



Coast Mail

News from the San Luis Obispo Railroad Museum



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www.slormm.com

Museum Grand Opening October 12, 2013



San Luis Obispo Mayor Jan Marx lauds the years of work put in by the people who built the Museum.

October 12, 2013 was a signature day for the San Luis Obispo Railroad Museum. Its grand opening culminated over thirteen years of effort between the City of San Luis Obispo and the Museum founders and volunteers in restoring and converting the historic 1894 Southern Pacific Freight House into a regional railroad museum. Over 1,500 visitors came to join the festivities. Included were speeches by San Luis Obispo Mayor Jan Howell Marx, Museum President Brad LaRose and Lisa Stark representing the Union Pacific Railroad, speeder rides, exhibits of railroad artifacts and photographs. Also on display was the Avila Pier scene of the Pacific Coast Railway modeled in HO_n3 and other models representing the railroad history of California.

The San Luis Obispo Railroad Museum is a non-profit educational institution founded to preserve and present the railroad history of California and specifically the Central Coast. Collecting, restoring, and displaying relevant railroad artifacts, photographs and documents is its goal. This effort is supplemented by creating models, displays and graphics as well as operating historic railroad equipment to enable a better understanding of how railroads have affected the social, cultural and economic history of the region.



Museum President Brad LaRose welcomes the crowd of visitors and gives them a brief history of the building of the Museum.

Photos by Gary See

The artifacts and displays will focus on local railroads from the 1870s to the present. Railroads represented are the Pacific Coast Railway, Southern Pacific Railroad, Santa Maria Valley Railroad, Amtrak, and the Union Pacific Railroad. The Museum's Central Coast Model Railroad will represent this region including some of the most notable features such as the Cuesta Grade, the horseshoe curve, Stenner Creek Trestle, and the engine service facilities in San Luis Obispo. There will be interactive displays as well as archives and a research library.

The Museum expects to be open on a regular basis early in 2014. Check the Museum website www.slormm.com for future announcements.

Reported by Andrew Merriam



Union Pacific Railroad parked their 8087 locomotive on the team track for the event.

To see more pictures from the Grand Opening go to pages 7 and 8 on www.slormm.com

Private Cars Spend the Night in SLO



The American Association of Private Railroad Car Owners (AAPRCO) had their convention in Napa, California this year. They always run a special train to the convention. This year it started in Seattle, traveling to Napa via Stampede Pass, the inland gateways and the Oregon Trunk through Bend and down the Feather River.

Continued on page 4

Calling All Members

Are you a sociable person? If so, the Museum needs your help as a docent. People are needed who are willing to donate a few hours once a month assisting visitors understand the Museum and the railroad history of the Central Coast. If you are interested please contact Diane Marchetti at 805-602-2864.

From the Desert to the Coast, SP Caboose N^o 244 rolls to its new home



Photo by Gary See

This Southern Pacific wooden caboose had sat in this location, near Lancaster, California, since 1963. The dry high desert air did a good job of preserving it.



Photo by Gary See

Truck and low-boy trailer of T&T Truck and Crane Service begins its journey.

On Thursday, July 25, 2013, a hardy crew of volunteers (The usual suspects) made the 175-mile trip from San Luis Obispo to Lancaster to pick up the recently purchased Southern Pacific C-30-1 wooden cupola style caboose. The move from Lancaster to San Luis Obispo, and the related wheelset exchange involved 3 cranes and 4 trucks with trailers, working simultaneously at 2 locations. It was an exhausting and complicated day, beginning at 3:30 am and ending at 9:00 pm.

The next step, now that the caboose is in the Emily Street Yard, is to start the multi-year restoration work. This car is a fine example of Central Coast Railroading and the Museum is proud to add it to its permanent collection.

Below: Caboose is gently lowered onto its new trucks at the Emily Street Yard.

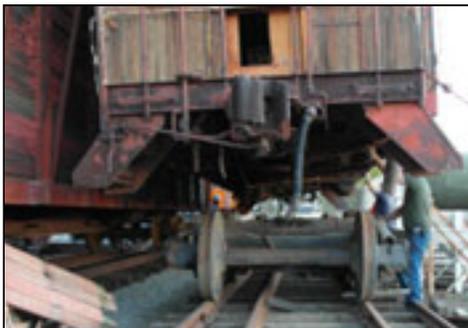


Photo by Gary See

Caboose rolls along Highway 101 on its way to San Luis Obispo.

Moving the Southern Pacific Railroad Caboose #244 from Lancaster to San Luis Obispo was more complex than the actual relocation of the caboose.

The move also involved exchanging caboose trucks from #244 with those under the Southern Pacific Railroad caboose #409. *Continued on page 4*

Below: Caboose #244 is carefully lifted from the trailer to the Emily Street Yard.



Below: The intrepid moving crew, made up of Arnold Jonas, Gary See, Brad LaRose, Howard Amborn, Ted VanKlaveren, Duane Powell, Tom Mitchell, Chris Hurd and Tom Cooper. Not seen is Karl Hovanitz because he was taking the picture.

Private Cars in SLO



After the convention, eight of the cars traveled as far as Oakland and then continued to their homes via Amtrak. Twenty-one of the cars spent the night in San Luis Obispo. These cars arrived at about 5:00 p.m. on Friday, October 4th and left for Los Angeles on Saturday at noon.

SLORRM is a member of AAPRCO because of its ownership of *LaCondesa Museum*. Treasurer *Dave Rohr* is the SLORRM representative to AAPRCO and is also Treasurer of AAPRCO.

The Museum opened Friday evening and Saturday morning for the visitors on the train. Good reviews were received from all who visited. As a thank you, AAPRCO donated \$500 to the Museum.

Page 1 photo by Tom Cooper
Page 4 photo by Dave Rohr



Caboose 409 moved to a New Location

Southern Pacific baywindow caboose #409 was acquired by the San Luis Obispo Railroad Museum on January 29, 2002. The Caboose had previously been sitting in the Templeton Community Park, where it had been since 1984 when the Southern Pacific had donated it to the community. This Class C-40-3 car was built in 1942. Between 1981 and 1984 it had seen service as a *Train Order Office* in Santa Margarita.

The Caboose was sold to the *Railroad Square* and on November 13, 2013 was moved the 100 yards or so from the Museum display track to a new spur next to the Railroad Square building.

Ever seen one of these?



If you haven't, you'll have to wait until the next issue of Coast Mail to find out what it's all about.

Baldwin Locomotive Sold

The 1927 Baldwin 0-4-2RT steam locomotive that the Museum acquired in August, 2003 has been sold to a private collector. The American made engine had spent its working life in Japan as a logging locomotive.

New Board Member



Mike Boyack has joined the San Luis Obispo Railroad Museum Board of Directors.

Mike came to San Luis Obispo from the San Francisco Bay Area in 1963 to attend Cal Poly.

Upon completion of school and military duty, he started a construction company in San Luis Obispo which he still runs today. He has been married to Karen for 42 years. They have two grown children and two grandchildren.

Mike has loved trains since he got his first Lionel set as a kid. He has modeled off and on as time permitted. He is also an avid car collector.

Mike brings to the Board his many years of experience as a successful businessman plus his background in the construction industry.

Mike can be reached at (805) 441-4186

Volunteers Play Musical Trucks



Caboose #409 is lifted off its trucks.

The wheel assembly under each end of a railroad car is called a **truck**. The assembly includes the wheels, axles, and the metal frame which holds the axles and on which the car sits.

Caboose built by different manufacturers and constructed in different historical times, often will have different trucks. Number 244 was built in 1926. Its original trucks were replaced with newer ones in 1956. This caboose, when purchased by the Museum, was sitting on freight car trucks.

4 The Museum decided that these trucks were not appropriate for restoring the caboose and placed them under Caboose #409.



Caboose 409 is suspended in mid-air while it waits for its new trucks to be installed.

The #409 caboose trucks, although not historically related to the #244, caboose, were placed under it until the correct trucks can be located.

The exchange of the trucks, in addition to delivery of the #244 caboose to the Emily Street Yard, involved cranes for both the lifting of the cabooses at different times, and removal and lifting of the trucks somewhat simultaneously to the caboose lifting. While the goal and the outcome were simple, *exchange the trucks*, the work involved to accomplish this task was very complicated.

Reported by Brad LaRose
Photos by Ted Van Klaveren

Don't stop here . . .

Go online to www.slormm.com and click on Newsletter for more pages of Coast Mail. Read . . .

Notes Along the Pacific Coast Right-of-way by Andrew Merriam. Stories and pictures of The Pacific Coast Railway. See more pictures from the Grand Opening.

If you don't have internet access, send a #10 SASE to Bill Pyper, PO Box 885, Salem, OR 97308 for printed copies of pages 5-8.

Notes Along the Pacific Coast Right-of-way

By Andrew Merriam

19th Century Steam Locomotives

Manager C. O. Johnson was frustrated. It was 1893 and *The Pacific Coast Company* had merged with the *San Luis Obispo and Santa Maria Valley Railroad* in 1882 forming the new *Pacific Coast Railway*. In the past twelve years there had only been enough money available to get one additional *Baldwin* locomotive, and three bargain basement engines from a Maryland source that was unheard of on the west coast. Reputed to be from *Thos. Paul & Son* and probably built by the *Mount Savage Shops* of the *Cumberland and Pennsylvania*; they were, according to *J. Millard Fillmore*, then Pacific Coast manager, "Nothing but a source of expense and very unreliable." And now with ten years of experience, came problems with ordering a Baldwin.

It was frustrating as a manager of a railroad, a small narrow gauge railroad, placing an order with the largest locomotive builder in the United States almost three thousand miles away and having their staff essentially tell you that you did not know what you were doing. Johnson did not care if they were big and had produced over 13,500 locomotives at the time that number 101 was ordered, they did not know about his central coast operation. He had a locomotive with a *Hunter stack* and it worked fine. Baldwin also didn't get the diameter of the air pumps right. But one had to argue politely with your supplier, especially given their relative positions.

He would be specific, however, in his August 7, 1893 letter to the treasurer of the Oregon Improvement Company in New York, the parent company which was processing the locomotive order, in trying to get things straightened out.

They have substituted the Raleigh and Gaston smokestack of wood, when we called for the Hunter. In a letter of explanation from the Baldwin people they seem to raise some question about the effectiveness of the Hunter stack with an extension front. We are now operating a Hunter stack with extension from engines with perfect success and as our wood is a hard live oak and the R. & G. stack is made for pine, I do not think it would answer our purpose and would much prefer the Hunter, for which we asked and which we are now operating.

Continued on page 6



Figure 1: The Avila, the original locomotive of the San Luis Obispo and Santa Maria Valley Railroad. From the collection of Gerald Best

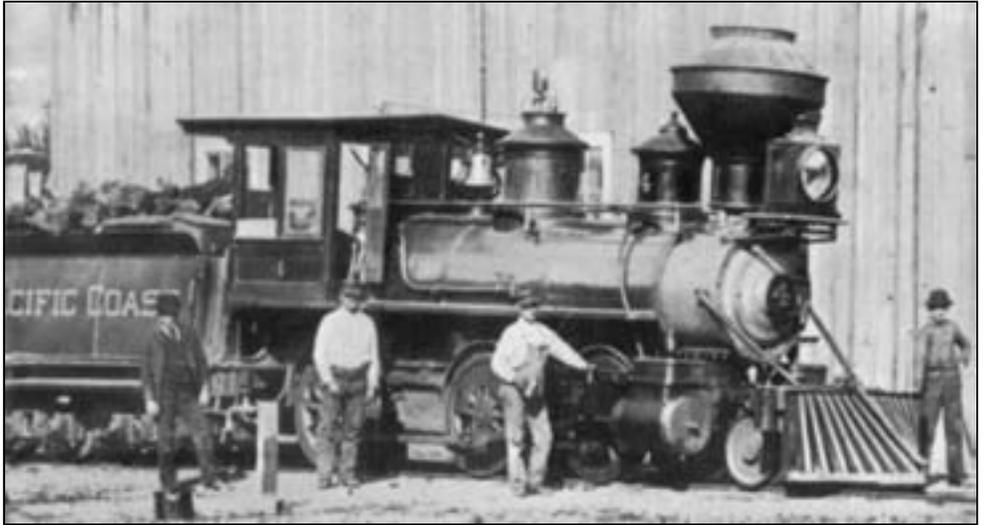


Figure 2: Engine No. 4 was the first Mogul on the system. It is shown here in 1884 at San Luis Obispo, still in the wood burning configuration. Note the long shank on the pilot to connect to the link and pin couplers of the day. Best collection.



Figure 3: Engine No. 6 was a classic American 4-4-0 built by Baldwin in 1883. By 1894 it had been converted from burning wood to coal.

From the Gerald Best collection.

The Westinghouse air brake specification calls for an eight-inch pump. We asked for a nine and a half inch and this additional size costs but \$25 more.

We are now having considerable trouble with the smaller cylinder air pumps, giving out on our heavy grades and if not too late, I would ask that the nine and a half inch cylinder be ordered.

In the beginning motive power on the central coast was not steam and the rails were not iron. The modest beginnings of the railroad was John Harford's horse-drawn carts rolling on wooden rails connecting the road end at Avila Beach to the new pier at the safe end of the harbor under the high cliffs at Point San Luis. There was a bridge across the creek and a high tunnel built in 1873. Freight traffic grew and the track capacity had to be enlarged. A very satisfying condition indeed to the local investors. The steam engine was the best option at the time.

The first steam engine, appropriately numbered 1 and called the Avila (see figure 1), was a double ender built in 1875 by Baldwin. It was a black tank engine with gold lettering and striping. According to Baldwin records the lettering was originally called out to be lake (scarlet) but this was changed before shipment. I remember marveling about the quality of this photograph when reading Gerald Best's book on the PCRY in 1964. It was so superior to other photographs of the period. It turns out, based upon research by Ken Westcott, author of *The Pacific Coast*

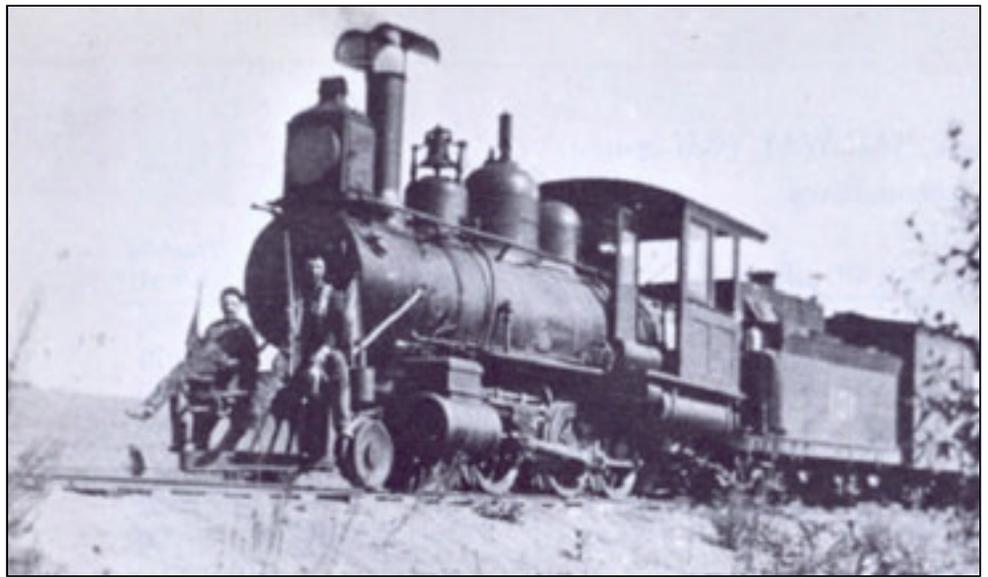


Figure 4: Engine 101, the Baldwin Mogul is shown converted to an oil burner but still with the odd butterfly spark arrester from its coal days. The large oil headlamp is typical. The bell mounted on the front sand dome is not. It is no doubt a Pacific Coast shops' reuse of an earlier bell. From the Gerald Best collection.

Railway, (1998) that since no original builder's photograph could be found, artist and railroad collector Ward Kimball of Southern California lettered this builder's photo of a similar locomotive for the San Luis Obispo and Santa Maria Valley. Thus the sharp photo from some 50 years later.

Those of you with sharp eyes will have correctly seen that firewood was stored in the cab. This system worked for switching and short runs but not out on the line. An eight-wheel tender had been added the year before the Avila was sold to the Columbia and Puget

Sound in 1883. Tractive effort for No.1 was 4600 pounds. This meant that the Avila could only handle the few cars suitable for railroad construction.

More engines, power and speed were needed to operate the railroad. The small 4-4-0 Baldwin of 1876 (No. 2) met the first and third categories but it was not until the organization of the Pacific Coast Railroad in 1881 that the motive power issue was more fully addressed. The Pacific Coast Railway and the San Luis Obispo and Santa Maria Valley Railroad were to merge the next year.

Continued on page 7.

Figure 5

Nineteenth Century Locomotives of the Pacific Coast Railway

No.	Type	Builder	Constr. No.	Date Bld.	Drivers	Cyls.	Total Weight	Boiler Pressure	Tractive Effort
1	2-4-2T	Baldwin	3771	8/1875	36	10x16	40000	125	4600
2	4-4-0	Baldwin	3968	8/1876	42	12x16	44000	130	6070
3	4-4-0	Grant	1410	4/1881	44	12x18	46000	140	7020
4	2-6-0	Grant	—	4/1881	36	15x18	48000	140	13400
5	2-6-0	Grant	—	4/1881	36	15x18	48000	140	13400
6	4-4-0	Baldwin	6921	8/1883	41	13x18	43000	140	8800
101	2-6-0	Baldwin	13732	9/1893	42	14x18	55640	140	10000
102	2-6-0	Grant	See No. 4						
103	2-6-0	Grant	See No. 5						
104	4-4-0	Grant	See No. 3						

Notes regarding:

No. 3 Rebuilt 1899 and renumbered No. 104

No. 4 Rebuilt 1898 and renumbered No. 102

No. 5 Rebuilt 1898 and renumbered No. 103

The builder of these three engines is unclear. See Text. (primary information for this table is from Gerald Best.)

19th Century Steam Locomotives

Continued from page 6

In the following decade, the three locomotives built in 1881 and purchased from Thos. Paul and Son arrived. A 4-4-0 passenger engine with 44 inch drivers and a tractive effort of 6,070 pounds and two 2-6-0 Moguls for freight with just over 7,000 pounds of tractive effort. They were somewhat heavier than the earlier engines. See Figures 2 and 3 for photos and Figure 5 for the engine roster. This trio would have to satisfy the requirements for the next ten years until C. O. Johnson was able to place another order with Baldwin.

For comparison, in that era, the standard gauge Southern Pacific had a couple of 2-4-2T engines with 9740 to 10960 pounds of tractive effort, more than double the Avila's capacity. Eight wheelers built in the 1870s typically had 11000 to 12000 pounds of tractive effort while moguls reached the 25000 to 29000 range. In general the same wheel arrangement in standard gauge would generate two to three times the tractive effort when compared to its narrow gauge brothers.

The next new engine was a Baldwin, the No. 6. It was only slightly stronger than its 4-4-0 predecessors but evidently more satisfactory in performance. As a point of interest, the No. 6 was shipped by boat around Cape Horn and replaced the Avila, which had been sold the previous year. No. 6 was burned in the fire at the Los Olivos Round house in 1896 and scrapped in 1900.

The last of the early steam engines came in 1893 when C. O. Johnson had his difficulties with Baldwin. The 101 was a small Mogul (see Figure #4) and was the first in the new numbering system. Numbers 102 through 104 were the second numbers for old numbers 3 through 5. She was converted to an oil burner as soon as that fuel proved effective but for some reason retained her unusual butterfly spark arrester from coal burning days.

These four engines, now numbered 101 though 104, were to hold down the service requirements of the Pacific Coast Railway until 1904 when a new order was placed with the Baldwin Locomotive Works for five consolidations with 80% more capacity than the old Moguls. These new engines and the two ten-wheelers will be the subject of the next installment.

Grand Opening Day



The main exhibit room



Kids enjoy the Thomas the Tank Train layout.



Jerry Freedman of the National Association of Watch and Clock Collectors, Chapter 52, gave a presentation about historic railroad time pieces, on Saturday morning, October 12th, at the San Luis Obispo Railroad Museum.

SLORRM Grand Opening



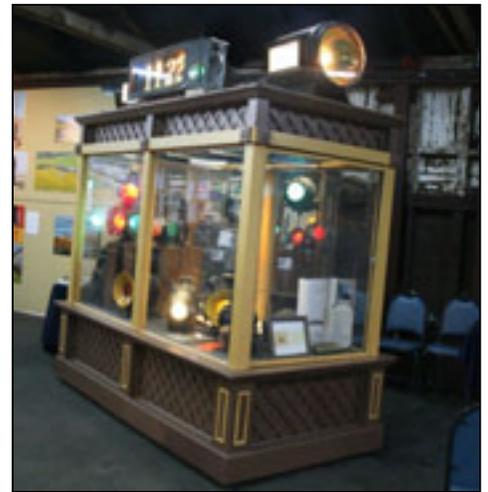
Above: Liisa Stark, Public Relations Director for the Union Pacific Railroad iterates UP's support for the Museum. Union Pacific also donated \$550 to the cost of opening day and parked a GE CA45AC locomotive on the team track for the occasion.



Right: Museum's extensive collection of Railroad lanterns and signal lights is one of the central exhibits.



Vicki Jansen, a legislative aide to State Assemblyman Katcho Achadjian presents a proclamation recognizing the years of hard work which resulted in the San Luis Obispo Railroad Museum's Grand Opening on October 12th, 2013.



Former Disneyland display cabinet is now the home of many San Luis Obispo Railroad Museum treasures.



Above: Amtrak Coast Starlight passes the Museum platform on its way South.



Right: Visitors enjoyed music provided by the Central Coast Brass Ensemble