



Coast Mail

News from the San Luis Obispo Railroad Museum



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Museum Grand Opening October 12, 2013

The long anticipated opening to take Place at the Museum's home in the Historic 1894 Southern Pacific Freighthouse at the San Luis Obispo railroad yard.

The San Luis Obispo Railroad Museum will hold its official Grand Opening Ceremony on Saturday, October 12, 2013. This new museum is located in and around the 1894 Southern Pacific Freighthouse in the *Historic Railroad District* of San Luis Obispo, California. The focus of the Museum will be on the railroad history of the California Central Coast with major exhibits telling the story of the *Pacific Coast Railway* and the *Southern Pacific Railroad* and how they were instrumental in the development of San Luis Obispo County and California. After the Grand Opening, the Museum will be open on a regular schedule.

Railroad fans, history buffs and fun seekers are invited to join these festivities. This marks the culmination of a twenty year collaboration between the nonprofit San Luis Obispo Railroad Museum and the City of San Luis Obispo.

Grand Opening activities will include dedications, operating model railroad layouts and railroad motor cars (speeders), historic displays, music, activities for children, lectures and tours. Century old rail cars will be on display in front of the Museum as well as on the display track immediately behind the building. The Grand Opening will be the focal point of the *5th Annual Central Coast Railroad Festival* which runs October 10-14 at numerous locations throughout the City and County of San Luis Obispo. For more information go to www.ccrf.com

The Freighthouse sits trackside next to the busy *Union Pacific Railroad* main line which is utilized by *Amtrak's Coast Starlight* and *Pacific Surfliner* as well as by *Union Pacific* freight traffic. The Museum is located south of the San Luis Obispo Amtrak Station and pedestrian bridge, in the heart of the San Luis Obispo Historic Railroad District. The exterior of the building has been under renovation for the past decade and final touches are now being put on the interior.

Along with exterior exhibits the interior of the Museum will feature a high quality model railroad display, permanent and rotating exhibits, meeting



Photo by Gary See

space, a general store and office space. Funds to complete this project have come from the SLORRM, the City of San Luis Obispo, numerous individuals and clubs as well as the *Hind Foundation* and the *Ludwick Family Foundation*. San Luis Obispo was designated as a *Train Town USA* by *Union Pacific Railroad* in 2012.

The San Luis Obispo Railroad Museum was founded as a non-profit educational museum for the public benefit. Its mission is to preserve the railroad history of California and the Central Coast by collecting, restoring and displaying artifacts as well as operating historic railroad equipment. Museum members have been working for well over a decade with SLO City employees to refurbish the historic 1894 Southern Pacific Freighthouse to be the Museum's home. The Museum will soon be a community treasure and the organization continues to seek support, funding and new members to achieve its goals. Museum members have conducted

fund raising events around the area at railroad related locations including the Santa Margarita Ranch which is home to the narrow gauge *Pacific Coast Railroad*. The SLORRM also hosts twice yearly fundraisers at the *Bittercreek Western Railroad* where attendees ride behind miniature live steam locomotives. The Museum recently offered a free sneak peek open house at the Freighthouse on National Train Day, May 11, 2013.

The *City of San Luis Obispo*, through its *Promotional Coordinating Committee* and *Tourism Business Improvement District* provided \$10,000 for the promotion of these events. This will pay for out of town and local advertising.

Complete Museum history and upcoming event information is available on the San Luis Obispo Railroad Museum web site: www.slorm.com. Messages can be left for Museum officers or members at 805-548-1894 or info@slorm.com.

Contributed by Curtis Reinhardt

Train Day, May 11th, 2013



Museum member Lynne Maddy takes two young boys for a speeder ride on May 11th.

Photo by Jamie Foster



Guests view the Amtrak Coast Starlight from the platform of the 1894 Freighthouse.

Photo by Curtis Reinhardt

For story and more pictures of Train Day go to www.slorm.com



Mission Statement

The San Luis Obispo Railroad Museum is a non-profit educational institution founded to preserve and present the railroad history of California and specifically the Central Coast. Collecting, restoring, and displaying relevant railroad artifacts, photographs and documents is its goal. This effort is supplemented by creating models, displays and graphics as well as operating historic railroad equipment to facilitate a better understanding of how railroads have affected our area's social, cultural and economic history.

SAN LUIS OBISPO RAILROAD MUSEUM BOARD OF DIRECTORS

- Brad LaRose *President*
- Karl Hovanitz *Vice President*
- Aron Kahn *Secretary*
- David Rohr *Treasurer*
- Arnold Jonas, John Marchetti,
Andrew Merriam, Duane Powell, Gary See

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web site: www.slorrm.com

Mail to: P.O. Box 13260
San Luis Obispo, CA 93406

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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 Freighthouse, 1940 Santa Barbara Street, San Luis Obispo. Meetings begin at 6:00 p.m. All meetings are open to the public.

- August 13 *Business Meeting*
- September 10 *Business Meeting*
- October 8 *Business Meeting*
- October 12 *Grand Opening***
- November 12 *Business Meeting*
- November *Bitter Creek Western Fundraiser***
- December 10 *Business Meeting*

BY-LAWS AVAILABLE

Every member in good standing is entitled to a copy of the San Luis Obispo Railroad Museum By-laws. For the sake of economy, we have not distributed them to all members automatically.

2 To get a copy, send a #10, self addressed, stamped, envelope to SLORRM, Post Office Box 13260, San Luis Obispo, CA 93406.

Renew your membership

The last line of your mailing address on the envelope is the current expiration date of your membership. Please check this date each time you receive a mailing from SLORRM. If the date is within a month or so of your receipt of the mailing, your remittance of the amount to renew your membership will be appreciated. Changes to your contact information should also be included. This will help assure that your membership is always current. Should your mailing address or e-mail address change, prompt submittal of updated information will help achieve this same goal. Thank you for your diligence and cooperation.

Become a Member

Membership in SLORRM provides an outlet for anyone interested in railroad history, train travel, railroad oriented entertainment and the value of railroading to the community.

Membership is designed for those who love trains and wish to educate others, young and old, and who share an interest in railroad history and the San Luis Obispo Railroad Museum.

Single members pay \$36 per year. A family can join for \$60 annually, and a sustaining member pays \$100 per year. Mail to SLORRM, Post Office Box 13260, San Luis Obispo, CA 93406-3260. Go to <http://www.slorrm.com> to download an application form.

Life Members receive an 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

Family Life Members receive 2 enameled pins, 2 embroidered patches, the Coast Mail newsletter, 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.

New Members

Mike Jackson and Alan Upshaw.

Renewals Bonnie Adams, Rod Aszman, Logan Bertolette, John Benson, William Cooper, Brian Dunn, Thomas Ennis, Chuck Fellows, Dwight Hudson, Curt Johnson, Charles Jordan, Charles Kinzer, Brad laRose, Guenther Mayer-Harnisch, Beverly Murray, Roland Pautz, Paul Pedroni, Curtis Reinhardt, Michael Reneau, Robert Stewart, James Taylor, Ted VanKlaveren, and Stewart Young.

New Family Members

Laura, Wier, and Eric Frank.

Family Renewals

Howard and Sandra Amborn, Luther and Betsy Bertrando, David and Lois Bruns, Robert and Kathleen Copeland, Paul and Dorothy Deis, Suzette Girouard, Harry and Mary Harlow, George and Jan Hendrickson, Ron and Louise Milot, and Cheryl Steed.

Sustaining Renewals

John Falkenstien, Dwight Peterson and James Keene.

Life Member James Landreth

Family Life Members

Bob and Dodie Williams.

Monetary Donations were made by Dyer Campbell, Suzette Girouard and Cheryl Steed.

Reported by Arnold Jonas

Board Adopts Collections Policy



At its June meeting, the Museum Board of Directors adopted a *Collections Policy*. This policy was drafted by the *Curation and Archives Committee*, chaired by *Glen Matteson* (pictured left) with the help of *Brad LaRose and Gary See*. It sets specific procedures for obtaining and caring for items for the Museum collection. Go to www.slorrm.com/newsletter Coast Mail issue 48, page 8, for Glen's complete report.

Company Store

The San Luis Obispo Railroad Museum has a variety of items for sale for your enjoyment and to raise money for the Museum. T-shirts in both adult and children sizes, baseball hats, belt buckles, coffee mugs, enamel pins, embroidered patches, engineer hats and videos are all available by going to the Museum website, www.slorrm.com and click on **Company Store**.

Museum Purchases Southern Pacific Wooden Cupola Caboose No. 244



Photo by Brad LaRose

Cost Covered by Donations

The San Luis Obispo Railroad Museum has purchased a Southern Pacific Railroad model C-30-1, wooden, cupola style caboose number 244. This waycar, built for the SP Railroad in 1926 has been sitting in the high desert, just north of Lancaster, California since 1963. The dry desert environment has helped to preserve this rare piece of rolling stock.

Museum President *Brad LaRose* has donated the \$6,000 needed to buy the caboose. Brad also donated \$5,000 and long time Museum member *Richard Alberts* has donated \$2,000 to help with the cost of moving the crummy from Lancaster to San Luis Obispo. The Museum Board of Directors allocated \$3,000 for transportation. More donations for the moving and restoration of this fine artifact will be welcome.



Wood strips were attached to the sides of the car to prevent pieces from falling off during transport. Photo by Dan Manion

The C-30-1 caboose saw service from the 1920s to the 1960s. Faced with an aging fleet and growing traffic, the *Southern Pacific Railroad* began a major caboose building program in 1917. The new design was the first with a *Harriman Common Standard* class designation, C-30-1 to indicate car type:

Continued on page 4

Brad and Dan's Excellent Adventure

What a trip! Dan Manion and Brad LaRose traveled in the early morning hours to Lancaster, California to clean and prepare for transport to San Luis Obispo, the Southern Pacific Railroad wooden cupola caboose number 244.

They met at 6:00 a.m. in Paso Robles and loaded the necessary tools, water, food and miscellaneous supplies into Brad's van for the trip across the San Joaquin Valley, through Bakersfield, Tehachapi and Mojave, to Lancaster. The caboose is located on the Michael Zimmerman property, in Los Angeles County, within a mile south of the border with Kern County. This is about 200 miles from Paso Robles.

When they arrived at 9:00 am it was already 100 degrees outside. There was no shade or air conditioning, other than the open windows of an uninsulated caboose. Fortunately Mike Zimmerman, the property and caboose owner, provided access to electricity and water for the big cleaning job.

This caboose had been loaded with piles of miscellaneous items that were to be used by Mike's father, Henry Zimmerman, for gutting and converting the caboose into a pool changing room. Among the hundreds of pounds of items were: fiberglass panels, a pick up truck tool box, bar booth seats with upholstered cushioning, light fixtures, nuts and bolts, carpeting, large glass panels. Additionally, they were challenged from a health and safety standpoint, to remove hundreds of pounds of bird and rodent droppings.

This very dusty and massive amount of "poop" covered almost all flat surfaces inside the caboose to a depth of 6-8

inches. The photo below of Brad shows his tape measure indicating the pile of droppings in a cabinet to be 12" deep. This caboose has been in the desert, in this immediate area, with open doors and broken out windows, since 1963. That's 50 years of being one of the biggest rat and bird houses.



Photo by Dan Manion

During the course of cleaning, they made numerous wheel barrow trips to a very large dumpster, and filled a large wheeled trash can 3 times with the bird droppings. The cleaning of the car was methodical and efficient, to the best of their abilities, given the 11½ hours that they spent in 115 degree heat. No air conditioned rest areas.

They began by shoveling out the bird and rodent droppings with a large snow shovel, then sweeping with brooms of varying sizes. All this was followed by the use of a powerful shop vacuum.

The coal bin, which still contained SP Railroad coal from 1963 when the car was last operated, was a dirty item to clean. They saved most of the coal for placement in the coal bin after the car is restored. That coal supply will enhance the story we tell about life in the caboose as a railroad worker. The caboose stove that the museum now owns, will be a nice addition to this car.

The final cleaning task was a thorough washing of the inside of the car with a water hose. This removed lots of loose paint (Seafoam green as per Southern Pacific standards).

They prepared the exterior of the car for movement by attaching 1" x 4" boards, high and low on the sides of the car, from front to back. This will keep any loose siding from coming off during transport.

They packed the van and left the Zimmerman property at 8:30 that night. What is the first thing they did after getting into the van? That's right, they TURNED ON THE AIR CONDITIONING!

Reported by Brad LaRose

Combine Car Proves to be South Pacific Coast



Photo by Dave Hardie

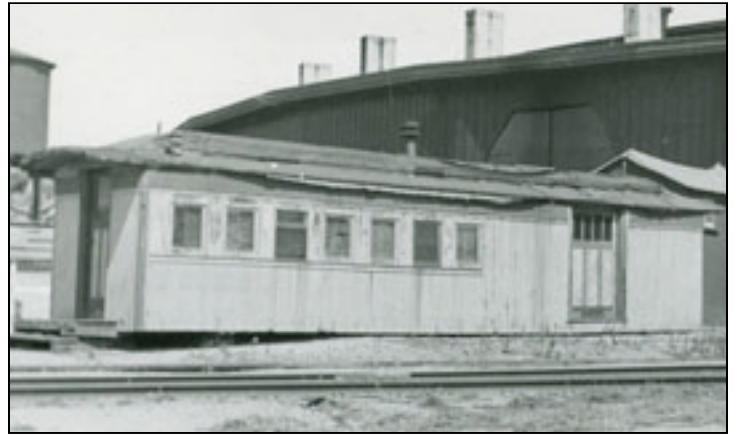


Photo by Roy Graves

In the Spring, 2013 issue of Coast Mail, an article was written regarding a car believed to be the South Pacific Coast Railroad (SPC) combine car #3. The car had been located in the southern part of the Southern Pacific Railroad's San Luis Obispo yard, next to the stock yard. *Carter Brothers Car Company* of Newark, California built the car in 1876. It had been off its trucks and used as office/storage space behind the Santa Cruz SP round house before being moved to San Luis Obispo. *Tom Petersen* photographed and measured the car in 1970, before a 1972 fire destroyed it. Prior to the fire, late SP engineer *Art Laidlaw*, obtained a clerestory window from the car. This window has prompted research to be conducted to dispel speculation that this car may have been the *Pacific Coast Railway* (PCRwy) combine car #104.

Since the first article about this subject has been published, additional research has been conducted which brings to light numerous facts indicating the exact heritage of this car. Tom Petersen's measurements indicate that the car was 36' 8" long over the body sheathing. The early Carter Brothers cars used by the SPC were 36' 6" long, measured over the body end sills. This matches Tom's measurements when the one-inch sheathing on each end is removed. Additionally, the baggage doors on the SPC cars were located in the center of the baggage area, between the last window and the end of the car. The PCRwy placed baggage doors next to the last car window.

Petersen's photos of the car show very faded painted letters and a number on the right side of the car, between the rear of the baggage door and the first window. A number 3 is painted directly below the P. No other numbers or letters are visible. It is not possible to determine if any other numbers or letters were originally at this location, due to the



Photo by Tom Petersen

faded and deteriorated condition of the car. None of the Pacific Coast Railway cars were lettered this way. This is very convincing evidence against this car having been the PCRwy #104. However, it is not the final evidentiary fact which proves this case of identity.

Brad LaRose has compared the photograph from the collection of *Tom Petersen*, which shows an SPC combine car behind the Santa Cruz roundhouse, to the August 1970 color photograph taken by *Dave Hardie*, showing a similar combine car located at the south end of the SP San Luis Obispo yard. Each wooden car has withstood the abuse of the elements for many decades.

In the Santa Cruz photo, the right side of the car shows numerous stains from the windows downward. Below the rear corner of the second window, is a very distinctive stain of an elongated triangular shape. In the photo taken by Hardie in San Luis Obispo, below the right side second window rear corner, is a stain. The stain is very faded and a weed in the photo is hindering the visibility of the car side. However, with magnification, the shape and location of this stain is identical in each photograph. This is essentially the fingerprint of the car. The final proof, that combined with the other photos, measurements and car con-

struction, leaves no doubt that this is the same car, and it is the South Pacific Coast Combine car #3.

Article by Brad LaRose, with contributions of details and/or photos by Randy Hees, Herman Darr, Bruce MacGregor, Dave Hardie and Tom Petersen.

Caboose *Continued from page 3*
C for caboose, weight (30 tons) and design series number (1 for first series). Though similar to earlier CA series cars, the new design included several improvements including a riveted steel underframe. This made the cars sturdier and safer, especially on runs where helpers pushed trains upgrade. In the next ten years, SP built over 600 C-30-1s, making them the largest group of cabooses in service on the railroad and its subsidiary lines. They were also long-lived, working all types of freight assignments into the 1960s.



Walthers is currently offering this model C-30-1 in HO scale.

In the next issue of Coast Mail we will cover the moving the caboose from Lancaster to San Luis Obispo.

Reported by Aron Kahn and Bill Pyper

Don't stop here . . .
Go online to www.slorm.com and click on Newsletter for more pages of Coast Mail. Read . . .

Notes Along the Pacific Coast Right-of-way
by Andrew Merriam. Stories and pictures of The Pacific Coast Railway. See more pictures from Train Day and work on the Freighthouse.

Notes Along the Pacific Coast Right-of-way

By Andrew Merriam

Does the title sound like it could be the basis of a quiz show question? Well connoisseurs of old-time railroading know that, when coupled with the word *armstrong*, A-frames and Gallows were types of turntables pushed by hand. The *Pacific Coast Railway* (PCRY) had three of them, located at the ends of the line at Los Olivos and Port Harford and at the main shops in San Luis Obispo. If you enjoy the colorful language of railroad men, Los Alamos was called “*Lost Almost*” and Los Olivos known as “*Lost Altogether*.”

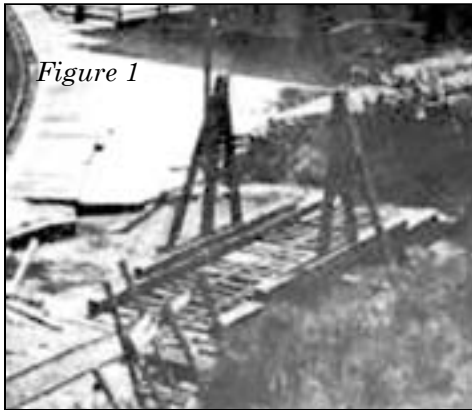


Figure 1

The earliest PCRY turntables were of the smaller A-frame construction, short, easy to build and 30 to 45 feet in length. This early photograph from the *Bill Grant Collection*, of the one at Port Harford (Figure 1) shows that the pit was very shallow and lined with timbers or ties stacked two deep. A-frames typically had a central structure that resembled the letter A. A third centered leg was added on the outside for stability. It carried down to a pair of support beams which bore on the middle pivot. On the PCRY structures, from the top of the A-frame a pair of support rods with turnbuckles attached to the midspan and to the end of the carrying beam supporting the track.

At the top of the A-frame there was a metal channel or sleeve to keep the rods from splitting the vertical posts. There was also a tie rod just under the crossbar forming the middle of the A. The railroad ties were bolted to the underside of the main beams. It did not even have a perimeter ring rail in the pit.

With the coming of heavier engines at the turn of the twentieth century, longer and sturdier structures were needed. The gallows structure met these requirements with the tower like configuration and crossbracing. While the sizes varied somewhat between the three PCRY locations, information from the *California State Archives* shows that the one in San Luis Obispo had a gallows structure 8' deep, 17' 5" high by 13' wide.

A-Frames and Gallows

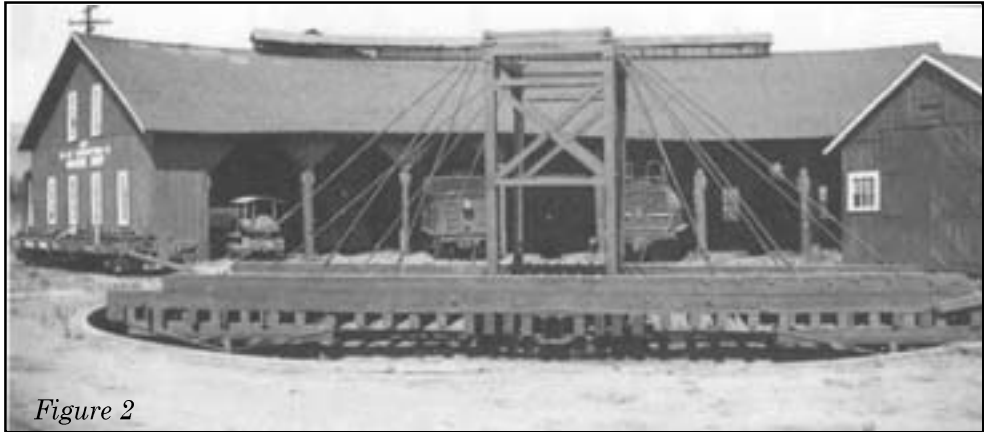


Figure 2

The supporting ties were bolted to the underside of two 12"x15" beams which spanned the full 60 feet. Extra stiffness was provided by strong-back beams of 12"x 14" which were bolted on top of the main beams. Because of the greater length, there were now three tie-rods and turnbuckles on each side of the gallows. Later photos of the San Luis Obispo turntable show that even this design did not provide enough strength and additional beams were added adjacent to the original beams. Note also the small king post trusses under the each end of the structure hanging down into the pit.

In the above photo from San Luis Obispo, dating from 1939 or 1941, (Figure 2) the large pole handles can be seen at each end of the structure for the railroad workers to rotate the turntable and engine using sheer muscle power. Hence the name *armstrong*. Later turntables had a circular ring pivot with 12 small wheels (functioning like a ball bearing ring) at the center to support the main weight of the locomotive. Centered on top of the ring were two supporting steel I-beams.

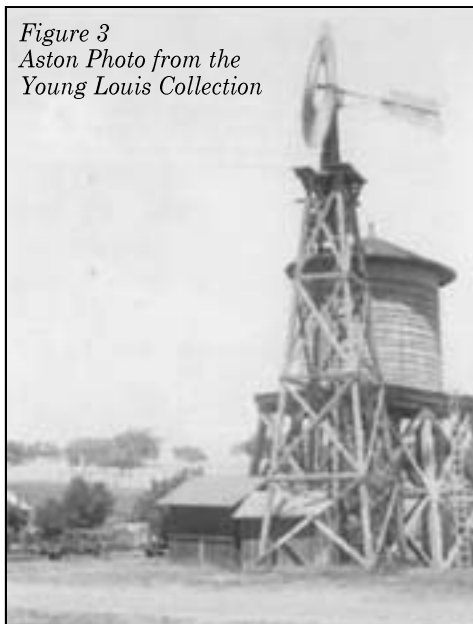


Figure 3
Aston Photo from the
Young Louis Collection

There was also a perimeter ring rail which supported a wheel at each side of the turntable ends to assure vertical alignment of the tracks and take a portion of the engine weight. It was the engineer's job to balance the locomotive so that the weight was centered over the main pivot to facilitate the turning.

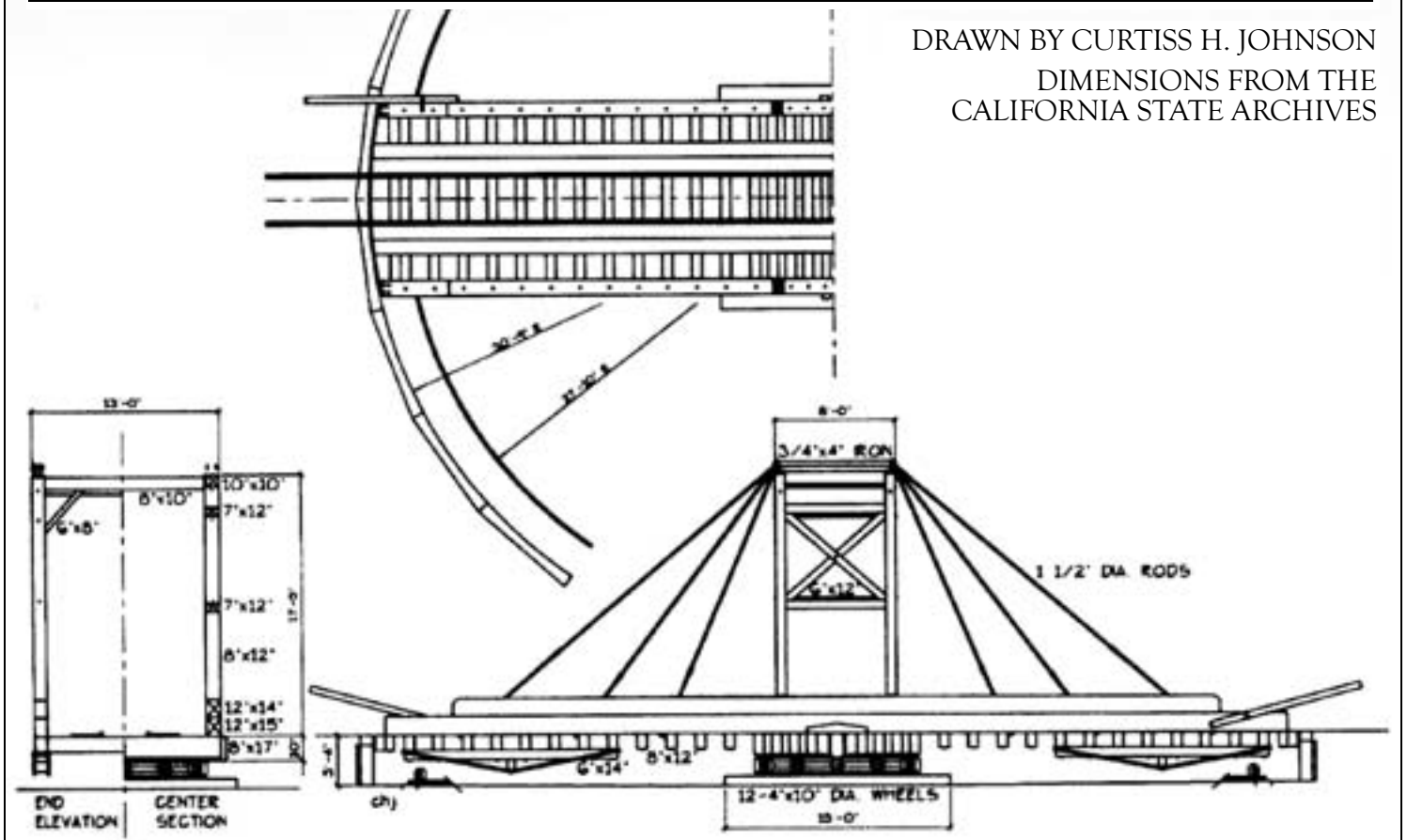
Modeling these simple structures is relatively easy. They make an attractive and eye-catching centerpiece of any railroad yard scene. I especially like the small yard scene at Los Olivos (Figure 3) with its water tank, two-stall engine house and the gallows turntable. Unfortunately, in later years, even this improved structure became either inadequate (*note that it only had two tie rods at each end*) or required too much maintenance and it was replaced by a wye which also served a Union Oil Company loading facility.

It is apparent from the photographic record that the PCRY did not have Common Standard designs as did the Southern Pacific. They simply followed basic engineering practices and designed to meet their requirements. When that didn't work, they just added more timbers and bolted them in place. This means that modeling license is allowed. Even so, lots of scale wood and handfuls of nuts, bolts and washer castings will be required, just as it was for these old time Pacific Coast structures.

Curtiss H. Johnson made an excellent drawing of this sixty-foot long turntable for his book *The Pacific Coast Railway*. You can see it on page 6.

THE 60-FOOT GALLOWS FRAME TURNTABLE

DRAWN BY CURTISS H. JOHNSON
 DIMENSIONS FROM THE
 CALIFORNIA STATE ARCHIVES



Martin E. Hansen Collection

This scene captures so much about what we admire in the beautiful *Southern Pacific Daylight* trains and the era in which they ran. The date is *October 10, 1937* and a special section of *Train 98* has stopped not only for its usual servicing at *San Luis Obispo*, but also to meet a railfan excursion train arriving on the narrow gauge *Pacific Coast Railway*. *Ralph Demoro* was along to capture this great meet. The ancient narrow gauge wooden passenger cars on the left are in sharp contrast to the brand new and sleek Daylight trainset on the right. It is hard to imagine any two trains that could have met in that day and age that could have been more opposite. Despite the contrast of new and old that these two trains epitomised, you can see that the railfans are just as interested in the new Daylight as they are the old narrow gauge train they have come to ride.

Contributed by Martin Hansen

National Train Day, SLO, 2013



National Train Day banner provided by Amtrak hangs on the Museum railing. Photo by Gary See



Museum visitors line up at the north end of the building for Speeder rides on the display track. Photo by Gary See



Crustacea Jazz Band played for the enjoyment of all. Courtesy of Central Coast Railroad Festival. Photo by Curtis Reinhardt



A couple of Speeders cruise down the display track while Governor Jesse rides the Sheffield Velocepede on the Museum platform. Photo by Jaime Foster



The Port Harford pier and warehouse, part of the HO Model Railroad display built for the Museum by Andrew Merriam and John Marchetti. Photo by Gary See



Diane and John Marchetti staff the Company Store. Business was brisk selling Museum souvenirs and Railroad memorabilia. Photo by Gary See

Board Adopts Collections Policy

At its June meeting, the Museum Board of Directors adopted a Collections Policy. This policy, drafted by the *Curation and Archives Committee*, sets specific procedures for obtaining and caring for items that implement the Museum's mission. It distinguishes between items in the collection, which are held permanently in public trust, and non-collection items that are intended for maintenance, restoration, or fundraising activities. Having written policies helps current and future Board, committee, and general members work consistently to:

- Identify the kinds of historical items that the Museum most wants to obtain and to accept long-term responsibility for.
- Approach acquiring those items by donation, purchase, or trade.
- Keep track of and care for the items it has obtained.
- Properly remove from its collection the occasional item which no longer supports the Museum mission.
- Make the wide range of collection items available for research, display, and interpretative activities.
- Fulfill its responsibilities as a non-profit, accountable community organization.

According to the policy, the Museum will focus on the *Pacific Coast Railway*, the *Southern Pacific Coast Line*, and branches and connecting railroads on the Central Coast. It will acknowledge the wider area served by the Southern Pacific and its connections to the North American railroad system, and successor systems Union Pacific and Amtrak.

Categories within the collection are:

- **Documents**, such as photographs and timetables.
- **Small three-dimensional artifacts** such as lanterns and tool carts.
- **Engineering and architectural elements**, like the wig-wag signal.
- **Rolling stock and locomotives**, like Pacific Coast Railway boxcars.

Generally, the bigger and more expensive an item is to obtain and care for, the more closely it must be associated with railroad operation on the Central Coast. In evaluating potential acquisitions, the Museum will consider an item's relevance, intrinsic value, provenance (original source and history of use), condition, form of title, location (transportation needs), and the existence of like items already in the collection.

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It will be Museum policy to acquire authentic items, as opposed to reproductions, and to obtain the full title to all collection items, including all associated intellectual property rights. Restoration is to be based on careful research, preserving an item's original character and materials. All restoration work is to be well documented. The Museum will accurately convey the history of each collection item.

Board approval is required for acceptance of major donation items and for buying major items. The Board may authorize certain members, and set up a *petty cash* type budget, for minor acquisitions. The Museum recognizes individual efforts and contributions, while not allowing an individual's preferences to take precedence over the Museum's goals in deciding what to acquire or how to display collection items. Board approval is also required for the occasional removal of an item from the collection, which may occur due a factor such as deterioration or obtaining a duplicate in better condition.

The Museum will provide or receive loans only in exceptional circumstances, and rarely allow removal of collection items from its premises for assessment or restoration work. Any loans or removals will be carefully documented.

The Museum will maintain a formal register of all items in its collection, containing or linking to information on each item's history of manufacture, ownership, use, means of museum acquisition, and intended limitations on use and display. It will be a major effort to compile the list for previously acquired items, and members – especially those with an eye for historical detail – are encouraged to help once the Museum's office is ready for use.

Several provisions deal with proper procedures for donors to obtain tax benefits, and for the Museum to maintain its tax-exempt status. Other provisions aim to avoid conflicts of interest by prohibiting personal use of collection items by Museum Board members, general members, and any future staff. Also, Museum members may not use their Museum affiliation in personal collecting activities. Directors and officers may not compete with the Museum in any personal collecting activity.

The full text of the policy is available through the Museum's website.

Reported by Glen Matteson

Work Progresses on Boxcar 706



Photo by Ted VanKlaveren
Duane Powell readies some lumber for the sides of 706.



Tom Cooper tightens some bolts.



Chris Hurd is sitting down on the job in this photo, but considering all the time that he has put in on this project, it's allowed. *Photo by Ted VanKlaveren*



On Friday, July 19th, with help from *Superior Crane*, a gang of Museum volunteers saw cut around the perimeter of the floor, lifted the roof and walls and installed 14" crib walls. This was necessary to satisfy City Code for ceiling height in the restrooms.

Photo by Gary See