



Steam Locomotive for San Luis Obispo

The San Luis Obispo Railroad Museum has acquired a narrow gauge (30") steam locomotive. Philip Goldman, a Life Member of the museum, has provided this locomotive, along with rail on which to operate it.

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

After construction, the locomotive was shipped to Japan and operated on the Kiso Forestry Railway in Agematsu, Japan, until replaced by diesel locomotives in 1958. Goldman traveled to Japan and, after inspection, purchased the locomotive. It arrived in the United States at the port in Alameda, California, in 1961. It was then moved to Goldman's manufacturing plant in Goleta, California.

Goldman's business was the "Dripcut and Starline" brand of restaurant supplies. Most notably, the Dripcut sugar dispensers had a chrome top with a very small flap type of lid. Almost every cafe or restaurant in the country had these on the tables. While operating the locomotive on his LA GOLETA AND SHORELINE RAILROAD, Goldman gave the #7 locomotive the name, 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 push and pull it as there were no overhead trolley lines. Gene Allen, of Allen's Models (live steam model locomotives) assisted Goldman in the operation and repair of the #7.

The #7 was last operated in 1974 and has been locked in a shed on the Dripcut property ever since. In November 1998, a San Luis Obispo Railroad Museum crew



moved the locomotive to a repair site near San Luis Obispo. Here, approximately 300 feet of track was laid. This location is temporary and will be used for the restoration of the locomotive. Master Mechanic Jim McIntire has been busy replacing leaking pipes and applying paint as needed. The #7 is on the smokebox plate, the name "Dagny" is still on the cab below the windows and the Dripcut emblem is on the side of the tank.

Originally, the Kiso Forestry Railway had

10 matching locomotives and, as of 1961, only 3 were left. One was placed on display in Agematsu Japan and its status. The second one is the #7. The third locomotive arrived in this country on the same ship with #7. It was purchased by Henry Sorenson and transported to McKinleyville, California, north of Eureka, where it is run on his Humbolt Northern Railroad as the #6.

Thank you Mr. Goldman, the #7, the Dagny, has a good home!

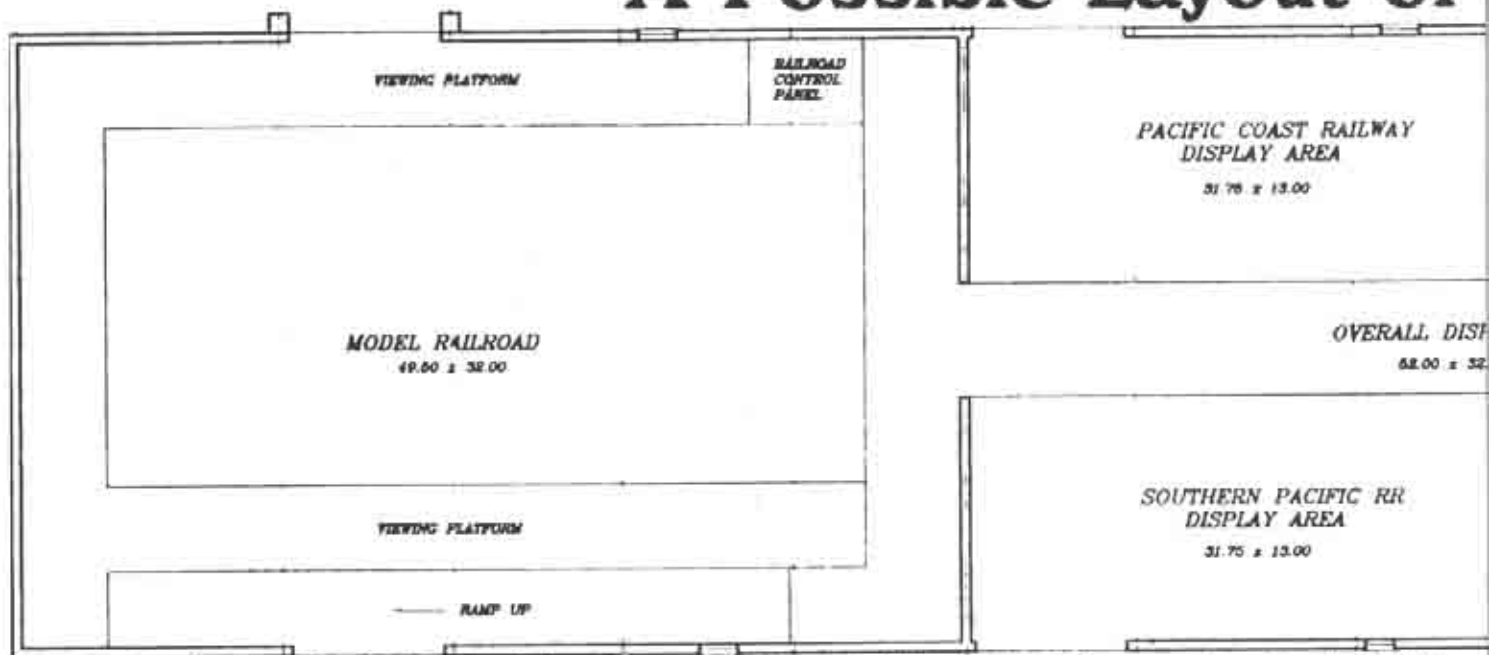
Pacific Coast Box Car Restoration

The County of San Luis Obispo awarded a grant of \$2,250 to the Avila Valley Railway Museum (parent organization of the San Luis Obispo Railroad Museum). This Visitors Services Grant was awarded to purchase trucks (wheels and frame) for the museum's Pacific Coast Boxcar #1200, which was built in 1924 by the Pacific Car and Foundry Co. of Seattle, Washington. Since the car was acquired several years ago, the museum has been looking for a pair of suitable trucks to go

underneath it. A pair has been located and hopefully will be purchased in the next several months.

Another recent advance on the restoration of this car has been the donation of an original owners/builders plate with the words "Pacific Coast Car and Foundry Owners-Seattle/Portland." We are still extremely interested in acquiring a pair of couplers, brake rigging, truss rods, brake wheel, etc. to complete the car.

A Possible Layout of



The floor plan above was done by John Marchetti and shown at the San Luis Obispo Railroad Museum meeting, March 11, 1999

Goals of the San Luis Obispo Railroad Museum

Goal 1. EDUCATION:

To create exhibits, develop programs and maintain and operate equipment that enhances, benefits, and enlarges visitor education and knowledge about railroads and railroading in San Luis Obispo County and the Central Coast:

- To benefit and enhance understanding of railroading as it relates to our social history and community development.
- To illustrate the mechanical, construction, and operational techniques used in railroading in San Luis Obispo County and the Central Coast.
- To increase an understanding of the role played by railroads in developing commerce, economics, trading and business in our area.

Goal 2. PARTICIPATION

To provide opportunities for visitors to participate physically and mentally in activities that simulate those used by railroaders here:

- Active, hands-on participation for all visitors in railroad-related activities and equipment to provide a personal, physical relationship with railroad life.
- Illustrate the worker skills necessary to maintain and continue the railroad, and to provide a chance to test their own abilities.
- Illustrate how operations were managed and to provide hands-on participation in working the equipment.

Goal 3. APPRECIATION:

To develop in visitors an appreciation and a comprehensive understanding of how railroads worked, how they evolved, and how they brought about changes in our culture:

- Provide exhibits that create a broad understanding of the general operation and role of the railroad in everyday life.
- Show, through displays, how transportation facilities and activities evolved.
- Illustrate how the railroad played a pivotal role in cultural development.

- Show how the access to state and national affairs provided by the railroad changes lifestyles and values in our County and on the Central Coast.

Goal 4. SUPPORT:

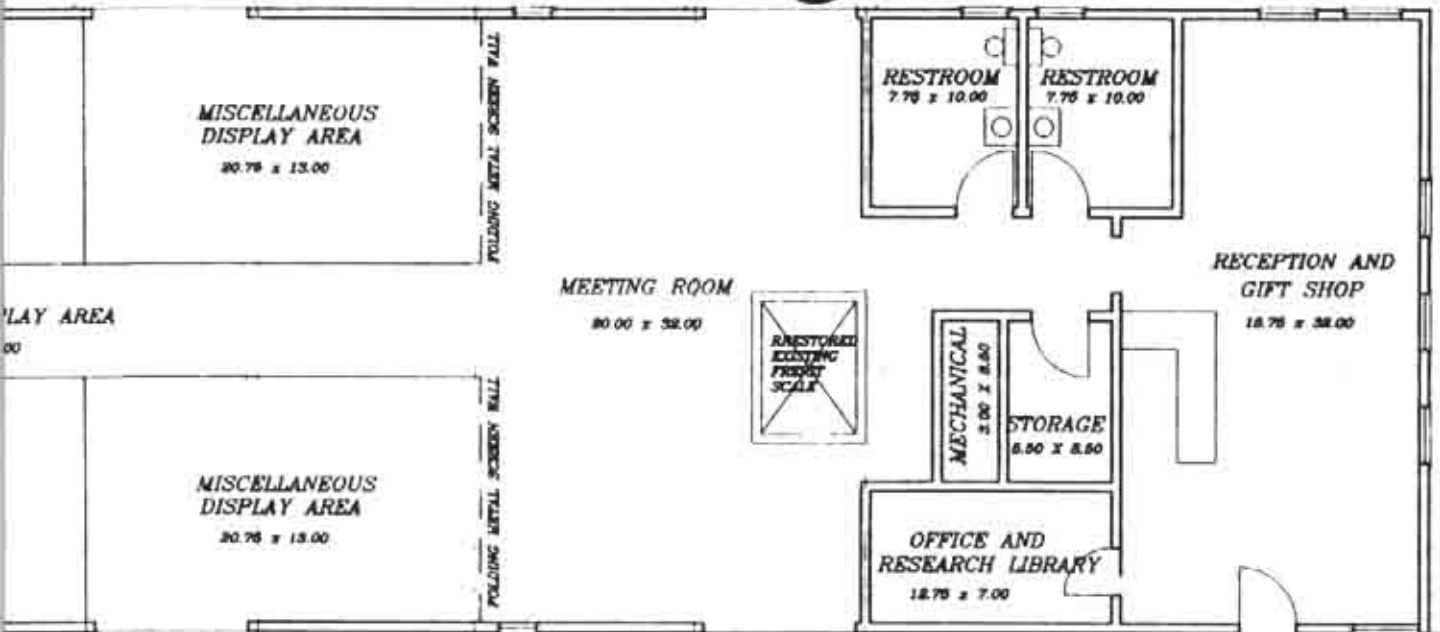
To provide opportunities for visitors to extend their education, to connect with other similar ventures, to support this Museum and its activities, and to encourage tourism-related activities:

- Create and staff a sales area for memorabilia, artifacts, printed and audio-visual materials, and other objects that foster the goals of the Museum.
- Provide opportunities for other organizations to use Museum facilities.
- Encourage visitors to view this as a tourist destination, and include overnight facilities for personal railcar use.
- Interact with the City or other organizations to promote special "Days" or events that promote tourism or this Museum.
- Develop policies, and support practices and structures that promote the economic health of the Railroad District.



Newly restored water tank.

the Museum Building



Recent Donations

Curt Johnson and **Ken Westcott** donated an autographed copy of their recent outstanding book "The Pacific Coast Railway, Central California's Premier Narrow Gauge."

Ken Westcott donated a very detailed N-Gauge layout of the Pacific Coast Railway shops and yard in San Luis Obispo.

Cuesta Equipment of San Luis Obispo donated a new pair of rail tongs.

UNOCAL CORPORATION donated an authentic 36" gauge push car (probably Pacific Coast Railway equipment) which had been used on the Union Oil wharf in

San Luis Obispo Bay. the wharf originally belonged to the Pacific Coast Railway.

Brad and Patti LaRose donated a 36" gauge 20 foot long flatcar. The car was formerly used on the Badger Army Ammunition Plant in Baraboo, Wisconsin. Brad and Patti donated a similar car last year.

Jarret LaRose donated a handmade redwood toolbox (even our youngest railfans have the spirit of donation).

Dave Rohr donated the use of the **Sierra Hotel** private rail car, including meal and drink service, for a fundraising trip from

Salinas to Oxnard. **Karl Hovanitz of Silverado Stages** provided motor coach transportation to Salinas and back from Oxnard. As a result of their generosity, the trip netted \$2000 for the Museum coffers.

All of these donations will have a significant impact on the preservation of our Central Coast rail history. Telling the story of rail history, actual tools to help put the museum together or railroad rolling stock to put on the museum tracks, this is all in furtherance of our museum dream. Won't you please join us in this dream and donate to our cause. We are looking for tools, artifacts, even money!

San Luis Obispo Railroad Museum

A Division of the Avila Valley Railway Museum, Inc.

MEMBER APPLICATION FORM

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

Complete form and mail with your check to:

San Luis Obispo Railroad Museum
3478 Gregory Court, San Luis Obispo, CA 93401

PLEASE PRINT CLEARLY

Name _____ Membership level: _____ Amount enclosed: \$ _____

Address _____

City _____ State _____ Zip _____

Phone (day) _____ (eve.) _____

Fax: _____ E-mail: _____

I will help the museum by volunteering to: _____

City Adopts Railroad District Plan

1894 Freighthouse to be Restored



It is finished! The City of San Luis Obispo has adopted the Railroad District Plan produced by city staff. Mayor Allen Settle signed the document on June 16, 1998. The district includes areas north of the Southern Pacific Passenger Station and south to Orcutt Road. It also includes the plans for the Multi-Modal Transportation Center and the San Luis Obispo Railroad Museum.

The plan contains many historic photographs along with numerous maps, drawings of railroad items. It will be a key component in transportation plans and the development of the San Luis Obispo

Railroad Museum. This is truly a fantastic production by the Community Development Department. One council member made the comment that this is the best report that they have seen (privately produced or otherwise). Praise must be given to the Community Development staff, specifically Arnold Jonas, Director; John Mandeville, Long Range Planning Manager; Jeff Hook, Project Planner; Michael Codron, Planning Technician; and Chuck Crotser, Graphic Consultant. The city council is to be applauded for having the foresight to recognize the significant value that the railroad has played in the development of the city.

Multi-Modal Conceptual Plan Completed

The City of San Luis Obispo, along with the San Luis Obispo County Council of Governments, has decided on a conceptual plan produced by Insite and Associates. The plan is designed to allow parking for Amtrak patrons, a bus lay over parking area and provide areas for the display and operation of historic railroad equipment. This equipment (aka rolling stock and locomotives) would be part of the San Luis Obispo Railroad Museum. The Southern Pacific Railroad Freighthouse, built in 1894 and still on the site, will be used by the Railroad Museum as its main museum building.

Museum tracks are included in the plan for operating steam and diesel locomotives.

The center will be built on land acquired from Union Pacific Railroad. The city is in final discussions on the purchase of the property and has put the construction plans out to bid for design services.

The \$1.7 million center will be funded by money from Proposition 116, the Clean Air and Transportation Improvement Act of 1990; the Transportation Capital Improvement Act; and the State Highway Account. The cost includes land acquisition, design and construction.

The San Luis Obispo County Council of Governments (SLOCOG) acted August 5, 1998 to approve funds for the restoration of the historic Southern Pacific Freighthouse. It is located just south of the passenger station area and is planned to be the main building of the San Luis Obispo Railroad Museum. The funding for this project is from the recently enacted TRANSPORTATION EQUITY ACT for the 21st CENTURY, also known as TEA-21. The City of San Luis Obispo has provided additional matching funds which, when combined, total \$513,000. All of this money is specifically intended for the restoration of the building. The building is of redwood construction on a brick foundation and has offices in the north end and a large freight transfer area in the southern end. Standard gauge Southern Pacific cars were spotted on the tracks at the east side of the building, while wagons and, later, trucks were parked on the west side. Large platforms, modified in shape through the years, extended from each end of the building. The platform on the north end had S.P. standard gauge tracks on one side and narrow gauge Pacific Coast Railway track on the other. It is a little known historic fact that a small window on the west side office area that appears to have been added sometime after the building was constructed, was taken from a railroad passenger car probably of 1870s vintage.

The San Luis Obispo Railroad Museum looks forward to working with the city planners as the building is restored.

Badges? We got badges!



Pin-on badges featuring the red, white and blue SLORRM emblem are now available. Printed by Bill Pyper and assembled by Brad LaRose, the buttons sell for \$2.00 each as a fundraising effort. Anyone wishing to purchase a badge can get one from Bill or Brad. We are looking for locations to sell them.