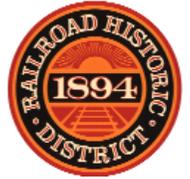




Coast Mail

News from the San Luis Obispo Railroad Museum



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www.slorm.com

Freighthouse Exterior Nearly Complete



South end of freighthouse. New steps at right.



North end of freighthouse. All windows have been replaced.

The San Luis Obispo Railroad Museum building has undergone extensive work this summer. The interior sheer walls have been completed and have only a slight impact on the historical appearance of the building interior. The exterior has been completely painted in the appropriate Southern Pacific Railroad brown trim and *Depot Buff* colors. It is receiving much attention from the public, as they see it when driving on Santa Barbara Street. The contractor has repaired and patched all of the loading platform. This repair included re-securing the railroad rail edging to the platform. This building is unique as far as the platform is concerned. The surface of the platform is *bitumina*, an asphalt like material, which was mined in Price Canyon, south of San Luis Obispo, near the community of Edna. Also unique to the platform is the old rail edging that appears to be 45 pound rail. The building was built in 1894, and the rail appears to have been used prior to that, so it may date to the early beginnings of the Southern Pacific Railroad or possibly the Central Pacific Railroad.

Most recently, a set of concrete steps were poured at the south end of the platform. This will make it easy for our future guests and museum members to enter and exit the building and begin their "Railroad Walk of History" along the display tracks in the Historic Railroad District.

Several site meetings between the City of San Luis Obispo Project Manager, Mike McGuire, and museum board members, have taken place. Most recent discussions have been about restoration of the west side (Santa Barbara Street side) wooden bumpers on the building exterior walls. These bumpers protected the foundation bricks from the wheels of horse drawn wagons and later, motorized trucks, including those of the Southern Pacific Railroad, known as Pacific Motor Transport.

The City of San Luis Obispo is making the best use of the very limited funds that have been allocated for the freight house restoration. When the present funds are depleted, the only remaining exterior work needed on the building will be the construction of an ADA compliant pedestrian ramp up to the platform for entrance to the building, addition of brick facia to that ramp and the platform south-end steps, and a platform railing. All in all, the outside of the building is looking great! The next big question is where will the city get the funds to finish the interior of the building. Interior improvements, Phase 4, will include sealing the bituminous floor, restoring interior office area walls and the freight house scale, and construction of the rest rooms. This freight house is truly unique and a "one of a kind" historical building.

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Old rail used as edging for the trackside platform has been bolted in place and holes in the asphalt filled in.



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*
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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.

October 14 *Business Meeting*

**October 19 - Fall Train Festival
at BitterCreek Western Railroad**

November 11 *Business Meeting*

December 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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Richard Monighetti

1949 — 2008

Richard Monighetti, 58, of Arroyo Grande, formerly of Los Alamos, passed away Tuesday, July 29, 2008, at his home with his loving family by his side.

Richard was born in September 1949 in Santa Maria. He was raised in Los Alamos and graduated from Righetti High School.

He served in the U.S. Army during the Vietnam War from 1968 to 1970 with the 82nd Airborne. He was very proud of his military service.

After his military duty, Richard returned to Los Alamos where he was a third generation rancher. He lived most of his life in Los Alamos until he moved to Arroyo Grande in 1997.

Richard enjoyed being a pilot and was a member of Boots and Chutes all Airborne Association, Sons of the American Revolution, American Legion, Lions Club, Santa Barbara Cattlemen's Association, California Farm Bureau, Santa Barbara County Sheriff's Rural Crime Committee and a life member of the San Luis Obispo Railroad Museum.

Richard and his father owned the Pacific Coast Railway station in the town of Los Alamos. For many years outside that building, he displayed Pacific Coast Railway boxcar #1508. He had acquired it from one of the local ranches. The Pacific Coast Railway bought it from the Florence and Cripple Creek Railway of Colorado. It was built around 1900. In October, 2000, Richard donated the boxcar to the Avila Valley Railway Museum, which became the San Luis Obispo Railroad Museum.

Richard became a life member of the railroad museum. During his many years as a museum member, Richard donated dozens of artifacts to the museum including: Railroad jacks, tools, crossing signal lights, Pacific Coast Railway signs from the Los Alamos station, and other materials for future museum displays.

Richard was truly a likable person with a strong interest in the narrow gauge railroad history of the central coast. His contributions are many and they will live on for future generations to see and appreciate.



Generator for LaCondesa

Dave Rohr has donated the generator that was formerly used on his private car, the *Native Son*. When the car was sold, the new owner did not want the generator. It was stored in Salinas, at Wayne Yetter's siding, until recently when Karl Hovanitz moved it to Santa Maria. It has been tested and runs exceptionally well. The two 10 kw generators presently on LaCondesa are not working. The new generator puts out 50 kw, which is plenty of power for the car.

The generator is used for electrical power when the car is not on shore power or Amtrak power. It is a 50 kw, 240 volt, 3-phase Lima generator, powered by a Deutz air cooled diesel engine. The 240 volt power will be used for the air conditioner and some kitchen appliances and two 120 volt circuits are split off from the 240 for smaller appliances and lighting

Brad and Karl and Aron's Great Adventure.



Brad LaRose and Karl Hovanitz stand in front of Karl's speeder (*aka railroad inspections car, section car, motor car*) during a turn around stop on July 13, 2008. They were taking a 130-mile speeder run with Aron Kahn on the McCloud River Railroad in northern California, near Mount Shasta.

The museum plans to conduct short trips for the general public, using the Museum's speeder, on the museum track in the historic railroad district of San Luis Obispo.

New Members Michael and Laura McGinley, Martin Gombert, Robert and Kathleen Copeland, the Heaton Family, Wayne Elsea, Chris Hurd, and Warren Bebout have all joined SLORRM since the last Coast Mail was published.

Renewals The Curzan Family, the Burnette Family, the Volbrecht Family, the Beerson Family, Laura Abeloe, Irwin Johnson, Curtiss Johnson, George "Smokey" Bass, Janice Bass, and Beverly Murray have renewed their membership since the last Coast Mail was published.

Life Members Arthur J. Ludwick has become a Life Member of the San Luis Obispo Railroad Museum.

Donations Monetary donations to SLORRM have been made by George "Smokey" Bass and James Thornburg.

If you're not a member, please join. Your support is needed. Single members pay \$36 per year. A family can join for \$60 annually, and a sustaining member pays \$100 per year. Mail to SLORRM, P. O. Box 13260, San Luis Obispo, CA 93406 or e-mail to info@slorrm.com for an application. 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

Museum has new Telephone Number

The San Luis Obispo Railroad Museum has a new telephone number.

It is: **805-544-6531**

This new number will enable us to more efficiently respond to enquiries from our members and the public.

The Museum e-mail is:
info@slorrm.com

You can e-mail stories and pictures for the newsletter directly to Bill Pyper at **rrbill10@comcast.net**



SLO MOW, circa 1978, looking north.

HELP! SLORRM is updating its member database using new software. We would like all members who have e-mail to e-mail us at info@slorrm.com so that we can update the records and include more members when we e-mail announcements. This will help reduce printing and mailing costs. The Coast Mail is posted on the slorrm.com web site. If you would rather read it there and not get a paper copy please let us know by e-mail. This too will save money for the Museum.



Merriam's Caboose takes first place

An HO scale model of Pacific Coast Railway Caboose #2, built by long-time museum member Andrew Merriam, has won first place at the National Model Railroad Association 2008 Convention. The convention was held July 13 — 20, 2008 at the Marriot Hotel in Anaheim, California, while the National Train Show was held next door at the Anaheim Convention Center.



Company Store

SLORRM has a variety of items for sale to raise money for the Museum. All the goods listed 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 \$8.50 for shipping and handling.

T-Shirts \$17⁰⁰ Adult sizes S, M, L, XL, XXL, Childrens' S, M, L.

Baseball Hats \$20⁰⁰ Adjustable

Embroidered Patch \$5⁰⁰

Enameled Pin \$5⁰⁰

12 oz. Coffee Mugs \$10⁰⁰

Engineers Hat w/button ... \$8⁰⁰

Belt Buckle \$25⁰⁰

VIDEOS and DVDs \$20⁰⁰

Charles Smiley Presents:
 Southern Pacific Scrapbook,
 SP Vintage West,
 SP When the Empire was Intact,
 Electric Rails of Utah.

Roundup Report

by Brad LaRose

This year's event was very successful. The parking was moved to the upper lot, main event area. Most of our guests liked being closer to the activities. However, this eliminated that area being used for activities and displays. It worked well as this was a very dry year. If 2009 is a very wet year, we may need to become creative and locate events in different areas. The ranch is presently increasing the parking area in size and we will have to wait until next summer to decide if that will benefit our event.



Crews ready the trains for a day of fun.

A very large tent was used to cover the entrance to the Assistencia building. Monte Mills' Lucky Horseshoe Band played in the tent, where the shade was appreciated by the guests. Several vendors used the tent area for their displays.

The Bittercreek Western Railroad laid track in the new vineyard on the south side of the Assistencia. This location was well liked by the guests, as the miniature track curved around and between grape vines, and past the stone and mortar walls of the old mission that was built in 1780. The vines are growing fast and will add extra color and interest to that ride during the 2009 Roundup.

The Five Cities Youth Football organization provided food from their booth near the shaded area under the tent. Tri-tip sandwiches were a hit, and guests were able to eat and listen to the great country music, along with plenty of train songs, from Monte and the Lucky Horseshoe Band.

There was a guest locomotive from England this year. The 24" gauge Bagulet-Drewry locomotive was recently restored by Jack Bodeman and crew in his shop on the Nipomo Mesa. The locomotive is owned by



Bagulet-Drewry British locomotive hauls open cars full of guests at the Roundup.

Museum member Peter Knott and was brought to this country several years ago. Guests rode in gondolas behind the locomotive over approximately 250' of track. The locomotive and cars were just completed before the Roundup. Jack was still applying vinyl lettering to the gondolas the morning of the event.



Steamed up and ready to go.

Plans for the 2009 Pacific Coast Railroad Roundup are already taking place, and it appears the event will be even better than this year's. The 2009 Railroad Roundup will be a rare opportunity for people to ride and see steam trains upclose. There is no other event like it, and it only happens once each year, right here in Santa Margarita, California. Mark your calendars now for the 2009 Pacific Coast Railroad Roundup on May 12 and 13, 2009.



The Museum's Plymouth Switcher moves some passenger coaches around.

Fall
Train Festival
at the
BITTERCREEK WESTERN
LIVE STEAM RAILROAD
SUNDAY
October 19, 2008
10 am to 4 pm

More Freighthouse



Removal of the non-original white paint on the loading platform brick was discussed. The Museum has photos of the freighthouse taken in the 1980's, which show that the paint was not on the building originally. It was applied to the brick to cover graffiti.

There is still some money left from the original government grant funds for building rehabilitation. However, there is some discrepancy between the City and Cal Trans as to the exact amount. There is not much money left from the original grant and the City is indicating that they are having tight financial times.

Museum members are working on identifying sources for donations of materials and labor for rehabilitation of the building. Examples of these are: fire sprinkler, electrical and plumbing work. With *in kind* donations such as these, we will show the City how much money can be saved by using these resources, making it that much less the city has to spend to finish the building. We encourage contractors and tradespeople who would like to assist our Museum with the building, to call, e-mail or write us as to how you can help. We need your help to get the job done and the doors open.

The investment of money by the City and donations from Museum members and the public, will clearly pay big dividends in the future in the form of tourist dollars and historic education, for many years to come.

Reported by Brad LaRose