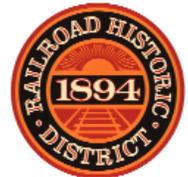




Coast Mail

News from the San Luis Obispo Railroad Museum



Volume 8, Number 2

San Luis Obispo, California, Spring, 2007

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Philip Goldman: Museum Benefactor

By Brad LaRose

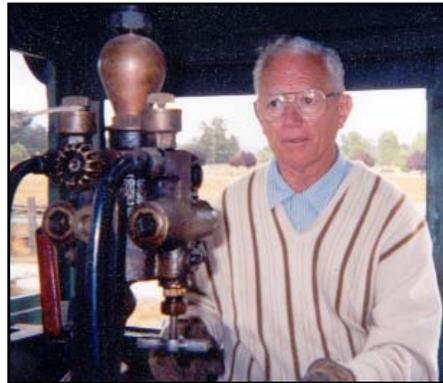
Philip Goldman passed away in Auckland New Zealand on Saturday February 12, 2007. He became a museum member when the organization was known as the Avila Valley Railway Museum. Phil and his beautiful wife Dina met me at the Ontario Road museum site in the mid 1990's. Phil and Dina saw potential in the museum, especially with the pending museum move to the City of San Luis Obispo. After that, Phil became the museum's second Life Member.



Brad LaRose sits in the cab of the Dagny.

After the Museum's move into the City of San Luis Obispo and the name change to the *San Luis Obispo Railroad Museum*, Phil and I began discussing the possibility of the donation of his steam locomotive, "Dagny", also known as the #7, to the Museum.

The locomotive is a June 1927 product of the Baldwin Locomotive Works of Philadelphia, Pennsylvania. It has a 0-4-2RT wheel arrangement and a 30" gauge. It does not have any pilot wheels. It does have 4 drive wheels, and 2 trailing truck wheels. The drivers carry most of the engine's weight and provide traction. The trailing wheels carry the weight of the cab and tank. The RT stands for "Rear Tank". This tank holds 300 gallons of water for the engine and has a fuel bunker for coal or wood. This locomotive does not have a tender following behind it.



Phil Goldman in the cab of #7 in 1999.

After construction, the locomotive was shipped to Agematsu, Japan and was operated on the Kiso Forestry Railway as their #7. It operated there until being replaced by diesel locomotives in 1958. The Kiso Forestry Railway was a logging railroad. The little Baldwin locomotive hauled 18 car log trains down steep grades, over spectacular bridges and through tunnels. Occasionally, passenger trains were pulled for local townspeople. Loaded log trains went down hill to the mill, and empty trains (usually disconnect trucks) were hauled up 4 percent grades back to the forests. The railroad was about 70 miles long.

Phil Goldman heard of the little Baldwins (at one time there were as many as 10 operating on the railway) after reading an article in a *Trains* magazine, 1959 issue, written by William Vikeman. During a visit to Japan, Phil inspected the #7 and agreed to purchase it as soon as the railway finished using it as backup power for the diesel locomotives.

In 1961, the #7 arrived at the Port of Alameda, California. At the time of delivery, only 3 of the original 10 Baldwins still existed. The Kiso Forestry Railway donated a Baldwin to the City of Agematsu, Japan for static display and of course, Phil's #7

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First Traffic Rolls on Museum Track

On Saturday morning, April 7th, many of the usual suspects, including Karl Hovanitz, Aron Kahn, Brad LaRose, Bill Rust and Ted Van Klavern showed up at the Museum site to lay more display track. Track now stretches from the caboose to the south end of the Freighthouse platform.



After the track work was done for the day, the crew unloaded Karl Hovanitz' *Speeder* from its trailer and ran it up and down the new track. At right Karl takes Aron Kahn for the short ride.

Below, a view from the cab as the *Speeder* highballs it back to the Freighthouse after a safe trip to the caboose. One of the crew was heard to comment that the ride was "just as smooth as if it was welded rail."



A view from the cab.

More 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

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Telephone 805-461-3456
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 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.

June 13 *Business Meeting*
 July 11 *Business Meeting*
**July 22 — Summer Rail Festival
 at BitterCreek Western Railroad**
 August 14 *Business Meeting*
 September 11 *Business Meeting*
 October 9 *Business Meeting*

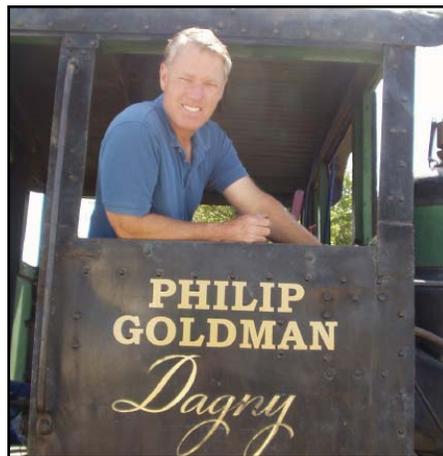
BY-LAWS AVAILABLE

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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Phil Goldman . . . continued

was now in the United States. Much to Phil's surprise, a third Baldwin from the Kiso Forestry Railway was craned off the same ship in Alameda. This was the #9, purchased by Henry Sorenson. He trucked the #9 to his Humboldt Northern Railroad near McKinleyville, California. Henry did a beautiful job of "Americanizing" this locomotive. After it was displayed at the California State Railroad Museum "Railfair99", in 1999, it was placed on permanent display there. Presently it is in storage in the museum shop in Sacramento.



The Museum has added Phil Goldman's name to the side of Dagny's cab.

Although Phil grew up with the Pacific Electric and other railroads in Southern California, he eventually moved to Goleta, near Santa Barbara and where he operated the Drip Cut Company featuring the "Dripcut and Starline" brand of restaurant supplies. Most notably, the Dripcut sugar dispenser with a chrome top with a very small flap type of lid. Almost every cafe or restaurant in the country had these on their tables. Phil trucked the #7 to Goleta where he constructed approximately 300' of dual gauge track (30" and 42" gauges) at the Dripcut property. He eventually built a locomotive shed and operated the #7 on his La Goleta and Shoreline Railroad. He named the #7 locomotive Dagny, after a character in the Ayn Rand novel "Atlas Shrugged".

Later, a streetcar was added to the railroad's rolling stock and the steam locomotive was used to move it as there were no overhead trolley lines. Gene Allen, of Allen's Models (live steam 7 1/2" gauge) assisted Phil in the operation and repair of the #7.

The #7, "Dagny", was last operated on the *La Goleta and Shoreline Railroad* in 1974. It was then locked in its shed until November 1998, when Phil allowed the San Luis Obispo Railroad Museum to move it to San Luis Obispo County for storage and repair. Jim McIntire, museum member and steam locomotive enthusiast, allowed the museum to build 300' of track on his Atascadero, California property. Repair work was done at this location and the #7 operated for the first time in over 25 years!

In November 2003, Phil and Dina Goldman donated Baldwin 0-4-2RT locomotive #7, the "Dagny", to the San Luis Obispo Railroad Museum. Phil and Dina had moved to their Fountainhead Farms in New Zealand several years prior to this date. Due to their residence being so far from California, they felt the locomotive needed a good home, near Goleta. Museum members, will always be grateful for their generosity and trust. This unique little locomotive now has a good home.

In 2006, the #7 was moved to the Pacific Coast Railroad on the Santa Margarita Ranch. This will be the temporary home of the locomotive until it is restored and moved to the museum site in the City of San Luis Obispo. Once at the museum, it is intended to operate on the museum's display track. It will educate and entertain people of all ages about the fascinating history of railroads and steam locomotives.

Phil Goldman was truly a pioneer in the railroad preservation movement. He purchased an American locomotive, from its Japanese owner, when steam was in its twilight days. Bringing the #7 back to the United States assured it of a prolonged life and needed restoration. By donating the #7 to the San Luis Obispo Railroad Museum Phil and Dina Goldman assured many future generations of children of all ages the amazement and joy of seeing a live, steaming locomotive in operation. The Goldmans' appreciation of railroad history and their generosity to our local museum will never be forgotten.

Phil Goldman, philanthropist, museum benefactor, museum Life Member and Friend. He will truly be missed.

New Members

Dwight and Joyce Peterson, Howard Amborn, Marjorie Mackey, Jamie Foster, Mike Landon, Jack Mooney, Beverly Murray, Richard Dickey and Shirley Herbel have joined SLORRM since the last issue of Coast Mail was published.

Renewals . . .

Ed DeLeonardis, Kent Kenney, Alan and Chris Volbrecht, Bob and Pam Seeley, Jack Cashin, Rick Framme, Allan Warner, John Turrill, Jim Batchelor and Family, Henry and Ann Rible, Mike Marple, Harry and Mary Harlow, Louis and Anita Beerson, Bob and Louisa Lindquist, Jim Holmes, Bob Sandel, Jacqueline Johnson, and Curtis Rheinhardt have renewed their membership since the last Coast Mail was published.

Life Members

Woody and Adele Frey, Andrew Merriam, and Jerry Kendall have become Life Members since the last issue of 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. 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

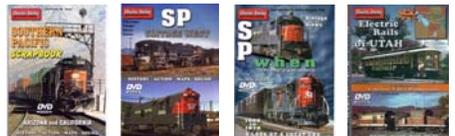
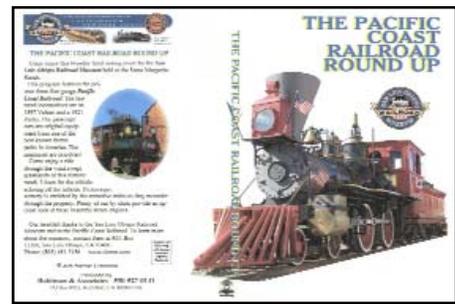
SLORRM has a variety of items for sale to raise money for the Museum. All the goods shown below are available for purchase at any time.

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

John Henry Wannabes



Bill Rust and Karl Hovanitz tighten track bolts while Brad LaRose and Ted VanKlavern plot their next move.



Ted VanKlavern and Bill Rust do their best imitation of John Henry, while Karl Hovanitz supervises.

Modern track laying is done almost entirely machine. Ties, whether wood or concrete, are placed by machine. Long sections of *Ribbon Rail* are set in place and welded together by human workers. The only *Gandy Dancer* that I've heard of lately is a bed-and-breakfast in Chama, New Mexico. As the *San Luis Obispo Railroad Museum* is dedicated to preserving the history of railroading, it is fitting that the members lay track the old way. Several hard-working members have spent the first Saturday of the last several months laying, spiking and bolting display track at the Museum site.

Hazardous Caboose?

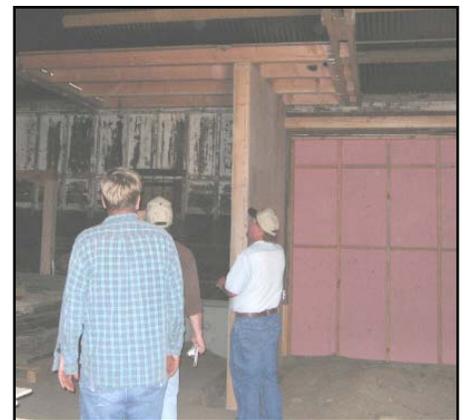


Recently the San Luis Obispo City Fire Department ran a hazardous material drill as part of a citywide training exercise. The Fire Department was notified by the radio that a potential spill situation existed at the San Luis Obispo rail yard. The SLORRM caboose was used by the fire department to simulate a leaking GATX tank car. A small graphic was placed on the caboose bay. This required the firemen to use binoculars to identify the hazardous material situation. This was done to simulate the tankcar as being far away in the distance. Several fire trucks arrived and identified and discussed the situation. Part of the exercise included setting up a chain of command and assigning tasks regarding this potential material spill. The caboose served its purpose well and helped keep our city safer by keeping our firemen trained to handle any situation. *reported by Aron Kahn*

More Freighthouse Work



Simulated tongue-in-groove plywood was used to replace the freight doors.



Ted VanKlavern, Aron Kahn and Karl Hovanitz inspect the shear walls.



People doors were also installed.



Next will be the window replacement.