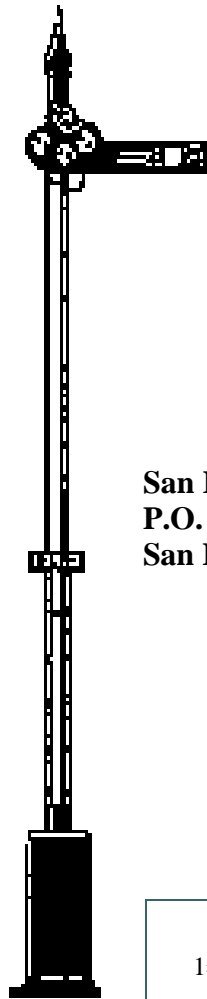
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ANSWERS To Chucky's Trivia Corner  
1=A, 2=C, 3=B, 4=D, 5=C, 6=A, 7=C, 8=C, 9=D, 10=C

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