



Coast Mail

News from the San Luis Obispo Railroad Museum



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Hind Foundation Funds Freight House Restoration Project

City commits additional \$100,000

Local entrepreneur/businessman and history enthusiast **Greg Hind** has announced a \$100,000 matching fund grant to assure sufficient funds are available to complete renovation of the historic Southern Pacific freight house, future home of the San Luis Obispo Railroad Museum.

The announcement resulted in a dramatic vote on March 3rd by the San Luis Obispo City Council to allocate an additional \$100,000 of Federal Community Development Block Grant Funds to the restoration. Prior to the Council vote, further city funding was uncertain as city staff opposed any additional allocation of money to the project at this time. They cited the difficulty the city faces in addressing a looming multi-million dollar budget deficit resulting from the current economic recession, and other recent adverse conditions such as significant mandated salary increases for city police officers.

The \$200,000, when combined with approximately \$50,000 of in-kind donated services and supplies generated by museum membership and residual funding from earlier grants, should be sufficient to put the building in a habitable condition. No city general funds will have been used in the renovation project. Otherwise, the project would have languished for many years in an uncompleted state.



The mostly refurbished Freight House photographed in November, 2008 with Bishop Peak in the background.

Provision of additional city funding had strong community support, including the city **Human Resources Commission** and city residents such as former mayor **Ken Schwartz**, and businessman and historical activist **Pierre Rademaker**. Both spoke at public hearings urging completion of the project. Many Museum members also spoke at the hearings, and had provided relevant supporting information directly to council members and city staff regarding the benefits and desirability of completing the freight house project now.

Anticipating staff reluctance to move forward with the nearly ten year old project, museum leadership had investigated alternative funding sources to keep the project on-track. Aware of his support for other local history preservation projects such as the Port San Luis Lighthouse, and the Dallidet Adobe, Museum President Brad LaRose and Board Member Arnold Jonas toured the freight house with Greg to provide information on museum history, goals and plans. He was excited with museum potential,

More on page 4

**Spring
Train Festival**
at the
BITTERCREEK WESTERN
LIVE STEAM RAILROAD
SUNDAY
April 26, 2009
10 am to 4 pm

Railroad Roundup May 9th

HELP NEEDED This year's Pacific Coast Railroad Roundup has been scheduled for one day only, Saturday, May 9th, from 9 am to 4 pm. This change will mean that more people will be attending at one time. More Museum Members are needed to contribute their time and energy to make this, our annual major fundraiser a success. We had a good turnout last year, but we need even more. Please contact **John Marchetti** at 481-6160 or janddmarchetti@aol.com



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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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.

**April 26th Train Festival
at BitterCreek Western**

**May 9th Pacific Coast
Railroad Roundup**

May 12th *Business Meeting*
June 9th *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.

2

Workin' on the Railroad



Museum member **Glen Matteson** had these thoughts to share after working on the Display Track on February 7th.

*Sweet Eloise, sittin' in the shade,
talkin' 'bout the money I ain't made,
sayin'*

*Oh boys, can't you line the track-a-lack,
oh boys, can't you line it on.*

On the first Saturday in February, I recalled hearing those words as a Cal Poly student about 1970, I think from a Taj Mahal recording. Some verse writers will do anything for a rhyme; for a track gang foreman, it had to be the rhythm. In years past, the object of the game was to shift rail (weighing from 90 to 130 pounds per yard) and ties at about 200 pounds apiece back into alignment. Without mechanical equipment. Even though the movement usually only amounted to fractions of an inch, it took the coordinated effort of several men using five-foot steel bars jabbed into the ballast as levers. As any crew leader knows, getting coordinated effort from any number of men greater than zero can be a challenge, especially when faced with distractions like mosquitoes, or pretty women walking by.



Duane Powell steadies his tractor while Ted VanKlavem attaches chains for hauling rails into place on the Display Track.

Ever since I was three years old, living near Southern Pacific's Beaumont Pass, I've been a connoisseur of track geometry. The reverse curves and crossovers of San Timoteo Canyon were a fine vintage. The first things I drew, on the backs of obsolete posters from the factory where my dad worked, were plan views of tracks, including switches. Many years later I had some experience designing and laying track, complete with spiral easements and super-elevation, and de-stressing and re-bending curves kinked by heat, but all at 1/87 or 1/32 full size.

So of course I jumped, or at least took a cautious step forward, at my first chance to help lay rail for the Railroad Museum display track. In some ways the full size stuff is easier. In some ways it's not. Because volume increases as the cube of length, it weighs about 658,000 times as much. Which means you don't want to drop it on your toes.



Newly laid ties reach from the Jennifer Street Bridge toward the Freight House.

During the morning, we transported three sections of rail and spiked down two. We even had a helper about seven years old distributing tie plates. All this progress was made on a curve (and in the rain, for the last few minutes) without any injuries, except for general wear and tear on guys who, for various reasons, probably should not make this their regular occupation.

There's other good news. Besides further extension of the track toward the Jennifer Street Bridge, there will be final ballast distribution, tamping, and cross-leveling. I expect, unlike a bunch of little girly men who would call in the mechanized gang, we'll do it ourselves with hand tools, maybe even chants.

So don't miss out on your opportunity to help line it on. Heck, even Eloise can join in. She'll just need to wear sensible shoes.

Member Renewals

Rod Aszman, Bill Barbour, Angela Burkhart, David Bruns, Michael Burrell, Jim Chernof, Ray Craig, Brian Dunn, Wayne Elsea, Rick Framme, Roy Gammill, Ralph George, Bruce Hebron, Shirley Herbel, Curtis Johnson, Charles Jordan, Aron Kahn, Kent Kenney, Charles Kinzer, Hilding Larson, John Larson, Mike Marple, Guenther Mayer-Harnisch, John Miramon, Renee Morton, Mike Palmer, Nathan Paul, Roland Pautz, Paul Pedroni, Dominic Perello, Nicholas Price, Agatha Reardon, Curtis Reinhardt, William Rust, Kenneth Schwartz, Gary See, Iran Spradley, Patrick Sullivan, James Taylor, John Turrill, George Wilson and Stan Wilson have renewed their membership since the last Coast Mail was published.

Family Renewals

Gordon and Manetta Bennett, Luther and Betsy Bertrando, Henry and Stephanie Brazil, Robert and Kethleen Copeland, Ed and Alice De Leonardis, Robert and Olga Harway, George and Jan Hendrickson, Ron and Louise Milot, Michael and Virginia Orcutt-Clenard, Todd and Jackie Warden, and Bob and Dodie Williams have all renewed their family memberships since the last Coast Mail was published.

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

Sustaining Member Renewals

Craig and Cheryl McCollum, Henry Myers, Duane and Carlene Powell, and Russell Sperry have renewed their Sustaining Membership since the last Coast Mail was published.

Life Members Jim McEntire and Peter Nott have become a Life Members of the San Luis Obispo Railroad Museum.

New Members Tom Cooper and Bob Stewart have become Members of the San Luis Obispo Railroad Museum. Bill Wissel has joined the Museum as a sustaining member.

Donations Richard Alberts, Dominic Perello and Patrick Sullivan have made monetary donations to the Museum.

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.

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.



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.



Embroidered Patch \$5⁰⁰
 2" diameter

Enameled Pin \$5⁰⁰
 1" diameter



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

Baseball Hats \$20⁰⁰ Adjustable

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.

Freight House

Continued from page 1

and indicated a willingness to match dollar for dollar, up to \$100,000, future city funding for renovation.

Greg, and his wife **Jane Hind**, established the **Hind Foundation** in 2006 with the mission of preserving local cultural heritage. Greg has been active for years in the Performing Arts Center, and the Hind Foundation focus is on the visual arts, plant and wildlife conservation, and historical restoration projects.

Greg says *"We recognize small local organizations made up of dedicated individuals. We're investors. We invest in dedication and enthusiasm. We visit everyone we're interested in to find out how well versed they are and how dedicated they are"*.



Exterior work is almost finished.

It will probably take a minimum of eighteen months to complete the next phase of work on the building. Exterior handicap ramp access, safety railings around the platform, exterior security and access lighting, restrooms, floor renovation, a bus driver lounge, and electric wiring are all to be provided. Some interior walls will be built. Fire sprinkler and security systems will be donated and installed by museum board member **Frank Rheinisch**.



Extensive interior work needs to be done.

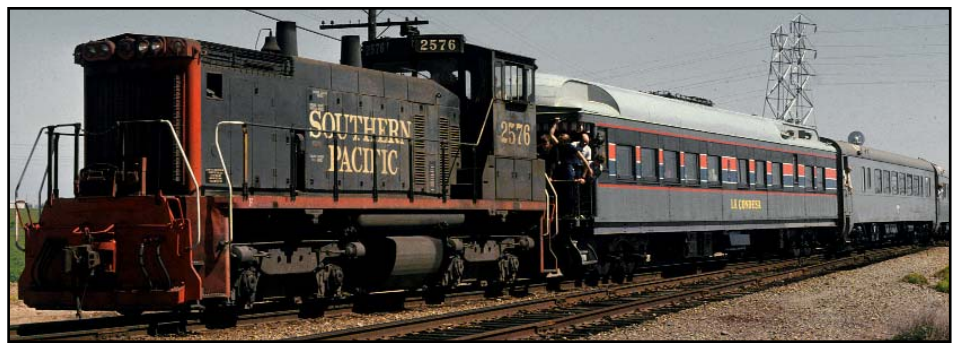
Completion of renovation by the City only signals the start of major efforts to install, maintain and operate the museum. The Board of Directors has been planning for fund raising and construction projects to promote wide spread member participation, and assure the creation of a museum that we can all enjoy.

Reported by Arnold Jonas

Train Donated

Museum Life Member **Art Ludwick**, of the *Rain Bird Corporation*, has donated

an entire 7½" gauge, 2½" to 1' scale trainset to SLORRM. The train, consisting of a steam locomotive and five cars, is at BitterCreek Western Live Steam Railroad, where it will be used for Museum fundraisers. Thanks to Mr. Ludwick for his generosity.



LaCondesa was on the rear of an *Amtrak and Pacific Locomotive Association* excursion from Oakland to Tracy by way of Niles Canyon. SP switcher #2576 is turning the entire train on the wye at Tracy in order for it to return via the Mococco Line and the Cal-P to Oakland. This picture, taken by Drew Jacksich of San Jose in May, 1975 was recently sent to The Museum.

Boiler Tools Donated



Richard Whiley, resident of Arroyo Grande, has owned farm equipment and steam tractors for many years. He has been seen by thousands of people driving his steam tractor in the annual Arroyo Grande Harvest Festival Parade.

Richard has operated the steam tractor on the Santa Margarita Ranch during past San Luis Obispo Railroad Museum Railroad Roundups. It was during one of these events that he offered to donate numerous boiler maker tools that he had collected.

These tools were given to him by a man that owned a boiler shop in Bakersfield. Bakersfield is known for oil fields which have many boilers used for pumping steam into the ground to extract oil. Several of these tools have been loaned to the Pacific Coast Railroad (Santa Margarita Ranch) to make repairs on the steam locomotives located there.

Included among the tools are air powered rivet guns, reamers, prossers, boiler tube rollers, etc. The tools are presently being inventoried and cleaned prior to being placed into archive storage. The museum sincerely thanks Richard Whiley for this unusual donation which represents the tools used by many workers in the roundhouses and shops of the railroads that called the Central Coast of California their territory.

Reported by Brad LaRose