

SUMMER VISITORS . . .

ELKS came to the Museum and YMCA kids came



Museum docents Tom Grozan (standing at right) and Kathy Rios (just out of view at the left) set the stage for Everybody Loves Kids participants to prepare some of the many trees that will be used on the Museum's model railroad. Photo by Diane Marchetti.

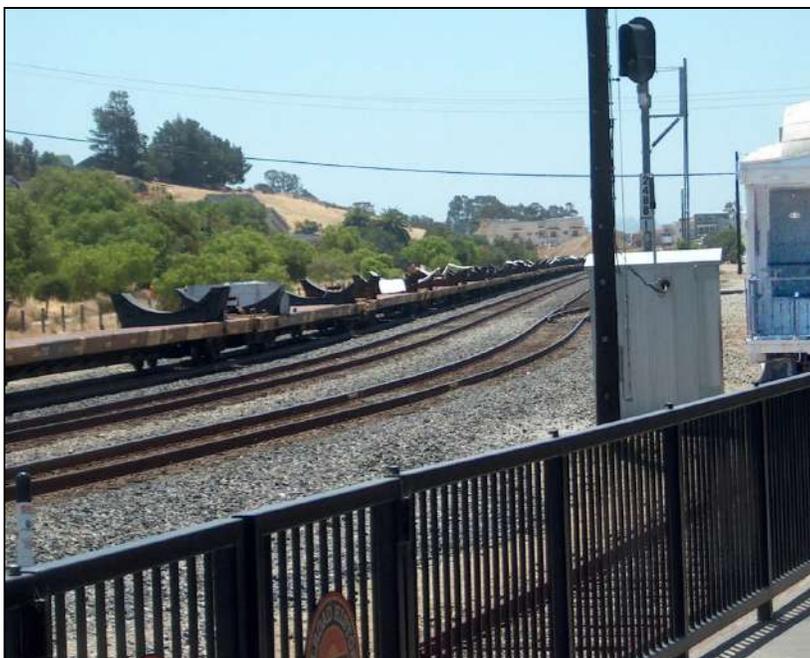
Everybody Loves Kids, a road-rally group that raises funds for charities benefitting children, visited the Freighthouse on May 18. Members came to the Central Coast from as far as Oklahoma, Florida, and Maine, and the Museum was one of their stops. They tried their hand at preparing trees for the Museum's model railroad scenery, viewed the model railroad and La Cuesta, and got a very brief history of railroading in the area.



On June 24 about 26 children and several adult chaperones in the YMCA summer youth program walked from nearby Hawthorne School to the Freighthouse. After dividing into three groups, they toured the exhibit hall, the model railroad area, the children's activity area, and the platform. Photo by Glen Matteson



The young visitors got to see the midday Amtrak Surfliner arrive and depart, with much waving. And a special treat: two spotless Union Pacific locomotives with a business-observation car on a north-bound inspection trip. Photo by Glen Matteson



There were many things to talk about, including these long flatcars linked in sets of three and used to carry wind turbine blades, stored empty in the yard track and extending over a mile.

Photo by Glen Matteson

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Mission Statement

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 facilitate a better understanding of how railroads have affected our areas social, cultural and economic history.

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BY-LAWS AVAILABLE

Every member in good standing is entitled to a copy of the San Luis Obispo Railroad Museum By-laws. For the sake of economy, we have not distributed them to all members automatically. To get a copy, send a #10, self addressed stamped envelope to SLORRM, 1940

2 Santa Barbara Avenue, San Luis Obispo, CA 93401 or go online to www.slorrm.com under the **members only** section.

Renew your membership

The Museum exists thanks to continued member support. All annual memberships expire on December 31. If you have not already renewed, please provide your payment and any changes to your contact information: phone number, and U.S. mail and email address. You can renew online through the Museum's website or checks may be mailed to the Museum. If renewing online, you can provide updated contact information by phone message to 805 548-1894 or email to info@slorrm.com

The Museum will never share your contact information.

To renew your membership online using a credit or debit card, go to www.slorrm.com and click on MEMBERSHIP, then click on SUBSCRIBE and fill out the PayPal form.

Become a Member

Membership in SLORRM provides an outlet for anyone interested in railroad history, train travel, railroad oriented entertainment and the value of railroading to the community.

Membership is designed for those who love trains and wish to educate others, young and old, and who share an interest in railroad history and the San Luis Obispo Railroad Museum.

Single members pay \$36 per year. A family can join for \$60 annually, and a sustaining member pays \$100 per year. Mail to SLORRM, 1940 Santa Barbara Avenue, San Luis Obispo, CA 93401. Go to <http://www.slorrm.com> to download an application form. You can join or renew on line at www.slorrm.com and click on MEMBERSHIP. This will allow you to use Pay Pal to make your payments.

Life Members receive an embroidered patch, enameled pin, the Coast Mail newsletter, and have voting rights for one person for life. Spouse and dependent children under the age of 18 are included as members. *Use current age to calculate amount due.*

40-65 \$1200 or 5 payments of \$275
66 and older \$800 or 5 payments of \$180

If making payments, the life membership card will be sent upon receipt of final payment. Until such time as the life membership is paid in full, the member will receive a yearly membership card. All payments made toward a life membership are non-refundable and failure to make a scheduled payment by the due date will result in forfeiture of all funds paid toward the life membership. Payment plans include yearly member dues.

New Members

Ron Janney and James Scott have joined the San Luis Obispo Railroad Museum since the last Coast Mail was published.

Individual Renewals

Warren Bebout, William Cooper and Beverly Murray have renewed their membership in SLORRM.

New Family Members

The Daniel Grant family has joined the San Luis Obispo Railroad Museum.

Sustaining Members

Pierre Rademaker has renewed his sustaining membership.

Donations & Acquisitions

Thanks to special efforts by member Brad LaRose, the Museum has obtained what is believed to be the ornate steel and glass ticket window of the original 1894 San Luis Obispo Depot, removed before the depot's demolition in 1971. This artifact, sometimes called a ticket cage, will soon be on display. Its return to San Luis Obispo followed a long and winding road that included Colorado and Iowa. Watch the next Coast Mail for details.

TIMETABLE

These are the scheduled business meetings of the Museum Board of Directors, which are held on the second Tuesday of each month in the Freighthouse at 1940 Santa Barbara Avenue, San Luis Obispo. Meetings begin at 6:00 p.m and are open to the public.

September 8 *Business Meeting*

**October 1-4
Central Coast Railroad
Festival**

October 13 *Business Meeting*

November 10 *Business Meeting*

December 8 *Business Meeting*

January 12 *Business Meeting*

Company Store

The San Luis Obispo Railroad Museum has a variety of items for sale for your enjoyment and to raise money for the Museum. T-shirts in both adult and children sizes, baseball hats, belt buckles, coffee mugs, enamel pins, embroidered patches, engineer hats and videos are all available by going to the Museum web site, www.slorrm.com and click on **Company Store**.

And so did residents of Ingleside and the Villages



On the regular open day of July 11, seven residents of Atascadero's Ingleside Assisted Living Facilities toured the Museum. Then on July 15th a special opening was arranged for San Luis Obispo's Villages at Garden Creek scheduled outing day. Fourteen residents, accompanied by Angela Ojeda, their Life Enrichment Lead, enjoyed learning about area railroad history. Several were long-time local residents with memories of the neighborhoods near the museum. Photo by Glen Matteson.

And there were visitors interested in visitors



On the evening of July 28th, about 30 members of organizations involved in promoting and serving visitors to the area met at the Freighthouse for informal presentations, and snacks and beverages provided by local vendors. Local government agencies and advisory bodies, Amtrak, the History Center, the Chamber of Commerce, and the County Library were among those represented. Museum volunteers outlined the many aspects of the Museum's operations, including preserving and restoring artifacts, informing visitors of all ages, and providing material for researchers. Photo by Glen Matteson

Plus a musical note, and modelers

On July 18 supporters of the San Luis Obispo Symphony met in La Cuesta. And on August 1, a regional division of the National Model Railroad Association toured the Museum's layout. The Museum is becoming an attraction for a wide range of visitors.



The Central Coast Railroad Festival returns October 1st through 4th. There will be many venues throughout the area, with attractions spanning model railroads, events, exhibits, and presentations on several topics. Several are free. The Museum will be open Saturday October 3, with tours of the Emily Street restoration and storage yard. Major sponsors include the Museum, Union Pacific Railroad, Amtrak, and the Santa Maria Valley Railroad. For the latest details visit www.ccrf.com

From the Archives

by Glen Matteson

Watch out for Edgar

Railroads have many neighbors. It's the nature of the business, being a linear feature through town and country. Your archivist can't help picturing Pacific Coast Railway's neighbor Mr. Edgar Conrow of Arroyo Grande looking something like the farmer in the classic Grant Wood painting "American Gothic." An explanation is in order.

On a yellowed, hand-written note from May 22, 1928, Pacific Coast Railway section worker J. J. Thompson addresses Foreman H. Bunce:

"I want to see you as soon as possible as we were working at Conrows & he came out and ordered us off with his pitch fork in his hands, we were picking up a [illegible] & taking some dirt outside the track & we were burning some [probably weeds] too, we were not 12 ft. from track at any time. Ordered us off & to stay off, said it was his ranch."

A response to this specific incident has not been found. However, a similar note from H. Bunce to PCRY Superintendent Massengeil dated August 20, 1928, continues

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From the Archives: Extreme Measures? By Glen Matteson



This photo shows part of the Pacific Coast Railway's San Luis Obispo shops at its maximum extent, before the 1892 fire. The coach shed is on the right, with its side wall sheathing beginning several feet above the ground. The photo has been uncertainly credited to Leon Bartholume, and is from the collection of Pete Thorp.

In the last few years commentators have had much to say about economic disparity and political polarization at the national level. As students of historical campaigns and journalism know, suspicion and sewing discord are nothing new. But a copy of a letter in the Museum's archives reveals a surprising local angle from 1892.

In the early morning hours on November 8 of that year fire broke out along the wall of the Pacific Coast Railway's coach shed, near what is now the intersection of Higuera and South streets in San Luis Obispo. Within a few minutes, about 20 men were fighting the fire with all means at their disposal, which unfortunately did not include a lot of water. Despite their efforts, the coach shed and grain warehouse were soon engulfed in flames, and even the company's water tank was "badly charred." About 40 minutes after the shops complex alarm whistle was sounded, the city's "hose and hook and ladder companies" arrived. They did what they could for the next 40 minutes, then left when "the water supply in our tank became exhausted," according to the letter from the railroad's superintendent in San Luis Obispo to the corporate manager in San Francisco. The letter goes on to report the superintendent's investigation, begun immediately, of all the factors that might have led to the fire: unfamiliar people in the area, passing or stored locomotives as sources of sparks, lamps in coaches stored for the night, along with wind speed and direction. All were ruled out, except a wad of partly charred paper and some kindling on the ground near the coach shed, which were seen as "positive evidence of incendiaryism."

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As the embers cooled, the loss was tallied: the huge coach shed, the grain warehouse, seven passenger cars, 11 freight cars, two handcars, a velocipede, about 150,000 feet of lumber stored or in transit, and a lot of supplies, spare parts, and tools, even including horseshoes. "The iron and castings in the fire will be of no use to us as in many cases the heat was so intense as to cause the iron to run," the superintendent wrote.

Quoting from the letter, here's the plot twist, clearly speculation from today's perspective, but likely involving a wider story we will never know:

It was understood that a large majority of our men were Republicans; the Democratic party here is made up, to a considerable extent, of natives, Graves and Graves, our former attorneys, being their leaders. You will remember, Mr. Fillmore changed our company's attorneys before I came here. I was approached by a third party, in the interest of Graves and Graves, the day before the election, he asking if I would support one of their followers, Lamy, a Democrat, for District Attorney. I told him that I did not consider it the proper thing for me to take any active part in such matters. I am suspicious that these persons, knowing that a shake-up, like this fire, would keep our men on the ground [at the work site] and stop their voting, may have paid some henchman to start the fire.

Party politics in a local election, reference to "natives" as apparently distinct from railroad workers, jilted attorneys, an unnamed third party, possibly a hired henchman... fodder for fiction if anyone were so inclined.

(The original letter, dated November 10, 1892, is from the University of Washington Libraries, Oregon Improvement Company Records, that company's file number 3386.)

Watch out for Edgar (continued)

the story of Mr. Conrow (with some spelling and punctuation changes for clarity):

"Dear Sir

"Some time ago we put in 4 stakes at Conrow's ranch as rail road property line. Mr. Edgar Conrow owner of ranch has chopped one down and split 3 in two, disfiguring all letters. This stakes are 4 X 4 - 6 ft long redwood. In making these stakes painting and lettering would cost about \$5.00 apiece. You ought to pass a bill for \$20.00 against this party. What steps shall we take, fence right away or let it go at that?"
"Yours truly"

First, from a 2015 perspective of cell phone calls and text messages, it's quaint to see coworkers stationed at most 30 miles apart opening a routine communication with "Dear Sir," and closing with "Yours truly." Second, your archivist never imagined that a bugaboo of his previous life, correcting people for confusing "right-of-way" with "right away" would appear in an ambiguous context. But here it is: should they install a fence soon, or to delineate the land over which the railroad has a right of use for movement, or both?

Skirmishes may have continued for months, with incidents not recorded or the records not yet found. On June 6, 1929, Superintendent Massengeil addressed a neatly typed letter to Mr. Conrow:

"It has come to my notice that there is apparently some confusion between our employees and yourself with respect to our right of way which evidently passes through your ranch or property and I would thank you indeed to write me your contention in the matter.

"We are always desirous of getting along amicably with our neighbors and if there is anything which has been done by our employees which would create a different feeling in your mind I would thank you to state the facts and give them to me in writing under personal address."

Indeed.

Don't stop here . . .

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

WHO REMEMBERS THIS ONE?

Some long-wheelbase flange squeal and the distinctive sound of “roaring 40’s” in San Luis Obispo –in the middle of the night. What’s wrong with this sound picture?

Recently your archivist dimly remembered such a thing. It was associated with being beyond the era of waking up for babies, but not long after. The memory didn’t give your archivist the gumption to search through old timetables to confirm the particulars. So it was good that soon after the reverie, the Museum was given a collection of Passenger Train Journal magazines spanning many years. The Museum has space in its library and archives only for items directly relevant or closely related to Central Coast railroading. Since Passenger Train Journal rarely had such material, the magazines were destined for give-away or recycling. But a quick scan through them found three articles (in December 1981, January 1982, and December 1983) on what came to be called the Spirit of California, a short-lived and poorly patronized overnight train between Los Angeles and Sacramento via the San Francisco Bay Area.

Proposals for a version of the train had surfaced in 1977, led by the California Department of Transportation, Caltrans, newly charged with helping all forms of transportation, not just highways. For several years, the only passenger rail connection between the state capital and Oakland had been a three-times-per-week train with Chicago as its other end point. The proposed new daily train was tentatively called the Sacramentan. The proposal soon evolved into a night train that would link Sacramento, Oakland, San Jose, and Los Angeles. Caltrans had to work with Amtrak and the Southern Pacific Railroad to get the operation going. Amtrak owned the passenger cars and locomotives, and provided the on-board service personnel; SP owned the tracks and until the mid 1980’s provided conductors, brakemen, and locomotive engineers.

At that time there was no overnight passenger train on the Coast Route. Into the 1950s, the Southern Pacific had operated two overnight trains, the Lark with sleeping cars and the Starlight (virtually no relation to today’s Amtrak Coast Starlight) with coaches, which the SP called chair cars. By the late 1970s Amtrak was operating the

daily *Coast Starlight* with then new Superliner equipment. As now, the run between Los Angeles and the Bay Area was during the day, the “starlight” part of the name referring to its transit of Northern California and southeastern Oregon. Caltrans dragged SP into an arbitration hearing to allow the service, which SP appealed to the Interstate Commerce Commission. But before the ICC could rule, SP withdrew its appeal, probably believing that the train would fail to attract riders and soon be discontinued, and the outcome would effectively prevent additional proposals for new trains.

With much fanfare, the new overnight trains, given numbers 15 and 18, began operating on October 25, 1981. How should this be put? Number 15 departed Los Angeles and Number 18 departed Sacramento. There is no point in trying to unscramble the numbering and timetable direction of the trains in relation to SP’s east-west, even-odd train numbering system centered on San Francisco.

At inception, the train was not formally named. Some referred to it as the Californian. The Spirit of California resulted from a name-the-train contest. The winner got a free ticket. At the beginning and during nearly all of its brief life, the train consisted of a single-unit locomotive (the aforementioned EMD F-40, always in full throttle for head-end electrical power to light, heat, and cool the cars), a baggage car and one or two sleepers inherited from pre-Amtrak operations, and a dinette and two coaches of the curve-sided “Amfleet” variety. The dinette apparently often ran out of food during the run, so breakfast choices were sometimes limited to coffee, and occasionally not even that. The last run, on October 1, 1983, had a dome car.

When service started, the northbound train was scheduled to arrive San Luis Obispo at 1:20 a.m. and to depart at 1:28, while the southbound was carded for 3:51 a.m. in and 3:59 out (apologies to SP experts for using north and south). The last Amtrak timetable to show the train had the same times for the southbound train, but had added five minutes to the northbound’s S.L.O. arrival and departure. If anyone has a nice, atmospheric night photo of the elusive Spirit of California on the Central Coast, let us know. Light-defusing fog at the SLO station? A moonlight crossing of the Stenner trestle? A person can dream.

What the heck happened?

Thanks to a documents donation some time ago by Stephen Ferrari, little gems of communication between Pacific Coast Railway employees keep turning up. This one is worth quoting in its entirety, with your archivist correcting some creative spelling and dividing it into sentences, which the author avoided. It clearly involves different versions of a mishap, probably on or near a bridge, a stray dog, and a day full of tasks. But beyond that it’s anybody’s guess.

“Apr 7/26

“W. T. Massengeil [superintendent]

“I did not want to make a report about Charley Brown when he hit my case joint but he made a report and I am going to make a report too. Now I had my case joint in a straight line about ¼ of a mile. Any body who had brains could see it. I was under the bridge putting some planks, because the dirt was falling down, when I heard him hit the case joint. I ran up. I said ‘What is the matter with you?’ And he said ‘See I am blind,’ and he said ‘I was looking at the dog and did not see the case joint.’ And I told him ‘Look out for the cars because the cars are more trouble than a dog.’ And that way that man is more danger than the train. And if I have to put the car on track and take it off the only thing I have to do is to put the car on tracks and take it off and lose the whole day for nothing. If I worked 1 day on one piece it would be all right but I only work about ½ or 1 hour in one place and move again because I have to fix the bad places first. I left the car on the track because I want[ed] to go to the port because it was raining. The work was about 1 hour work and I was nearly done when he hit the case joint.

“A Silva [section foreman]

“S.L.O.”

No names were changed. “Case joint” probably means part of a homemade, on-rail jalopy that incorporated something manufactured by the Case Company, which built tractors. In your archivist’s first reading, the statement was literally “... hid my case joint,” so it appeared to involve a prank. But later the intent is clearly “hit.” Mr. Silva was responsible for making all sorts of corrections along the line involving rails, ties, hardware and drainage. Apparently he used a handcar or motorized car with flanged wheels to follow the rails.

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What the heck happened? Continued

If he were to work in one spot for a long time, he would remove the car from the tracks. (Flag protection apparently was not in the rulebook.) Mr. Silva wanted to spend his time correcting defects, not taking his vehicle on and off the tracks; that much is clear. It seems there was straight track for one-quarter mile approaching the work site—no curve to obstruct the view of an approaching train or other on-track equipment. Was Mr. Brown an engineer? If he was the only other person to report, probably not. More likely he was another maintenance-of-way worker in another jalopy. Was that dog the one responsible for eating so much homework?



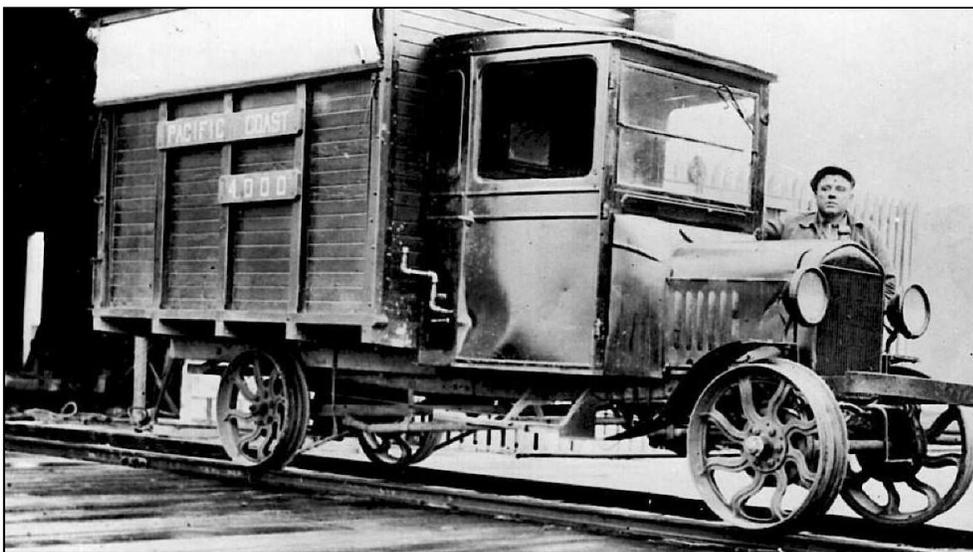
The incident on the bridge may have involved a vehicle like this. The date, the operator, and the photographer are not known, but the location appears to be the line to the Port Harford pier, soon after a storm. (Pete Thorp collection)



Photo by Glen Matteson

Board member Glen Matteson, with the approval of Central Coast Flyer train events manager Terry Remick, over the last year has presented a few informal “rolling docent” sessions aboard streamliner-era rail cars coupled to the midday Amtrak Surfliner, between San Luis Obispo and Goleta. The trips are an opportunity to introduce the Museum

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Or, maybe the bridge incident involved this type of vehicle, Pacific Coast Railway No. 4000 (the “class unit;” were they planning a fleet?). Again, the photographer and date are not known, but the vehicle appears to have emerged from a dark shed. The name Dick Bettencourt is very lightly penciled on the back of the Museum’s print, which is stamped as being from the collection of Stanley A. Snook, and it came to the Museum via Pete Thorp.

Taking the show on the road



Photo by Teri Mitchell

Many area residents are still surprised to learn that there is a railroad museum nearby, so Museum volunteers use many opportunities to spread the word. A recent one was the Fourth of July parade in Templeton. Ted VanKlaveren drives while Mark VanKlaveren and Ron Robinson pose with the bright red handcar, and Denise VanKlaveren and Brianne Robinson keep an eye on things from the truck bed. Ted and Tom Mitchell, walking next to the truck, are regular volunteers who help with a wide range of restoration projects, displays, and events.

Taking the show on the railroad

to a wider audience. On two occasions the presentations focused on petroleum, from the Chumash caulking their ocean-going canoes with natural tar seepage, through the Pacific Coast Railway’s tank cars and Port Harford (Avila) marine terminal, to current tank-train operations and recent proposals for refinery trackage expansion on the Nipomo Mesa. But on July 18, Glen shared a story that’s so good the Museum plans to publish it in a small, illustrated book.

It’s the tale of the Great San Luis Obispo Train Burglary of 1904, extensively researched and written up by fellow board member Brad LaRose. Glen’s condensed version was presented as a “story time,” with pauses for questions posed to riders and rewards for those guessing correctly what would happen next. In the photo, Glen’s assistants wear or hold the three prop hats (of questionable authenticity) because hats figure prominently in the story.

And to the Historical Museum



Photo by Glen Matteson

On August 7 the Museum's visiting exhibit on the Pacific Coast Railway opened at the San Luis Obispo History Center, in the Carnegie Library near the Mission. The exhibit presents vignettes showing how the railway from Avila to San Luis Obispo and into northern Santa Barbara County made big differences in the lives of residents, farmers, and business people in the area served. Member Andrew Merriam put many hours into designing the exhibit,

which will stay in the History Center through the end of October.

As an adjunct to the History Center exhibit, Andrew Merriam will give an expert's overview of the history and importance of this first rail line on the Central Coast at the Railroad Museum's Freighthouse, on Saturday, September 19, from 11 am to noon. The presentation is included with the regular price of admission.

Another coastal excursion



LARail's conductor Bill Hatrick speaks to guests aboard the private car Overland Trail.

Photo by Jack Hutchinson

On June 20 the Museum sponsored its second outing on private cars operated by LARail and attached to Amtrak's midday Surfliner train. A total of 45 riders travelled between San Luis Obispo and Santa Barbara, some going down on the early morning Surfliner's modern cars and returning on the private cars Overland Trail and Pacific Trail with the afternoon Surfliner. Others went south on the private cars and returned on the evening Surfliner. The weather was perfect and all had a fun day. Part of the ticket proceeds will be used to support Museum operations and restoration efforts.

The Museum is arranging additional outings, including two trip options for September 19. As this edition was prepared, the morning departure with mid-day return had seats available but the early afternoon departure with evening return had sold out and a waiting list was established. So, watch your email inbox

or check the Museum's website under "About," then "Events" for information on future trips.

Overland Trail is a club-lounge car built by Pullman Standard Company in 1949 for the Southern Pacific Railroad, which gave it number 2981. It was initially used in pool service with Union Pacific equipment on a jointly operated train between Chicago and Oakland. After a varied career, the car was restored and given its current name by LARail, a company that operates private cars in connection with tours from Los Angeles to Santa Barbara, as well as longer trips throughout the country. About every one or two months LARail's private cars come to San Luis Obispo with Amtrak's midday Surfliner. For more on the history of Overland Trail, its current use, and other vintage cars often seen at San Luis Obispo, visit the website www.LARail.com. Pacific Trail is a fully operational former Union Pacific 44-seat chair car undergoing cosmetic restoration. This car, built by Pullman-Standard in the 1950s, was given U.P. number 5430, and served throughout the system.

As a side note, docents often are asked if the Museum's former Santa Fe cafe-lounge car La Cuesta will be available for excursions. Unfortunately, the answer is no. While the original 1926 friction bearings have been replaced with roller bearings and the brakes have been inspected and maintained, movement with Amtrak trains would require several difficult and prohibitively expensive steps:

- Establishing a switch connection with the active Union Pacific tracks;
- Arranging for the activity of switching at San Luis Obispo, which is no longer done routinely;
- Installing 480-volt electrical cables so power generated by locomotives can be passed through for (via transformers) train heating, air conditioning, lighting, and appliance outlets;
- Installing control cables to allow an engineer at either end of a train to operate a locomotive at the other end, from another locomotive or from a contemporary car equipped with locomotive-type controls;
- Installing new wheels with steel certified for high-speed operation.

Virtually all of the vintage rail cars of any ownership or home base that are operated with Amtrak trains have had to make the types of on-board upgrades noted above, along with new safety glazing in windows and retention systems for waste. We who enjoy riding them, or just watching them roll by, owe a debt of gratitude to the owners and to the craftsmen and women who make it possible.

Looking Ahead



Photo by Alex Gillman Photography

Locomotive engineers, due to the momentum of trains and to track alignments and profiles, need to keep their trains' characteristics and track conditions constantly in mind, and to think far ahead. The Museum's Board of Directors has been taking a similar approach to "running" the Museum, thinking about the coming year as well as the more distant future. Partly in response to the City of San Luis Obispo's desires in connection with extending its lease for the Freighthouse and some surroundings, in June the Board approved a Strategic Plan.

The plan gives a brief background of the Museum's founding and outlines its goals and public benefits. It then goes on to list all the activities, programs, and projects underway or planned, setting measurable objectives where possible. Public hours, equipment restoration, special events, Internet access, maintenance of outdoor displays, the model railroad, future space needs, and many other aspects are addressed. A continuing theme is the need to make the Museum welcoming to railfans, the general public, and new members, especially those willing to help with all the needed tasks. The plan concludes with ways to keep a sound financial footing and an effective internal organization.

The *Strategic Plan* will be reviewed annually when the Board considers the budget for the coming year, and can be revised as needed.

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For a digital or a paper copy of the plan, or of the Museum's *Collections Policy*, contact Glen Matteson through the Museum's telephone message at 805-548-1894 or e-mail info@slorrm.com



Photo by Gary See

What you don't see

There's not much to see in this photo, because on June 10 there was an encore performance of the moving crew (*Coast Mail Spring 2015*). They shifted nearly all the remaining rail stored in the Museum's Emily Street Yard away from the western fence, which is to be moved in connection with neighboring development. Additional moving and cleanup were done on August 1. The fence was originally installed, years before the Museum occupied the area, within part of the unimproved street right-of-way that the Museum now uses, rather than along the property line. While moving the rail and other items recently drew resources from other tasks such as rolling-stock restoration, it became part of a larger effort to clean up and organize the yard and to identify materials that may be declared surplus.

And the good news is that the approved neighboring development will be required to pave and install sidewalks along Emily Street south to its intersection with Roundhouse Avenue, while having little or no impact on the remaining part of Emily Street that the Museum occupies. Museum volunteers had followed the proposal through several versions and meetings during the public hearing process. Hopefully the end result will be a more attractive and safer southern approach to Emily Street Yard. There remains the long-term concern of finding a supplemental or replacement site for Emily Street, especially one where major restoration work can be done sheltered from weather. That issue is among many addressed in the Museum's newly approved *Strategic Plan*.



In October 2014 a train of a different kind passed by, a pack train.
Photo Glen Matteson