



Lease Signed

On August 30, 2000 the formal lease for the museum building and adjacent premises was signed by President Brad LaRose, representing the Museum, and Mayor Allen Settle, representing the City of San Luis Obispo. The lease is for a period of 40 years, at the rate of \$1 per year, expiring December 31, 2040. Under the terms of the lease, the SLORRM must establish a museum within three years of the acceptance of the Historic Freight House Structure from the City. Hopefully it won't take anywhere near that long. If all construction goes according to schedule, the building should be ready for museum occupancy in the Spring of the year 2002. Prior to that, possibly in the spring or summer of 2001, after the parking lot and landscaping is completed, track will be laid on the railroad side of the freight house. Once that track is in place, the caboose can be placed near the Jennifer Street pedestrian bridge and used as an interim museum. A grant application is in the works for restoration of the caboose.



Spur track along the side of the Atoll Business Park south building.

Thanks to CCC Crew and Burke Construction Co.

On July 3rd, a 15 member crew from the California Conservation Corps, under the direction of Crew Chief James Taylor, dismantled the spur track behind the Atoll Business Park on Laurel Lane in San Luis Obispo.

The spur itself is a very valuable acquisition for the museum. It consists of 325 ties, worth \$10-13 each; 650 feet of 90 lb. rail, worth (at scrap value) about \$900; 1300 spikes @50¢ each; a matching number of tie plates and bumper (value unknown).

Museum member volunteers had pulled some of the spikes and moved some of the ties to where they could be picked up. The strong, young bodies of the CCC were able to finish the job in short order. Museum members including (but not limited to) Phil Gould, Arnold Jonas, Andy McMeans, Karl Hovanitz, Brad LaRose, Jarred LaRose, Jim Horton, Philo Weir, Jim McIntire, Doug McIntire, Pete Thorpe and Bill Pyper loaded the ties into various pickup trucks and transported them to the Sears yard. On September 23rd, Burke Construction generously provided a crane and operator at a reduced rate to move the rail from Laurel Lane to the Sears lot. This was an extremely valuable donation to the museum as the rails weigh about 900 pounds each. there is no way we could have moved them using manpower alone.



Brad LaRose stacking tie-plates.



Andy McMeans and Arnold Jonas wrestle ties out of roadbed while Brad LaRose maneuvers tractor.



Mission Statement

The San Luis Obispo Railroad Museum, founded as a non-profit public benefit educational museum, will preserve the railroad history of California and the Central Coast, by collecting, restoring, displaying and operating historic railroad equipment.

**SAN LUIS OBISPO RAILROAD MUSEUM/
AVILA VALLEY RAILWAY MUSEUM**

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Pacific Coast Railway Box Car being unloaded at Sears Yard.

BOX CAR ARRIVES!

A wooden boxcar, built around 1900 for the Florence and Cripple Creek Railroad and later sold to the Pacific Coast Railroad, has been donated to the museum. The car sat at the Los Alamos station for quite a few years and will need extensive restoring. The

Board of Directors voted to spend the money necessary to move it from Los Alamos to the Sears storage yard. Stearns Crane Service was hired to pick up the boxcar move it to San Luis Obispo. It arrived at the Sears storage yard on Friday, November 3rd.

Rotary Club Donates \$2000!

The Rotary Club of San Luis Obispo (meets on Mondays) has donated \$2000 to the museum to be directed to a "hard asset" which will carry a plaque acknowledging the donor. The funds for this donation came from the Rotary Car Show which was the pet project of Ed Markham, who was president in 1999-2000.

Other Recent Donations

Ola Henry, of Nipomo, donated three books in memory of her husband: **Decade of Trains** (1940s) by Don Ball, **History of American Railroads** by Hollingsworth, and the **Railroad Artistry of Howard Fogg**.

Karl Hovanitz accepted a donation by Amtrak of two WWII vintage **baggage carts**. The steel carts with solid rubber wheels were originally used in the Los Angeles Terminal Annex Post Office.

Karl also discovered a horde of old railroad paper stored upstairs in the Amtrak station. Karl and Bill Pyper will go through it to find anything of value to the museum, time permitting.

Peg Healy, of Atascadero, has donated a **conductor's air brake valve**. Peg is the owner of a 1940s vintage

Southern Pacific bay window caboose which will hopefully end up in the museum someday.

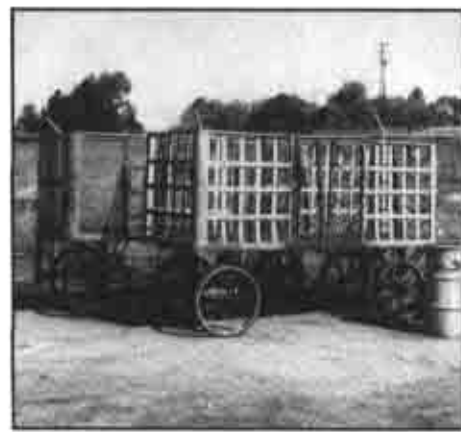
Arlo Sedgley had donated a **Bell & Howell 16mm Film-o-sound movie projector**. This may be useable for showing some of the old railroad movies that the museum owns. It is in excellent condition.

Roy Eker, a retired LAPD Sargeant now living in San Luis Obispo, has donated a set of **Official Emblems of the Great American Railroads** made by the Franklin Mint in 1979. (See picture below.)



Storage Yard Leased

Sears Roebuck & Company is generously allowing the San Luis Obispo Railroad Museum to lease 9200 square feet of storage yard behind their parts and service center for \$10 per year. The yard is located on Roundhouse Street behind Fire Station No. 1. Access to the lot is off Emily Street. Use of this storage lot is exceptionally valuable to the museum due to its close proximity to the freight building and the area where museum track will be laid.



Old Piece of Scrap Iron or Treasured Artifact?

By Karl Hovanitz

In our museum collection we have the largest existing piece of a Pacific Coast locomotive. It is a very rust covered piece of steel about 10 feet long and 5 feet wide. Without knowledge about it as a railroad artifact, it looks like a large piece of scrap iron.

With the growing county economy of 1882, Pacific Coast Railroad ordered a new passenger locomotive to the "standard" specification 8-18c, and had it delivered to Port Harford. It worked trains in San Luis Obispo and Northern Santa Barbara Counties from 1883 until 1904.

The life of Number 6 was cut short one night when the night watchman in charge of the locomotives left it unattended while across Higuera Street (rumor has it he was at the bar) from the San Luis Obispo Roundhouse. The water was allowed to drop too low in the boiler, and it was damaged beyond economical repair. Soon after, this and another retired locomotive were stripped for useful parts (the cab of number 6 was used in the construction of a Steaple SP cab electric locomotive) and unceremoniously dumped into the ocean just west of Avila Beach.

The remains were visible to passers-by for many years at low tide. Finally,



during the storm of 1983, it washed up to the roadway and was removed to Oceano, where it remained until donation to the SLORRM in 1996.

What makes a great story about the boiler is that the corrosion is so extreme, it makes much of the internal construction of the boiler visible. The staybolts are all exposed and much of the firebox as well. Many flues are plugged off, leading one to believe the boiler needed major maintainance before the water was allowed to drop.

Schedule of Meetings

We meet on the second Thursday of each month at 7:00 pm in the Embassy Suites Hotel on Madonna Road, San Luis Obispo.

Meeting dates:
December 14
January 11
February 8
March 8
April 10



Comments or Questions?

Have something to share with our members, a question regarding the museum's direction, or even an opinion on how things are going? Please send them to us and we will make every effort to address each submission in the next issue of the Coast Mail.

Your feedback is very important to us. Photographs would be appreciated too.

Submit written correspondence to the San Luis Obispo Railroad Museum, Post Office Box 13260, San Luis Obispo, CA 93406, or to Bill Pyper at The Prynters, 845-B Capitolio Way, San Luis Obispo, CA 93401 or Fax to 805-543-9262.

San Luis Obispo Railroad Museum

MEMBERSHIP APPLICATION FORM

Membership Levels: \$60, Family \$36, Individual

Complete form and mail with your check to: **San Luis Obispo Railroad Museum (SLORRM)**

P.O. Box 13260, San Luis Obispo, CA 93406

PLEASE PRINT CLEARLY

Name(s) _____ Amount enclosed: \$ _____

Address _____

City _____ State _____ Zip _____

Phone (day) _____ (eve.) _____

Fax: _____ E-mail: _____

I will help the museum by volunteering to: _____



Pacific Coast locomotive #4 works the San Luis Obispo Bituminous Mine in Price Canyon.

Philo Weir has acquired the above photograph from Rod Preheim for the museum. The undated picture of Pacific Coast locomotive #4 working the the San Luis Obispo Bituminous Mine in Price Canyon was taken by photographer T.J. Koslino. The original photo is 12" x 18". Philo estimates that the photographer was standing on the south side of what is now Price Canyon Road, about half a mile west of Edna Road (Hwy. 227).

The locomotive appears to be fueled by coal which is unusual for the time. If anyone has any information about the mine or the train in the picture, please send it to SLORRM, Attn: Philo Weir, P. O. Box 13260, San Luis Obispo, CA 93406.



1897 North-Western Line map of the United States.



1926 California Railroad Commission map.

As mentioned in the last issue of Coast mail, Dennis Ahearn has donated two large railroad maps to the museum. The oldest is a 56" x 36" North Western Lines map of the United States, published in January 1897.

The other is a 42" x 52" 1926 edition of the official railroad map of California, issued by the Railroad Commission of the State of California (Forerunner of the PUC?).

Both maps will make excellent displays on the walls of the museum building. Both maps are old and fragile, so it is going to be a challenge to display them and protect them at the same time. Any suggestions?



Detail of 1926 map showing San Luis Obispo County.