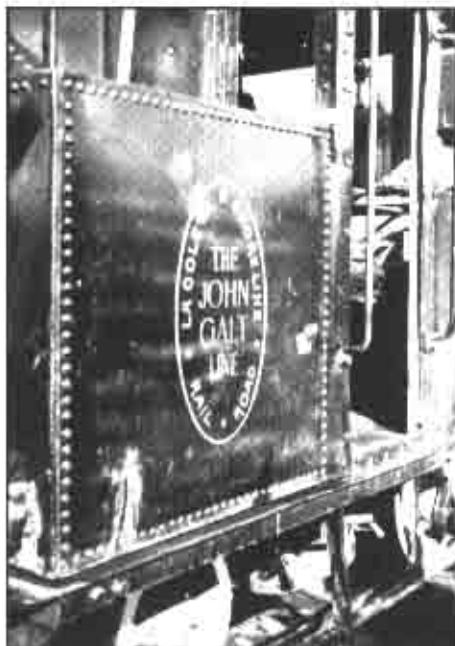


## Repairs to Steam Locomotive #7

Our Baldwin 0-4-2RT steam locomotive, the Dagny, is presently undergoing tank work. The tank needs repair because of multiple leaks. For historic preservation we wish to retain the tank yet still have a clean water supply. A suggested method is to insert a new metal or plastic tank inside the old tank; or it may be possible to seal it with a substance called "Pour 15." That way function and historic integrity would be maintained.

Recently Jim McIntire, Art Laidlaw and Brad LaRose began work on the locomotive. Using the recently donated 1-ton 1949 Studebaker boom truck, Brad hoisted the tank off of the locomotive deck. Jim and Art, our ace wrench and riggers, guided the tank to a location where it could be unloaded and future work could be done on it. This was the first use of the Studebaker truck, donated by Arnold and Peggy Teague. It was a big help.

Future work involves cutting part of the rear of the tank and determining the exact type of insert tank for this project. This would be followed up with welding to close the exterior of the



old tank. In this process, some new metal would be used to eliminate and repair old damaged areas of the tank.

We do not have a time line for this work project as yet and it will most likely be done on an "as time permits" basis. We do need the assistance and donation of labor in the form of a professional welder, and donation of supplies

*continued on page 3*



## Museum Has New Logo

At last, The San Luis Obispo Railroad Museum has an official logo. Pierre Rademaker, local graphic designer and member of the museum, has designed the logo shown above as the official emblem of the San Luis Obispo Railroad Museum. The design includes the circular pattern of the Southern Pacific, the red vertical bars of the Union Pacific and a Pacific Coast Railway locomotive. Pierre has formatted the logo electronically so that it can be used on coffee mugs, t-shirts, enameled pins plus any and all printed matter. The logo is the Museum trademark, and will be registered as soon as possible.

## Tools for Trains

The museum is at the point in its collection of historic artifacts, that it is in need of tools for restoration, repair and operation. We are asking you (or your friends, employers, etc.) to donate any type of tool that you are able to part with.

The museum is starting with almost nothing. It needs anything and everything. Tools are needed for metal work, woodwork, track repair, dirt removal, gardening, electrical, labeling and painting. We can also use material for the storage of supplies.

*Continues on Page 2*





## 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  
Mailing Address: P. O. Box 13260  
San Luis Obispo, CA 93406-3260

## Remember when San Luis Obispo . . .



*Had lots of track and activity - (1987)*

## RECENT DONATIONS

Dave Hagadus of Los Osos, has donated a large quantity of railroad electric gear to the museum. It has not all been inventoried yet but it includes several Edison wet cell batteries, and a Union Signal Switch Company motor car indicator.

Dennis Ahearn has donated a turn-of-the-century display case that can be used in the museum building. The case is eight feet long and has iron claw feet.

Dennis Ahearn has also donated two large maps that can be displayed in the

Museum. One is an 1897 North Western Line map of the United States showing North Western Line routes. The other is a 1926 map of California showing many rail lines of the time.

Hank Harbors, owner of Atoll Business Park (ESCORP) on Laurel Lane in San Luis Obispo, has donated the 650 feet of track (90 lb. rail) and 325 ties that make up the siding behind one of his buildings. The siding was originally laid in the early 1960s to serve the General Fireproofing Company that occupied the building at that time.

## Tools — continued from page 1

We can use just about any type of tools. Following is a list of some of the tools needed: hammers, screwdrivers, saws, circular saws, table saws, all types of hand power tools, chisels, sledge hammers, pry bars, torches, drills, braces and bits, bolt cutters, lathe, drill press, wrenches, pliers, water hoses, rakes, shovels, brooms, weed cutter, taps, dies, miter box, wood tongs, rail tongs, lumber crayons and pencils, axe, pick, pick-mattock, hoe, metal buckets, hot glue gun, soldering iron, socket sets, stapler, levels, putty knife, wire brushes, etc. . . . you get the point, we need anything and everything.

We are not asking that you empty your garage and tool box (although we won't stop you). We are simply asking that if you have a duplicate tool, your second line tool in your tool box, or you see a reasonable item at a garage sale, pick it up for the museum and donate it! Encourage your friends that offer to give up a tool, to do so. Then donate



*1949 Studebaker truck donated by Arnold and Peggy Teague.*

it to the museum instead of it being a neglected extra in your tool box.

Contact Brad LaRose at the museum telephone number (805) 461-3456, and we will pick it up!

# One That Got Away . . .



*Santa Margarita, March 2000*

Negotiations were underway with the Union Pacific Railroad for the donation to the museum of former Southern Pacific tank car #7470 when salvage crew picked it up and hauled it away. Brad was dealing with someone in Omaha (UP Headquarters) when someone, presumably in Roseville, decided to scrap the cars. This illustrates how difficult it can be dealing with a company as large and spread out as Union Pacific. The car had been sitting on a siding in Santa Margarita for several years. It had previously been parked along with a domeless tank car on the Cuesta Siding near the summit of Cuesta Grade, near tunnel #6. That siding was removed several years ago by Southern Pacific Railroad and the car was moved to Santa Margarita.

It had probably hauled various chemicals for customers through the years. It was converted to a firefighting water car and used to put out the fires that occurred in the tunnels and surrounding hillsides on the Cuesta Grade.

The car was last used by the Southern

Pacific Railroad and fire crews to fight the 1985 Las Pilitas fire. It was spotted on a siding located directly behind the fire station in Santa Margarita. The firefighters would place fire hoses into the dome and fill the car with water. A diesel locomotive would then couple to the car and pull it the two miles up Cuesta Grade to the summit. There it was used as a water source for the fire crews. Access to that area for fire trucks is difficult and the tank car was a valuable addition to the firefighting arsenal.

It was a 40-foot steel, riveted, single dome tank car, of the style most commonly thought of when discussing tank cars. The construction date is unknown, however it was of typical 1940s design and material.

The museum is preserving historic narrow gauge and standard gauge cars. It is hoped that we will be able to present to our museum guests a true cross section of historic railroad cars that were used on the central coast of California.

## Schedule of Meetings

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

Meeting dates for this year:

July 13

August 10

September 14

October 12

November 9

December 14



## Comments or Questions?

Have something to share with our members, a question regarding the museum's direction, or even an opinion on how things are going? Please send them to us and we will make every effort to address each submission in the next issue of the Coast Mail.

Your feedback is very important to us. Photographs would be appreciated too.

Submit written correspondence to the San Luis Obispo Railroad Museum, Post Office Box 13260, San Luis Obispo, CA 93406, or to Bill Pyper at The Prynters, 845-B Capitolio Way, San Luis Obispo, CA 93401.

## Repairs — *continued from page 1*

in the the form of stainless steel and sheet metal. This is our first major work on the #7. It is not hard or complicated, but it takes time and money, money and more money (doesn't it always). If you want to help in any way, hands on or contributing money so that others can do the dirty work, call Brad LaRose at the museum number: (805) 461-3456. Your contribution will greatly assist in returning this steam locomotive to "steaming down the track."



*Same tank cars in San Luis Obispo (Fall 1987)*

# 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)**

Post Office Box 13260, San Luis Obispo, CA 93406-3260

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: \_\_\_\_\_



**San Luis Obispo Railroad Museum**  
P. O. Box 13260  
San Luis Obispo, CA 93406-3260