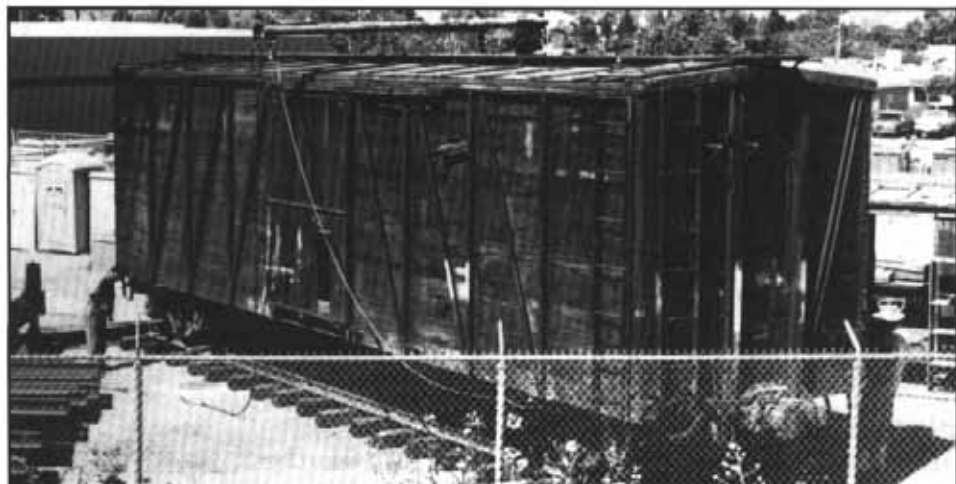




1920s SP BOXCAR ARRIVES



1920s former Southern Pacific wooden boxcar sits in Sears yard.

The 1920s vintage class B-50-13 wooden boxcar, donated to the museum by Glen McElroy, CEO of Pick-Your-Part Salvage Yards of Southern California, was delivered to the museum's Sears storage yard on Wednesday, June 6, 2001. It wasn't planned to move the boxcar until later in the year after track had been laid

near the museum building for a place to park it. However, Brad received a message which essentially said, "move it or lose it." Due to upcoming construction along the Alameda corridor it was necessary to move the boxcar now or it would have been blocked in and impossible to move (in one piece).

100 Years of Railroading Through San Luis Obispo

April 1, 2001 marked the 100th anniversary of the Southern Pacific Railroad coming to from the south. Seven years earlier, on May 4, 1894, the rails had descended the treacherous Cuesta Grade to bring rail service to San Luis Obispo from the north.

With the completion of the Coast Line, passengers and freight could be transported from Los Angeles to San Francisco by train. No longer was it necessary to rely on stage coaches or steamships to bridge the gap north of Santa Barbara.

Few people had heard of San Luis Obispo in 1901; some undoubtedly had heard of the Mission, and a state college (Cal Poly) had been approved. On Sunday, April 1, 1901, the day that the

first through passenger trains arrived, almost the entire population of 3,021 people turned out to greet the travelers. The female passengers were presented with flowers.

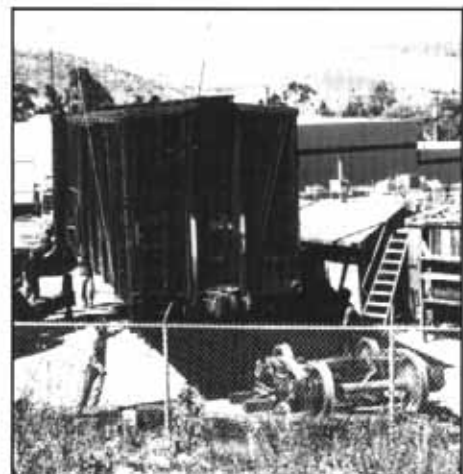
The first train running from Los Angeles to San Francisco, known as the Coast Line Limited, took about 15 hours to make the trip, with many more stops than Amtrak makes today. Those early trains consisted of mail, baggage, smoker coaches, tourist cars, cafe chair cars and parlor cars.

In 1901 Henry Ford was still seven years away from mass producing the Model T, and the 101 freeway was 55 years in the future. Railroad was the way to travel.

A flatbed truck brought the car from Wilmington to San Luis Obispo where it was unloaded and placed on temporary track laid in the Sears yard. It is complete with trucks and knuckle couplers and, except for needing paint, is in excellent condition. Once restoration has taken place, and the car is placed near the museum building, a plaque acknowledging the donation will be displayed with it.



Specialty Crane of Santa Maria gently lifts boxcar from flatbed truck and . . .



resets it on its trucks in Sears yard.



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/ AVILA VALLEY RAILWAY MUSEUM

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Telephone: 805-466-3456
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Grant for Website Received

The City of San Luis Obispo Promotional Coordinating Committee, through its Grants-in-aid program, has allocated \$2000 to the San Luis Obispo Railroad Museum for the development of its website. Aron Kahn has already registered the domain name slorm.com and is working on construction of the site.



Members Show Off . . .

Museum members Aron Kahn, Phil Gould, John Marchetti, Brad LaRose and Arnold Jonas set up and manned an exhibit at the Rotary Club Car Show at the Sunset Drive-In Theater on April 28th. The exhibit included the restored velocipede, crossbucks and other railroad artifacts. A donation box yielded \$25.26. A new museum brochure designed by Joe Burns and printed by Bill Pyper was handed out and some new members were signed up.

RECENT DONATIONS

Ed Stoneback, of San Luis Obispo, has donated a large board with metal railroad emblems and photos of the SP Daylight and Rio Grande California Zephyr. This was a Limited edition produced by Nickel Plate Products for a cereal promotion during 1952-52. Provenance is glued to the back of the board. Ed also donated his collection of railroad china dinner plates and two scrapbook type picture books from DRG&W dated 1946.

Phil and Vera Gould donated some Union Pacific calendars from the 40s and 50s and some other railroad papers yet to be cataloged.

Karen Glaze, daughter of late SP engineer William Douglas, has donated a copy of the Beebe/Clay CP/SP book and a desk pen set with a Fairbanks-Morse logo.

Steven Stuart, of Pismo Beach, has donated a 1918 wardrobe trunk which will be perfect sitting on the museum baggage cart.

The "Sunset Limited"

By Frederic B. Hodgins

O, Hush-a-By Land is a beautiful place
For sleepy small people to go,
And the Rock-a-By Route is the favorite one
With a certain wee laddie I know.

The Track lies on sleepers of feathers and down,
No accidents ever take place;
Though there's only one track, there is only one train,
But it runs at a wonderful pace.

There are beautiful things to be seen on this route,
If you're good you may take just a peep;
But strange as it seems, they are seen best in dreams;
So be sure that you soon go to sleep.

Say good-night to the Sun, for he's off to bed too—
He can't hear you, so just wave your hand;
The Moon and the Stars they will light up the cars
As you travel to Hush-a-By Land.

So, quick, jump aboard, it is time to be off,
You have nothing to pay, you young elf;
Just think of the luxury, laddie, you'll have—
A whole sleeping-car to yourself!

*From Booklovers Magazine, August 1904, Page 261
Provided by Museum Member Robert Brown**

Do You Have the Key and Don't Even Know It?!

I am a local Land Surveyor who is interested in determining the real location - on the ground - of the old PCRR. You may have the key to doing this and not even know it.

As many of you know, in 1941 the rails to the PCRR were disassembled and reclaimed for their scrap value in order to assist with materiel procurement for WWII. Since the location of the tracks themselves were the de facto location of the center of the PCRR right of way (a strip of land 60 feet wide), their removal made the task of locating the right-of-way very difficult, indeed. Couple that with development, highway construction, agriculture and the ravages of time, one has a nearly impossible task of locating the original right-of-way . . . but it can be done with a lot of perseverance and a little help, maybe from you.

You ask: Why the need to locate the right-of-way of a long gone railroad? Many properties along the PCRR have as their boundary the side line of the old right-of-way. In order to accurately and truly determine property boundaries, the location of that right-of-way needs to be determined to the best of a surveyor's abilities. Those abilities are well-tested when the PCRR is involved.

My present task involves a property near the Summit Station area of San Luis Obispo County, around the location of the Summit siding near Los Berros/Thomson Road interchange on Highway 101, and the site of the derailment of Engine 107. I attempted to locate the tracks by finding and plotting the smaller spikes of the narrow gauge rails left behind after track removal. This effort was thwarted when I learned that Summit siding and the wreck would have made the path of the spikes I did find ambiguous. I also learned that the railroad bed had no ballast and so trenching across the bed would not reveal the bed location, just sand.

There was an oil pipeline that was laid parallel with the tracks before their removal and so, I thought, location of this oil line would surely help define the original track location. But oil

company plans are indefinite, the pipeline has long been replaced in an alternate place and construction has removed the original line in several locations. Next, the review of the right-of-way plans for the PCRR, drafted in 1916, showed location of some culverts. Although the old wooden culverts are long gone, I find springs in the plan location that necessitated drainage under the railroad bed. The plans also revealed some bridges built between Nipomo and Summit Station. These bridges have some remains still in existence and one - Bridge #60 - provided an especially good indication of the exact location of an engineer's station and alignment! I now had a place to start, 2½ miles from my project!

Much hiking and survey work later (along with the understandable mood swings of my client), having located well-preserved road cuts, telegraph poles (that still have the outline of the long gone metal numbers in raised relief), concrete foundations, right-of-way fencing and beautiful redwood posts, bridge supports, railroad spike trails and lots of other stuff that may or may not mean anything, I have a pretty good idea of where the old tracks were between Nipomo and Los Berros. But I don't really have the smoking gun (like the old bridge location) that tells me where the tracks were to within a foot. Here's where you come in.

Do you know of some real, locatable, structure or item whose relationship to the tracks can be measured? Do you have a photograph of a foundation or building, say, that can be scaled to prove where the tracks were? Do you know the location of a water tank that was used for the locomotives and can prove the distance from the tank to the tracks? Do you have old plans that show a bridge, a culvert, or other dimensions of tracks and structures? Perhaps you know of a tree that can be seen in a photo, or better yet can recall a story and point to a place on the ground where the tracks used to be.

If you have information like the above or something that you think would prove valuable to locating the old tracks on the

Timetable

We meet on the second Thursday of each month at 7:00 pm in the Embassy Suites Hotel at 333 Madonna Road, San Luis Obispo.



Meeting dates:

June 14

July 12

August 9

September 1-3

Iron Horse
Round-up 2001
Steam
Locomotive
Festival
held in
Oakdale, Calif.
Contact Karl
Hovanitz at
Silverado Stages
544-7658, for info
or Fax 544-7675

September 13

October 11

November 8

December 13

ground, please contact me and I will come look over what you have. New technologies like GPS and survey equipment can tie all these items together to make a real, spatially oriented index of where the tracks really were. Add to that the right-of-way map to fill in the spaces and someday you may take a walk down the same track bed, in the very same place as the ghosts of the old engines ride, seeing what the engineers saw on their way from Central City to Avila.

Thank you for any and all help you may give (and my client thanks you, as well). You may contact me at:

Robert J. Reese, PLS
REESE Water & Land
Surveying Services
1970 Partridge Drive
San Luis Obispo CA 93405
805-543-5375 phone & fax
rreese@thegrid.net



As it isn't clear exactly where the tower had been, my goal was to find the P.C. creek crossing at Bridge #34 (pages 144 and 146) and establish a line of sight back to Hadley Crossing. The creek - the west Corral de Pietra; called Villa Creek in the 1880s - is a thicket of poison oak and willow.

Following the creek upstream about one hundred yards, I came to a cattle guard. Crossing the creek bed, I spotted a full length piece of P.C. rail at the water's edge! I took a photo of the rail and continued on to search for remnants of Bridge #34, which was much easier on the west bank since there was no poison oak. The bridge bents blended in with the willows and poison oak. In the fading light I got one last photo.

In the days that followed I couldn't help thinking about the length of rail I had seen. At first I concluded that it got to that site from an old wash out, but later I thought it was odd to find it upstream from the bridge. I decided to get the rail for display with the boxcar at the museum.

The land is ranched by Frank Mellow, Sr. I contacted him and explained what I hoped to do. Frank thought it was a good idea and advised me to hurry up because someone from Santa Maria had asked about the rail. Meanwhile, the big storm of 2001 came and I feared the rail was lost. When I revisited the crossing, the rail was in the same

place even with the flood water twelve feet above normal level.

Frank was really helpful and encouraged by the fact that the rail was going to a good home. He pulled the four hundred pound rail to the edge of the paved road with his bulldozer to make it easier to load. After several attempts to line up the required rancher, truck and able bodies, we gave the rail a ride to its proper place under a boxcar. Four of us picked up one end of the rock-encrusted rail and slid it onto the lumber rack of Rick Richards' pickup. The thirty foot rail extended at least eight feet over each end of the truck.

With safety flags attached to it, we proceeded to the Emily Street yard. The heavily-loaded truck leaned severely to the "rail" side. I thought, "I hope we're doing the right thing." When we arrived, the yard was open so we drove right on in. Sears people came out and offered the use of their forklift. They plucked the creek treasure from the straining truck and placed it next to the boxcar to wait for the display site.

Frank Mellow, Sr., told me that the previous rancher, Manuel Fernandes, had used the rails to build a cattle crossing that washed out fifty or sixty years ago. That's why rail was upstream from the bridge. A second rail is probably there somewhere. I didn't find the Hadley Tower site that trip and now I have another reason to continue scouting in the area.

Looking for Hadley Tower

by Philo Weir

Every railroad buff in the San Luis Obispo area is familiar with The Pacific Coast Railway by Kenneth K. Westcott and Curtiss H. Johnson. Inspired by the photos in this book, I searched for the location of Hadley Tower.

From Hadley Crossing it was a pleasant half hour walk along the Union Pacific south from Old Edna. Facing east, I noticed the foundation of the Ensign Baker Refinery Co. as seen on page 144 of the book. The P.C. right-of-way and the Verde Siding are still visible in the distance. Facing west you see the remnants of the California Liquid Asphalt Co. refinery in a plowed field.

San Luis Obispo Railroad Museum

MEMBERSHIP APPLICATION FORM

Membership Levels: \$60. Family \$36. Individual

Complete form and mail with your check to: **San Luis Obispo Railroad Museum (SLORRM)**
P.O. Box 13260, San Luis Obispo, CA 93406

PLEASE PRINT CLEARLY

Name(s) _____ Amount enclosed: \$ _____

Address _____

City _____ State _____ Zip _____

Phone (day) _____ (eve.) _____

Fax: _____ E-mail: _____

I will help the museum by volunteering to: _____