



Coast Mail

News from the San Luis



Obispo Railroad Museum



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Trackwork at the Museum

Track work at the Museum site has begun! As soon as the City of San Luis Obispo issued a grading permit, work began. The Museum hired Evanson Plumbing Co., the same company that graded the Emily Street Yard, to prepare the Museum's right-of-way from the Jennifer Street Bridge to where the cabooses sits, for the laying of track. That work began on September 7th. Surplus Ballast acquired from the California Mens Colony was then spread and compacted. On Saturday, November 5, 2006, Superior Crane Company was contracted to pick up ties and rail, also from CMC, and transport them to the Museum site in San Luis Obispo.

A work crew of Museum members consisting of Doug Gerard, Karl Hovanitz, Arnold Jonas, Brad LaRose, Jarrett LaRose and John Marchetti worked Saturday and Sunday and installed 100 feet of Standard Gauge track. Eventually the track will have a third rail installed to accomodate Narrow Gauge rolling stock as well.



Workers from Evanson Plumbing level the roadbed, then add and compact ballast. View of track waiting to be spiked down.

Museum Loses a Great Friend

Phil Gould — 1922 to 2006

Phil Gould will be forever remembered by members of the San Luis Obispo Railroad Museum as the superior craftsman who took a pile of junk and restored it to a like-new 1895 Sheffield Velocipede. Pictured below astride his masterpiece, Phil was busy restoring a *Speeder* for the Museum at the time of his death.



Phil was born on June 15, 1922 in San Jose, California. He passed away October 1, 2006. During WWII he served as an armorer with the 8th Air Force in England. In 1951 he was recalled to serve in the Korean War. Being part of *The Mighty Eight* was a source of great pride for Phil.

Phil once owned a working ranch near Salinas, but his career was as a heavy equipment operator for the Monterey County Road Department.

Phil's life changed in 1983 when he married Vera, the love of his life. In 1985 they retired to Cayucos.

Help Wanted

On May 5 and 6, 2007 (Yes, 6-months from now) San Luis Obispo Railroad Museum will be holding the Third Annual *Pacific Coast Railroad Roundup* at the Pacific Coast Railroad on Santa Margarita Ranch.

Last year we entertained over 2,000 guests. As you can well imagine, that requires a lot of manpower to accomplish. The 9 members of the Board of Directors, plus a dozen or so regular volunteers, all worked 12 and more hours each of these days to make the event a success.

More volunteers are needed to be sure that this event remains a success. You can help by taking tickets, being a crossing guard, parking attendant for just 4 hours on either Saturday or Sunday, or help with set-up and clean-up. To volunteer contact the Museum by e-mail at info@slorm.com or send a card to PO Box 13260, SLO 93406.



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*
 Aron Kahn *Secretary*
 David Rohr *Treasurer*
 Bill Pyper *Newsletter Editor*
 Arnold Jonas, 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.

November 14 *Business Meeting*
 December 12 *Business Meeting*
 January 9 *Business Meeting*
 February 13 *Business Meeting*
 March 13 *Business Meeting*
 April 11 *Business Meeting*
May 5 & 6 — 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.

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Museum Archiving Begins

by Steve Mott

"The Museum doesn't know what it has" was the lament heard when the position of Archivist was created recently. The rolling stock cannot be missed or forgotten, but small items, which are stored in several locations are easily out of sight, out of mind.

The Archivist had to start at ground zero, as only a desire to know what we own had previously existed. The first hurdle was computer software. Requirements were set as being PC based, accessible by any board member, a database search function by any of a dozen criteria, inclusion of photographs, and the capability of being shared on the Internet. This last point enables SLORRM to negotiate with other museums for artifact loans and the possible trading of duplicate items by having details and images available to study.

Simultaneously a collections management policy had to be written, the categories of artifacts needed to be determined, and an accession record page had to be designed.

Software packages used by railroad museums cost from \$1500 to tens of thousands. Those prices were definitely not in the SLORRM budget. Most are written for professional staff at publicly funded museums, thereby overkill for our museum.

The Board accepted the recommendation to use Filemaker Pro 8, a

popular consumer database program that fulfills our needs. It was available for under \$150. It is registered in the name of the Museum.

The problem of labeling and numbering our artifacts is not yet resolved. We have everything from fragile paper items to chunks of cast iron on which to apply labels without damaging the item or losing the label.

Member Honored



Museum member **Agatha Reardon** accepts the award for *City of San Luis Obispo Parks and Recreation Volunteer of the Month* from PRC Chair Bill Pyper on August 2, 2006.

No Election . . .

Once again the membership has given the Board of Directors a vote of confidence, and no new candidates were nominated for the Board. Therefore, no election is required.

Great Day at BitterCreek October 29th

The sun was shining and a cool breeze was blowing, and ten trains were running. All the ingredients for a perfect day at BitterCreek Western Live Steam Railroad. About 225 loyal supporters of the Museum came out for the Fall Train Festival fund raiser.

John Marchetti and Bill Pyper took their tickets; Arnold Jonas and Duane Powell cooked the dogs; Brad LaRose and Charles Jordan kept the trains running; Joe Burns and Aron Kahn conducted themselves admirably while Karl Hovanitz supervised the whole thing.

By and large, a good time was had by all who attended.



The Brown family of Oceano took their daughter Lilly on her first train ride.



Aron Kahn pulls a mixed consist of happy riders with his Cab-Car.



Jamie Foster photo

Jamie Foster photo

Another Mystery

Bob Stout is looking for information about his Grandfather. *Oliver Kansas "OK" Stout* came to San Luis Obispo from Oklahoma around 1906. He was employed by the SP as a machinist. Bob Stout can be contacted at bob_stout50@hotmail.com.

New Members

D. C. Garrett, Ron and Louise Milot, and Paul Pedroni have become members of SLORRM since the last issue of Coast Mail was published.

Renewals . . .

Joe Burns, Charles Van Nortwick, Irwin Johnson, Tom Mitchell, Beverly Hardy, Renee Morton, Glen Matteson, Charlie Dockstader, Willie Chambers, Brad LaRose and family, Bruce Hebron, Jim and Sharon Chernoff, Dave Rohr, Nicholas Price, Danny Svitek, Doug Gerard, Steve Mott, Tom Petersen, Charles Jordan, Dennis Cementina, The Pando Family, and Arnold and Peggy Teague have all renewed their membership since the last Coast Mail was published.

Linda Booker, and Dyer Campbell have become life members.

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. See below for information about Life Memberships.

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 Freighthouse, at the San Luis Obispo railroad station.

Life Memberships: receive a special laminated membership card, embroidered patch, enameled pin, the Coast Mail newsletter, and 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

Company Store

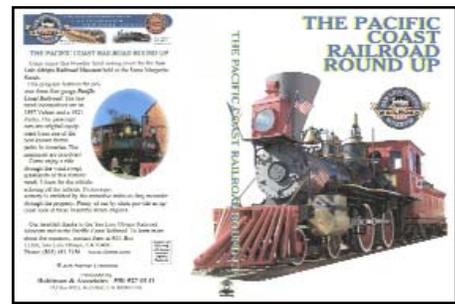
SLORRM has a variety of items for sale to raise money for the Museum. All the goods shown below are available for purchase at any time.

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.



Roundup Video Available: \$20⁰⁰

Robinson & Associates of Red Bluff, California has produced a DVD from video taken by them at the *Pacific Coast Railroad Roundup* in 2005. The hour-long video presents a great view of the two-day event.



Videos and DVD's \$20⁰⁰

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 Presents.**



12 oz. Coffee Mugs \$10



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.

Family Life Memberships: receive special laminated membership cards for all family members, the Coast Mail newsletter, two enameled pins, two embroidered patches, and voting rights for life for two people residing at the same address. *Use the age of youngest family member to calculate amount due.*

0-17 years of age \$1800 or 5 payments of \$420
 18-39 \$1350 or 5 payments of \$330
 40-61 \$900 or 5 payments of \$240
 62 and older \$450 or 5 payments of \$150

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.



Hats \$8⁰⁰
 Adult or Child's



Belt Buckle \$25⁰⁰



Blue and Tan Baseball Hat \$20
 one size fits all
2" dia. Embroidered Patch \$5
1" dia. Enameled Pin \$5



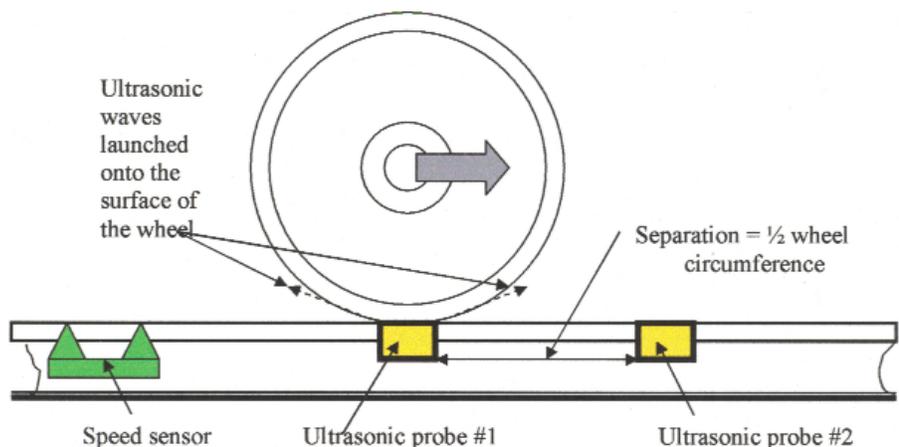
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SLORRM and PCRR Help Develop New Railroad Wheel Tests

On August 12, 2006, Museum President Brad LaRose, used the Museum's Plymouth Switcher, running on the Pacific Coast Railroad rails, to assist Ron Alers of Sonic Sensors with the testing of his equipment. Sonic Sensors of San Luis Obispo, has developed new devices for the testing of railcar wheels. Following is a report from the project.

In-service Testing of Railroad Wheels

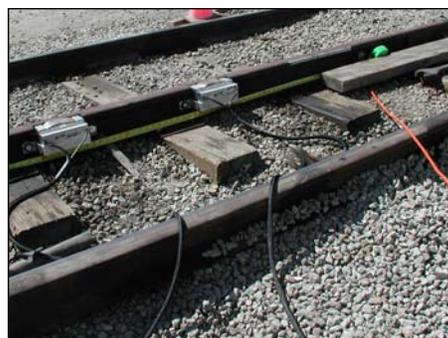
During regular service, the wheels of railroad rolling stock accumulate wear which often appears as cracks in the tread of the wheel. If these cracks are allowed to grow, it is possible that the wheel can break and cause serious damage. It is common practice to remove wheel sets at regular intervals and machine away a layer of the tread to prevent the development of the deep cracks that can lead to failure. Often non-destructive tests are performed to assess any remaining damage and to approve the used wheels for further service. Among the many techniques available for the detection of cracks, ultrasonic methods are particularly useful because the inspecting beam of energy can penetrate deeply into thick metal parts and expose hidden cracks by an echo-ranging technique similar to that used by radar or sonar for the detection of aircraft or submarines. The application of ultrasonic methods to inspect the tread of a railroad wheel requires coupling an ultrasonic probe to the wheel surface through a thin layer of grease or water - a process easily carried out in a repair shop, but not while the wheel is under a car on a railroad track. Recently a new kind of ultrasonic probe has been developed that does not require the grease or water coupling layer. It operates like an electric motor or generator by inducing forces across a small air gap between the probe and the metal part to be inspected. It can be mounted in the rail and performs its inspection of the wheel in the short time it takes for the wheel to roll over the probe. The drawing below shows how such an ultrasonic probe operates.



The two ultrasonic probes shown in the drawing above are attached to the rail web and contact the wheel through a hole cut in the head of the rail. During the time of contact (about 0.006 seconds at 20 mph), the probe sends out ultrasonic waves that inspect the bottom half of the wheel. Two probes separated by half of the wheel's circumference insure that both the top and bottom halves of the wheel get inspected. A speed sensor mounted upstream from probe #1 detects the arrival of a wheel and measures its speed. A computer uses this speed to calculate the time at which the wheel will reach the probes and activates each probe in succession when the wheel is exactly positioned over each probe. Since the speed of sound in steel is very large, it takes less than 0.001 second to perform the inspection of half of the wheel.



Brad LaRose drives the switcher over the wheel inspection sensors.



The ultrasonic probes are installed in cut-outs on the field side of the rail. The speed sensor is on the gauge side of the rail at the end of the orange cord.



Switcher wheel passes over sensor.



Ultrasonic probes "in action" under a passing rail car.