



# Coast Mail

News from the San Luis Obispo Railroad Museum



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## Narrow Gauge Boxcars Become Part of Museum



Photo by Curtis Reinhardt

Two historic Narrow Gauge Boxcars were moved to their permanent locations in front of the San Luis Obispo Railroad Museum's Freighthouse on Thursday morning, March 21, 2013. Both cars were once used by the Pacific Coast Railway on the Central Coast of California. Now that they are in place Museum members will finish their interior and exterior restoration. Both cars will be accessed from inside the Freighthouse. One will house additional restrooms and the other will be used for storage. Thanks to *Christina Bearce of Highlight Media* for taking the video of the move that was used on TV newscasts that night.

### National Train Day, Saturday, May 11th



Photo by Gary See

Come join us for a fun-filled *National Train Day* at the Museum. On **Saturday, May 11th, 2013**, from 10:00 am to 5:00 pm, the San Luis Obispo Railroad Museum will open the doors of the historic 1894 Southern Pacific Freighthouse for the public to see the progress of the Museum which is planned to open on October 12, 2013. Members of the Board of Directors will be on hand to introduce the future Museum to the public.

Special events will include: Historic Railroad Motorcar *Speeder* rides on the Museum's Display Track (\$3 donation) Walking Tours: Learn about the Museum area and the Museum's Emily Street Yard. HO Scale *Free-Mo* operating modular model railroad layout. G-gauge *Garden Railroad* operating model railroad layout. Railroad Swap Meet. Railroad items for sale with proceeds that benefit the Museum. Historic artifacts and equipment on display. A Sampling of things to come: View the future Museum interior improvements in the historic 1984 Freighthouse. Visit the future Museum model railroad area depicting the Central Coast and its environs. *Reported by Aron Kahn*



Photo by Gary See

Museum members are working diligently to ready the Freighthouse for the Grand Opening of the San Luis Obispo Railroad Museum on October 12th. The **Grand Opening** event will be the focal point of the 5th Annual *Central Coast Railroad Festival*, October 10-14, 2013. The CCRRF is also sponsoring three Family Excursions on National Train Day. Guests will visit the Museum as part of their excursion activities. Go to [www.ccrf.com](http://www.ccrf.com) for details.

Local families, visitors and railfans will be able to grab a sneak peek in and around the Museum during a special Open House on *National Train Day, Saturday, May 11th*.

*Contributed by Curtis Reinhardt*

More on the boxcar moves at [www.slorm.com/newsletter](http://www.slorm.com/newsletter), page 8

**The two boxcars** moved on March 21st are the narrow gauge Pacific Coast Railway #706, built by the *Pacific Car and Foundry* circa 1906-1912 and a boxcar of the 1200 series that has a sign on it saying *Miles Station*.

The Pacific Coast Railway narrow gauge car of the 1200 series, was built by the *American Car and Foundry Company* in 1924 for the PCRwy. It is the last type of boxcar built for the PCRwy and it is the largest. At 36' 6", it is longer than any other type of PCRwy boxcar. However, at slightly over 7' wide, it is the narrowest in width. It sits on original PCRwy 1200 series trucks that were acquired from the PCRwy derrick car that was on the UNOCAL, (*ex-PCRwy*) pier in San Luis Bay. That pier and car were destroyed by a violent storm in October 1981 and they fell into the bay. The only parts of the car that were saved during the clean up operation, were the trucks (wheels and their arch bar frames). The only existing 1200 series trucks now have been placed under the only remaining 1200 series car.

The *Miles Station* sign on the white 1200 series Pacific Coast Railway boxcar is not historic. The San Luis Obispo Railroad Museum evolved from the *Avila Valley Railway Museum* which was founded as a non-profit organization on February 11, 1991. This boxcar was purchased by the AVR M circa 1994 and placed on the *Miles Station* site on the PCRwy. This boxcar was used for the storage of artifacts, historical tours and as the original museum meeting facility. The sign was built to Southern Pacific Railroad standards, however, it is not an historic artifact.

*Contributed by Brad LaRose*

More on the boxcars at [www.slorm.com/newsletter](http://www.slorm.com/newsletter), page 8.



### 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*
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- Arnold Jonas, John Marchetti, Andrew Merriam, Duane Powell, Gary See

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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.

- May 11 . . . . National Train Day**
- May 14 . . . . . *Business Meeting*
- June 11 . . . . . *Business Meeting*
- July 9 . . . . . *Business Meeting*
- August 13 . . . . . *Business Meeting*
- September 10 . . . . *Business Meeting*
- October 8 . . . . . *Business Meeting*
- October 12 . . . . Grand Opening**

### BY-LAWS AVAILABLE

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

**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.

## Membership

The following have joined or renewed their membership in the San Luis Obispo Railroad Museum as of March 7th:

**Renewals:** Warren Bebout, Manetta Bennett, James Cashin, John Chedister, Tom Cooper, Roy Gammill, Bruce Hebron, James Holmes, Hilding Larson, Jane Maxwell, Mike Palmer, Tom Petersen, Patrick Sullivan and John Turrill.

**Family Renewals:**  
Robert and Olga Harway.

**New Members:**  
Jim Barre and Walter Griffin.

**New Family Members:**  
Ed and Alice DeLeonardis

**New Life Memeber:** Ray Craig.

**New Life Family Members:**  
Bill and Janne Wissel

### Building Fund Donations

Woody and Adele Frey \$100.<sup>00</sup>  
Patrick Sullivan \$100.<sup>00</sup>

### Election Results

In January, 2013, Arnold Jonas, Brad LaRose, John Marchetti and Duane Powell were re-elected to two-year terms on the San Luis Obispo Railroad Museum Board of Directors.

## Donations

### Surfliner Club Donors \$100 - \$249

John Benson, Angela Bruckhart, John Falkenstein, James Landreth, Arthur Ludwick, Cheryl McCollum, Fred Paap, Make Palmer, Agatha Reardon, Cheryl Steed, James Thornburg, R. Williams.

### Starlight Club Donors \$250 - \$499

Robert and Kathleen Copeland, Leslie McKinley, Tom and Carolyn Peterson.

### Sunset Club Donors \$1,000 - \$4,999

Richard Alberts, Mary Gaulin/Lil' Tool Works, John Hoefker, Karl Hovanitz, Arnold Jonas, Aron Kahn, Brad LaRose, Don Maddy, Lynne Maddy, John Marchetti, Andrew Merriam, Duane Powell, David Rohr, Ken Schwartz, Gary See.

### Lark Club Donors \$5,000 - \$9,999

Deborah Lyon and R. Jeffery Herten, W. Bruce Lindsey, Andrew and Jutta Merriam Family Trust, San Luis Obispo Community Foundation.

### Daylight Club Donors \$10,000 +

Hind Foundation, Ludwick Foundation.

## 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](http://www.slorrm.com) and click on **Company Store**.

# Museum Building Nears Completion



In August, 1977 the 1894 Freighthouse was badly run-down. photo by Bill Pyper



A new foundation was poured under the South end of the building. September 2004 photo by Bill Pyper



Freighthouse gets a complete new roof. December, 2004 photo by Bill Pyper



Karl Hovanitz, Dick Ross, Arnold Jonas, Aron Kahn and Andrew Merriam check the plans for the Freighthouse repairs on July 9, 2009. Photo by Brad LaRose.



Tom Mitchell hefts a heavy piece of wood into place in this July 7, 2012 photo.

Those with a long memory will recall that in the Winter, 2012 edition of the Coast Mail, we announced that the City of San Luis Obispo had completed the work they had committed to. The 1894 Southern Pacific Railroad Freighthouse was now ours to make into a Museum. A year later we are in fact arriving at the magical point where our contractor, RK Builders, and our many volunteers have completed the building shell. The Museum is ready to complete interior finishing and installation of displays. So what does this all mean?

If you walk through today after an absence of a year, you would see completed walls and doors, working ADA restrooms, drinking fountains, operating lights and finished floors. Behind the scenes we will also have a security system, fire sprinklers, and a heating and cooling system. Several of our committees have been meeting for months to determine how best to build displays and initiating the process of opening to the public on a permanent basis.

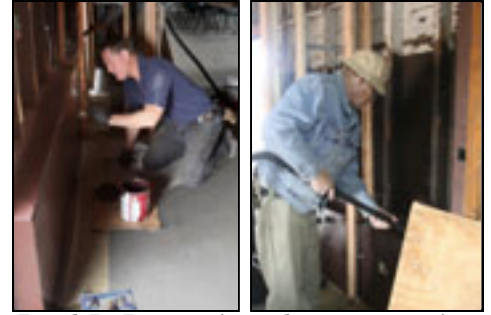
There are thanks to go all around. The big donors over the past years are the Hind Foundation and the Ludwick Family Foundation, each of whom have contributed \$100,000. Our Board of Directors have also made personal contributions of time, money and creative problem solving. Museum members have made significant contributions during our Capital Funds Drive last year. Volunteers continue their efforts on a weekly basis providing painting, construction clean up, drywall installation and continued outreach to local contractors for materials.

The ongoing efforts, under the guidance of Ted VanKlaveren and his hardy crew in adding the track and installing the narrow gauge boxcars is documented in photos in this newsletter.

Next steps: The most dramatic efforts will now focus on restoring the boxcars, preparing displays for the main exhibit hall, gathering materials and organizing the archives and construction of the



SLORRM modelers Bob Schrempp and Logan Bertolette work on drywall for the model railroad area. Photo by Gary See



Brad LaRose paints the concrete riser on a Freighthouse wall while Chris Hurd vacuums up the ever present construction dust. Photos by Gary See.

bench work in the model railroad area. The model of the narrow gauge Pacific Coast Railway at Avila Beach is being built by John Marchetti and Andrew Merriam and we hope to have major components installed for our May 11th open house. Brad LaRose and Aron Kahn and related committee members are packaging display concepts for the May open house that will give visitors a taste of the future in the main exhibit hall. Meanwhile we will refine our concepts and search for sponsors. We really hope you can join us on May 11th for National Train Day and enjoy the results of all this effort.

Reported by Andrew Merriam, Chairman of the Building Committee.

## Trackwork



John Marchetti, Ted VanKlaveren and Howard Amborn align the track. Photo by Sandy Amborn

Thanks to **United Rentals** for the donation of the demolition shank and **Ratliff Welding** for the fabrication of a rail spike tool. **Weyrick Sand and Gravel** provided the ballast at cost. Thanks to **Peterson Trucking** for moving and **West Coast Towing** for their help unloading the boxcars.

To see more pictures of the track laying and the work inside the Freighthouse go to [www.slorm.com/newsletter](http://www.slorm.com/newsletter)

# Rare picture of Combine donated to Museum

Dave Hardie took this picture from the northbound Coast Daylight, Southern Pacific train #99, in August 1970. He recently found it while scanning some of his older slides and donated it to the San Luis Obispo Railroad Museum.

This car was the *South Pacific Coast Railroad* combination car #3, built by the *Carter Brothers' Car Company* in Newark, California in 1876. The *Society for the Preservation of Carter Brothers' Railroad Resources*, in the *Ardenwood Park Museum* in Fremont, California, is familiar with this car and provided additional research information for the writing of this article.

Owned by South Pacific Coast Railroad, which was eventually taken over by the Southern Pacific Railroad (after 1912), the car was moved to the south end of the SP railyard in San Luis Obispo, near Orcutt Road. It was then used for drovers' (cowboys) lodging and for storing hay for the feeding of cattle. You can see in the photo, it is next to the livestock corrals.

In the background are tanks from a Richfield bulk oil/fuel distributor. This building still exists on Morrison Street, at the end of McMillan Avenue. Nearby are several buildings that were used for bulk oil/fuel sales and distribution. This facility is adjacent to the property now occupied by Mission Storage, which had been Paulson's Wrecking and Salvage and later Bedloe's Auto Salvage.

For many years Pacific Coast Railways steam locomotive tender #107 (water and oil tanks only, no frame) was stored in this salvage yard. This tender tank is now owned by the San Luis Obispo Railroad Museum.

The late Art Laidlaw, former Southern Pacific Railroad engineer and San Luis Obispo Railroad Museum member said that the car was demolished by SPRR in the early 1970's. Prior to the car being destroyed, Art was able to remove a single wood framed glass *clerestory* window. It has a brass ring at the bottom used for opening and closing. Art donated the window to the Museum and Brad LaRose has since restored it. The window is in storage awaiting additional information, so that an exhibit can be developed for the Museum. This window is a very rare historical artifact.

In the top photo, the clerestory windows are covered up. This window was hidden under that cover. There are paint samples on the window frame from the combine car that are a good historical record.

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Of special note is the design etched into the glass. The central feature is a circle, like a locomotive or cart wheel, with radiating spokes and other lines around the edges of the glass. The window glass is also of value to use as a pattern for restoration of other South Pacific Coast Railroad cars.



*This is the clerestory window as restored by Brad LaRose. It measures 22 inches wide by 9½ inches high. The etched wheel design is 2 inches in diameter.*

This is a very nice artifact, very old, and historic to the South Pacific Coast Railroad. It is significant to the southern Bay Area where that railroad was located. It is also of historic value to the San Luis Obispo Railroad Museum as a Southern Pacific Railroad artifact of local significance.

In this picture Broad Street is to the upper right and Orcutt Road is a few blocks to the left. Mile post 253 was just in front of the stock corrals, which at one point had seven pens.

The stock yard and this car are features of the San Luis Obispo SP railyard that are rarely noted and even less often photographed. This is not the only South Pacific Coast Railroad car that SPRR placed in San Luis Obispo County for use as living quarters.

There are some people in the railroad historical community who believe that this combine car was the Pacific Coast Railway #104. Much research has been conducted, including the use of photographs, data and discussions with historians who are authorities on both the South Pacific Coast Railroad and the Pacific Coast Railway. While there is no proof of the heritage of this car, the consensus of the authorities is that this is South Pacific Coast Railroad Combine #3. After the car left service on the tracks, it was used as an office behind the Southern Pacific Railroad roundhouse in Santa Cruz, then moved the San Luis Obispo and used as noted in this article.

*Reported by Brad LaRose with contributions by Herman Darr, Randy Hees, Karl Hovanitz, Curtis Johnson, Bruce MacGregor, Andrew Merriam and Bill Pyper. Photo by Dave Hardie*

\*A clerestory window is a window that is mounted above eye level for the purpose of letting in more light or air.

## But Wait, There's More!

Go online to [www.slormm.com](http://www.slormm.com) and click on Newsletter for four more pages of Coast Mail. Read

Notes Along the Pacific Coast Right-of-way by Andrew Merriam. Stories and pictures of passenger service on the Pacific Coast Rwy. See more pictures of the Boxcar move and Freighthouse rehabilitation.

## Notes Along the Pacific Coast Right-of-way

By Andrew Merriam

Take the train to the beach at Avila? It was possible. This early view shows engine number 108 with a single passenger car on the *Pacific Coast Railway*. This photograph was taken sometime in the late 1920s or early 1930s, somewhere near San Luis Obispo Creek.

This 2-8-0 engine was delivered by Baldwin Locomotive Works to the Pacific Coast in January, 1905. The engine number is on the tender and the railroad name is painted on the cab. That is usually an indication that the photo was taken prior to the time when the wooden cabs were replaced by steel in the mid 1920s and repainted with the number on the cab. Number 108 is an exception to this. The cab is made of steel, the original cap stack is gone and the tender is an unusual, even ungainly, replacement, different from all of the others in the consolidation series. At the time of its purchase, this small locomotive would have made a trim passenger engine with a cap stack, an olive green boiler jacket and borders around the aluminum tender numbers.



In all likelihood, the major destination of this train was the pier at Port Harford, two miles beyond the community of Avila. Here the tracks went out 1800 feet to the terminal/warehouse building at the end of the pier. During the early 1900s in San Luis Obispo County, a ship docked almost every day at the Port Harford pier. There were regular passenger connections to both northern and southern California.

This service was almost completely eliminated when the Southern Pacific Railroad opened its Coast Route with through service to Los Angeles in March of 1901. Passenger service on the Pacific Coast became more of a convenience to local residents than a vital economic source of revenue. When founded in 1873, the primary goal of the railroad was to connect San Luis Obispo County to the rest of California. There was a need to export the agricultural products of the Central Coast and import lumber, building supplies and the other necessities for the growing community of San Luis Obispo.

# Passenger Service Anyone?



*This picture of Pacific Coast Railway engine #105 was taken in June, 1942, along old Highway 101 when the Post San Luis line was being scrapped.*



*This photo of Pacific Coast Railway engine #110 was taken by Robert Langevin in June, 1942, at the San Luis Obispo railyard.*

Eventually the line was extended south past Price Canyon (where an online product was bituminen cakes used for street paving) out through a cut at the head of Corbett Canyon and down Arroyo Grande Creek to that farming village. The extension continued on to Central City (now known as Santa Maria) and to Los Alamos in 1883, and terminated at Los Olivos in 1887.

With the exception of the oil boom traffic from the Santa Maria area starting in 1902, most of the traffic on the Pacific Coast Railway (PCRY) was agriculturally related and in later years gravel and rock for road projects. In 1899, 450,000 bags of grain were shipped, most of it through Port Harford. In the first years passenger traffic was essential. The only other option to go north or south was the stagecoach. It was no wonder that most people who could afford it took the faster and gentler (usually) rail/ship connec-

tion to San Francisco or Newport Beach with service to Los Angeles or San Diego. While not common, stage coaches of the era were known to have been held up at gun point. Cuesta Grade was a good and remote location for highwaymen to rob passengers and escape into the hills.

To meet the early demands for passenger traffic, the PCRY had purchased seven coaches as well as a combine and baggage car by 1887. Most of these were built by *Carter Brothers* of Newark, California. After a disastrous coach shed fire in 1892, these cars were replaced by the *J. Hammond Company*. The rebuilds and new models were adapted to meet changing demands. Two baggage-mail cars were now on the roster. Several of the coaches had baggage compartments added to make additional combines for

*Continued on page 6*

# Passenger Service Anyone? *Continued from page 5*

the light service being experienced. No major additions were made prior to the end of service in 1941.

Most interesting is that in 1938, three of the, Hammond coaches and one baggage mail were sold to the *White Pass and Yukon Railroad* in Alaska for their narrow gauge passenger operations. All of the cars were painted in the traditional dark green and had open vestibules. The lettering was elaborate and in keeping with the *gilded age*.

The end of significant passenger service could already be foreseen in the last decade of the nineteenth century when the Southern Pacific reached Santa Margarita in 1891. Ads were appearing in the local newspapers touting stage to *standard gauge* rail connections to San Francisco.

Instead of the previous 24 hour trip by sea, it was now possible to take the two hour stage trip from San Luis Obispo to Santa Margarita starting at seven a.m. One then boarded the train at 9:30 and arrived in San Francisco at 6:12 pm. the same day.

*"Avoid the delays and discomforts of the Steamer"* read the text. Tickets were not cheap; \$7.50 one way, which converts to well over \$100 in today's money.

With the through connection to Los Angeles in 1901, the era of extensive passenger use on the PCRY came to an end. The use of the passenger cars for special events and recreation, however, had a continuing and colorful history.

Wildflower specials were offered in the Spring. Football specials when San Luis Obispo High School played Santa Margarita were commonplace. In the first half of the twentieth century it was easy to charter a train. The rules were simple and if there were emergencies, the company could accommodate you.

One of the more humorous stories was about a lady from a well known family who missed the regular train to Arroyo Grande. She insisted that the PCRY provide her transportation. Cost was not an issue. For this special, the San Luis Obispo Station Master had a rocking chair roped to an available flat car. An engine and crew were ordered up and the hour-long special set out. There was one unscheduled stop as the flat car was not equipped with a restroom facility.

It is interesting to compare time schedules for those of us used to sixty-plus miles an hour on well paved roads.

**6** Daily, except Sunday, steamship connections were advertised from Los Alamos. If one boarded a PCRY coach at 7:00 a.m.,

had a station stop at Santa Maria at 8:05 a.m., got into Arroyo Grande at 9:10 a.m. they arrived at San Luis Obispo an hour later, for a total of just over three hours. It was with pride that the travel time from San Luis Obispo to Port Harford was cut from over an hour to just 35 minutes.

I am sure that there are many today who would not mind taking that thirty-five minute trip from San Luis Obispo to the beach in an old narrow gauge car.

The best that we can do today is ride the bicycle trail from the old Miles Station to Avila Beach following the old Pacific Coast Railway right-of-way, and dream about the good old days of Number 108 and its single coach.

This historic account was originally published in the February 2001 issue of *SLO Trains*, the newsletter of the *San Luis Obispo Model Railroad Club*. It is reprinted here by permission of Terry Taylor.

## SP in SLO in the 1940s



Judith Collins, daughter of Southern Pacific Railroad Machinist Walter Petersen, donated these pictures from the 1940s to the Museum.

Walter had worked for Pinkertons in San Francisco. He was enticed by the Southern Pacific Railroad to come to San Luis Obispo for work. He moved to SLO in 1940 and he worked for the SP until WWII. He then returned and worked for SP after the war.

Walter used to joke about his job duties with the punch line "I sweep the corners of the Roundhouse."

He was a member of the *Southern Pacific Social Club* which still exists and meets to this day.

Top picture shows the workers who attended an SP Safety Meeting on January 2, 1940. Walter is 7th from the right in the bottom row. His Buddy Herb Kinsey is 5th from the right. The meetings took place in offices adjacent to the roundhouse.

That is Walter refueling the F-unit in the center picture.

Wiping down the F-unit, Walter has his back to the camera. *Cipollos Steak House* in the background was on the site of the present day *Cafe Roma*. In the 1970s it was home to the *Outside Inn*, also an Italian restaurant.

*Contributed by Aron Kahn*



# Volunteers Getting the Museum on Track



*Tom Cooper, Ted VanKlaveren and Howard Amborn go over the plans for leveling the display track by the Freighthouse. Photo by Gary See*



*Ted VanKlaveren puts finishing touches on the base for the display track. Photo by Gary See*



*Tom Mitchell, Ted VanKlaveren, Duane Powell, Howard Amborn, Glen Matteson and Tom Cooper get ready for a days' work moving track to the Freighthouse where it will display the boxcars. Photo by Gary See*



*Tom Cooper, Chris Hurd and John Marchetti determine the alignment of the display track. Photo by Gary See*



*The intrepid crew installs a temporary snap-track across the parking lot in order to unload the boxcars from the truck. Photo by Gary See*



*This picture of boxcar 706, taken in March, 2000 by Bill Pyper, shows it sitting on blocks at Miles Station in Avila Valley.*



*Boxcar 706 is seen on display at the Pacific Home Do-it Center in December, 2005. The trucks are from PCRwy boxcar 1516, which had rested for many years on the grounds of the Dalidet Adobe in San Luis Obispo. Photo by Bill Pyper*



*This picture, taken by Ted VanKlaveren, on January 26, 2012 shows the rotted condition of boxcar 706.*



**8** *The termite damage and rot is not as bad as it looks in the previous picture, and Ted was able to repair the sills and end beams using Liquid Wood epoxy filling material. Photo by Ted VanKlaveren*



*Temporary bracing has been added to stabilize the structure while repairs are conducted. Photo by Ted VanKlaveren*



*The Miles Station 1200 series boxcar, which will be used for storage, rides to its new home by the Freighthouse aboard the Peterson Trucking Company flatbed. Photo by Gary See*



*Boxcar 706 is carefully transferred from Peterson's flatbed truck to the snap-track. Photo by Curtis Reinhardt*



*Photo by Gary See*

With both the boxcars in place, the moving project is done. Now comes the daunting task of repairing the 706 so that it will be useable as an auxilliary restroom facility.

Over the past few years, Ted VanKlaveren, Glen Matteson, Gary See, and Curtis Reinhardt have sent in hundreds of pictures covering this project from beginning to end. When time permits, I will assemble all of these photos into a pdf that will be posted on the SLORRM website.