



Baldwin Locomotive #7 and Plymouth Switcher move to Santa Margarita



In 1998, the 1927 Baldwin 30-inch narrow gauge, 0-4-2RT steam locomotive was acquired from Philip and Dina Goldman. In 2003, the Goldmans donated locomotive #7 to the Museum. In December, 1999, the museum received the donation of Plymouth 3-foot narrow gauge gas locomotive #594 from Brad and Patty LaRose.

Since their acquisition, both of these locomotives have been stored on the property of Jim and Judy McEntire in Atascadero. The McEntires generously allowed the locos to sit on their property, rent free. However, considering their future plans for the property, it became necessary to find them a new home.



Both will be on display May 6th and 7th at 2nd Pacific Coast Railroad Roundup

Rob Rossi, museum life member and benefactor, agreed to allow the locomotives to be moved to his Santa Margarita Ranch, home of his 3-foot gauge Pacific Coast Railroad. This is an excellent location for the locomotives, as museum members and supporters will be able to view them during the Pacific Coast Railroad Roundup on May 6th and 7th.

Over two days in mid-November, museum members Jim McEntire and Brad LaRose, ably assisted by Dwight Peterson of Peterson Low Bed Service, moved the locomotives from Atascadero to Santa Margarita Ranch. The project required two moves: first several cars had to be moved off the panel track of the Pacific Coast Railroad. This made room for the two museum locomotives, which Dwight then hauled to the ranch and placed on the panel track. Several days later, the rail was removed from the McEntire property.

Emily Street Storage Site Prepared



On Thursday, December 1, 2005, the San Luis Obispo Railroad Museum was granted an encroachment permit for the unused portion of Emily Street between Roundhouse Avenue and High Street, adjacent to the Sears yard. This permit allows the museum to use Emily Street for a repair and display facility.

On Saturday, December 10th, Ed and Bob Evenson of the Evenson Plumbing Company leveled and compacted the dirt that had been dumped there, making it ready for the storage of SLORRM rolling stock. At the request of Frank Rheinisch, Ed and Bob donated their time and use of their equipment to the Museum.

The realization of many years of planning is finally taking place. The grading of the *Emily Street Yard* has begun. Museum President Brad LaRose began planning the Emily Street Yard in 1997. After obtaining City of San Luis Obispo maps, which illustrated property lines, he went to Emily Street, and tried to imagine how the unpaved *paper street* could be used for a railroad yard. The museum Board of Directors saw the potential for the use of Emily Street and started on a journey through the labyrinth of government procedures to obtain the permit.



Permanent structures cannot be erected in the yard, however, long term use is hoped for. The permit was issued after hundreds of hours of effort was put into developing the museum master plan. Museum members Aron Kahn, John Marchetti, Bill Pyper, Andrew Merriam, Arnold Jonas and others were instrumental in completing this plan and

Continued on page 4



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 BOARD OF DIRECTORS

Brad LaRose *President*
 Karl Hovanitz *Vice President*
 Arnold Jonas *Secretary*
 David Rohr *Treasurer*
 Bill Pyper *Newsletter Editor*
 Aron Kahn, John Marchetti,
 Duane Powell, Frank Rheinisch

Telephone 805-461-3456
 e-mail: info@slorm.com
 web site: www.slorm.com
 Mail to: P.O. Box 13260
 San Luis Obispo, CA 93406

TIMETABLE

The following is a list of future meetings of the San Luis Obispo Railroad Museum. Business meetings are held the second Tuesday of each month at the Quality Suites Hotel, 1631 Monterey Street, San Luis Obispo. They begin at 6:00 p.m.

The Program Meeting locations and times will be announced in advance. All meetings are open to the public.

February 14 *Business Meeting*
 March 14 *Business Meeting*
 April 11 *Business Meeting*
 May 9 *Business Meeting*

May 6th and 7th
Pacific Coast Railroad Roundup

BY-LAWS AVAILABLE

Every member in good standing is entitled to have a copy of the By-laws. In the interest of economy, we have not automatically distributed them to all members. To get a copy, send a #10, self addressed, stamped, envelope to SLORRM, Post Office Box 13260, San Luis Obispo, CA 93406.

2

Westside Lumber Narrow Gauge Trucks



Pacific Coast Railway boxcar #706 is gently lowered onto the Westside Lumber Company narrow gauge trucks at the Pacific Home and Garden Center yard.

In the late 1980's, the City of Santa Barbara placed a Westside Lumber Company narrow (3-foot) gauge log car, carrying a large log, on Stearn's Wharf. The car was placed there to commemorate the lumber trade that had taken place on the wharf in the 1800's.

Through the years, heavy salt spray from the ocean severely rusted the car parts and termites reduced the large wooden side sills and cross members to hollow beams.

Recently the City of Santa Barbara had to move the log car to make way for renovations to the Ty Warner Sea Center aquatic museum on the wharf. Due to the deteriorated condition of the car, the city decided not to restore it for return to the wharf.

San Luis Obispo Railroad Museum President, Brad LaRose had been monitoring this situation for several years, hoping for a chance to acquire the narrow gauge trucks from this car for our museum.



Brad contacted Karl Treiberg, Santa Barbara City Harbor Department Facilities Manager. Brad was asked where a replacement car could be found. He suggested the Durango and Silverton Narrow Gauge Railroad in Colorado. The city has bid on a car from that railroad and will place a new log car on the wharf.

After about a year of negotiations, Brad was given the go ahead to remove the car from the city yard.

On a Saturday morning in late September, Brad LaRose, Phil Reader and Jarret LaRose drove to Santa

Barbara to move the car. Sadly the wooden parts could not be saved. While cutting it up, they discovered that the car was originally built as a *skeleton log car*. It was later rebuilt as *Camp Car #11* by adding side sills and wooden sides like a boxcar.



Although the wooden parts could not be used, the trucks, air brake cylinder, link and pin couplers and metal hardware were saved.

While he was negotiating with the City of Santa Barbara, Brad was also discussing the possibility of displaying one of the Museum's boxcars at Pacific Coast Home and Garden, on Santa Barbara Street, adjacent to the San Luis Obispo railyard.

Pacific Coast Home and Garden is owned by museum life member and benefactor Rob Rossi. Anthony Wahls, manager of Pacific Coast Home and Garden Center, assisted the Museum by providing pickup trucks, trailers and crews to operate them.

On December 22, 2005, Pacific Coast Railway boxcar #706 was placed on the trucks from Stearn's Wharf, at Pacific Coast Home and Garden Center, 2034 Santa Barbara Street, San Luis Obispo, where it is on display until it can be used at the museum.

Read Coast Mail On-line

On January 8th the postage rate for mailing the Coast Mail went up to 39¢ per piece. Mailing one edition of Coast Mail costs over \$400.

You can save the Museum money by reading **Coast Mail** on-line. Send your e-mail address to **info@slorrm.com** and you will be notified by e-mail when each new edition is published. Coast Mail is usually available on-line before it goes out in the mail.

New Members

Michael and Virginia Orcutt-Clenard, Irwin Johnson, Richard Fox, Beverly Hardy, Patrick Sullivan, Barbara Menendez, Renee Morton, Gordon and Manetta Bennett and The Reverend Joseph Butters have joined SLORRM since the last issue of Coast Mail was published.

Renewals . . .

Ken Schwartz, Henry Myers, Pierre Rademaker, Curtis Reinhardt, Tom Mitchell, Charlie Dockstader, David Bruns, Danny Svitek, Doug Gerard, Charles Van Nortwick, Dave Rohr, Joe Burns, Bruce Hebron and Steve Mott have renewed their membership since the last Coast Mail was published.

If you're not a member, please join. Your support is needed. Single members pay \$36 per year. A family can join for \$60, a sustaining member pays \$100 per year. Mail to SLORRM, P. O. Box 13260, San Luis Obispo, CA 93406.

Become a Life Member

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

Membership is especially designed for those who love trains and wish to educate others, young and old, and who share the dream of building the San Luis Obispo Railroad Museum in the 1894 SP Freight House, at the San Luis Obispo railroad station.

Life Memberships: receive the Coast Mail newsletter, have voting rights for one person for life. *Use current age to calculate amount due.*

0-17 years \$1200 or 5 payments of \$280
 18-39 \$900 or 5 payments of \$220
 40-61 \$600 or 5 payments of \$160
 62 and older \$300 or 5 payments of \$100

Archivist Appointed

At its November 15th meeting, the Board of Directors appointed retired Cal Poly Graphic Communication Professor Steve Mott to the position of Museum Archivist.

Steve has a strong background in museum operation from his many years as the faculty advisor for the Cal Poly Shakespeare Press Museum.

Steve has assumed the daunting task of cataloging and photographing every locomotive, boxcar, artifact and relic the Museum has in its possession.

Once the task is completed, the catalog will be available on-line free to the public or in hard copy for a small fee.

Museum Election

San Luis Obispo Railroad Museum By-laws require that a mail-in election be held every January to select half of the Board of Directors. The term for each director is two years.

In November, Museum Secretary Arnold Jonas mailed invitations for nominations to all members in good standing.

Apparently the membership has confidence in the existing Board, as no new nominations were received.

Therefore, the terms of Directors Arnold Jonas, John Marchetti, Duane Powell and Bill Pyper will continue for another two years.



Company Store

SLORRM has a variety of items for sale to raise money for the Museum. All the goods shown below are available for purchase at any time. To order, send a check to SLORRM, P. O. Box 13260, San Luis Obispo, CA 93406. Local orders will be delivered. Outside of SLO County please include \$5.00 for shipping and handling.



T-Shirts \$17⁰⁰

Gray Haynes Beefy-T with SLORRM logo printed on front and the Historic Railroad District logo on back. Available in adult sizes; S, M, L, XL, XXL. Children's S, M, L.



Hats \$8⁰⁰

Adult or Child's



Belt Buckle \$25⁰⁰



12 oz. Coffee Mugs \$10



Videos and DVD's \$27⁰⁰

Southern Pacific Scrapbook. Final look at SP in California and Arizona.

SP Vintage West features many scenes from Bernice Jackson films. Shows SP from 1950 to 1978.

SP When the empire was intact. 1965-1975. A Look at a Great Era.

Electric Rails of Utah, featuring more of Bernice Jackson's film.

All the above were donated to the Museum by **Charles Smiley.**

3

Mystery Solved

In the last issue of *Coast Mail* we published the picture of *Kelsey Thorne*, (far right) taken in 1912, while he was working for the *Pacific Coast Railway*. Just a couple of days after publication, museum member *Gerry Johnson* put us in contact with *Charley Thorne*, son of *Kelsey Thorne*.

Kelsey Thorne started working for the Pacific Coast when just a teenager. Even though he was technically too young, he was considered "Big enough to do the job," and was hired. He later went to work for the Southern Pacific as a Hostler. Kelsey Thorne retired after 40 plus years with the railroads. Picture at right shows him in the cab of SP #4411, June 6, 1937.

Kelsey's son Charley followed his father into railroading. Hanging on a wall in his San Luis Obispo home is a plaque that honors his 43 years of accident free service as a fireman and as an engineer for the Southern Pacific Railroad.

Below left is Charley Thorne exiting the cab of SP 4459. Below right, Charley is in the window of Cab Forward 4238.



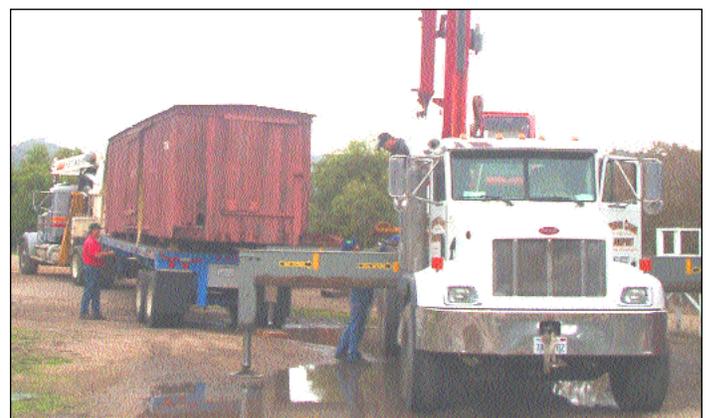
Photograph by Steve Stone, Brooks Institute

Emily Street Storage Site *Continued . . .*

its delivery to City staff. Arnold was especially helpful by tirelessly walking the master plan and the encroachment permit request through the many City offices necessary for its final approval.

Emily Street runs diagonally from the roundhouse area behind Fire Station No. 1, across Roundhouse Street, behind Pacific Home and Garden Center, to a junction with High Street near the Freighthouse. It's easy to imagine how the Museum track can extend south from the Museum building and branch off to Emily Street. At that location the Museum is building a 3-track yard.

As we go to press, the big job of moving four of the Museum's narrow gauge railroad cars from Ontario Road in the Avila Valley to the Emily Street Yard is underway. As we end the use of our original storage site, we open our new and improved yard.



The Emily Street Yard offers many possibilities to display, repair and operate our steam and gas powered locomotives. Eventually we may even lay track to connect the yard with the Freighthouse and the roundhouse area.