



Coast Mail

News from the San Luis Obispo
Railroad Museum

Issue Number 62 – Winter 2017 San Luis Obispo, California slorrm.com

The Museum is open every Saturday from 10 am to 4 pm. It opens other times for groups by arrangement. Contact media@slorrm.com.

Art After Dark

The Museum hosted its first Art After Dark open house in July, taking part in an ARTS OBISPO program that focuses on downtown locations. About 280 attended the free event to see paintings, photographs, and drawings by eight residents of the region. The Museum hopes to have a similar event in February, and to make it an annual feature, with still and video presentations that will attract visitors from throughout the state.



Art After Dark photos by Gary See



Santa to arrive during the day

No need to put out cookies and stay awake to the wee hours. Santa is scheduled to arrive by Amtrak's *Pacific Surfliner* about 2:30 p.m. on December 2. As in years past, he and Mrs. Claus will listen to requests in the Museum's 1926 Pullman car *La Cuesta*.



Cataloging progress & our new People Finder

Museum volunteers have made great progress over the last several months cataloging hundreds of maps, plans, timetables, and other documents in our collection. They have also started a database of names of past railroad workers that appear in the documents. A particularly rich source was a "Conductor's Train Register" from 1902-03, which has at least 170 separate names. That must have been a busy and mobile time for engineers and conductors. Unfortunately, the conductors wrote their names and the engineers' names quickly and probably without full knowledge of their spelling, and only their last names. But that source and more recent ones will help answer a typical question: "I think my [fill in type of relative] worked for the railroad. Do you have anything on him?"

SOUTHERN PACIFIC COMPANY - PACIFIC SYSTEM									
Conductor's Train Register, <i>Coast</i> Division.									
<i>San Luis Obispo Station.</i> Date, <i>March 20, 1903</i>									
See Instructions on first page. ARRIVALS.									
TRAIN No.	SIGNALS CARRIED	ARRIVED		No. of Engine	NAME OF ENGINEER	CARS IN TRAIN			SIGNATURE CONDUCTOR
		Time	A. M. or P. M.			Loads	Emp.	No. of Caboose	
<i>7</i>	<i>no</i>	<i>3:15</i>	<i>am</i>	<i>1692</i>	<i>Sipple</i>	<i>7</i>			<i>Hart</i>
<i>10</i>	<i>See</i>	<i>4:02</i>	<i>a</i>	<i>1370</i>	<i>English</i>	<i>18</i>			<i>Hart</i>
<i>743</i>									
<i>22</i>	<i>no</i>	<i>3:07</i>	<i>pm</i>	<i>1145</i>	<i>Ben</i>	<i>8</i>			<i>Grant</i>
<i>21</i>	<i>none</i>	<i>3:54</i>	<i>pm</i>	<i>2293</i>	<i>Hebard</i>	<i>10</i>			<i>Jarvis</i>
<i>244</i>	<i>no</i>	<i>5:1</i>	<i>p</i>	<i>1640</i>	<i>Cushing</i>	<i>25</i>	<i>1</i>	<i>113</i>	<i>Hart</i>

In March 1903, engineer Sipple arrived at 3:15 a.m., with seven loaded and no empty freight cars. Engineers English, Hebard, and Cushing can also be identified. Other names are harder to read. This was before nearly all important railroad documents were to be filled out in printing, preferably all capitals. If you're a forensic documents examiner willing to volunteer, we could use your help. (Other entries clearly show Sipple. Coincidence?) See also page 2.

**Preserving California's
Central Coast
Railroad History**

The San Luis Obispo Railroad Museum is a non-profit educational institution. Founded to preserve and present California Central Coast railroad history by collecting, restoring, displaying, and operating relevant railroad artifacts, photographs, models, and documents, its goal is to facilitate a better understanding of railroads' impact on our area's social, cultural, and economic history.

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Museum Store

To raise funds, the Museum offers several items for sale. T-shirts, baseball caps, belt buckles, mugs, enameled pins, embroidered patches, engineer hats, and videos are available through the Museum website www.slorrm.com. Click on **Company Store**.

DOCUMENTS AVAILABLE

Anyone may access the Museum's *By-laws, Collections Policy, Development & Operations Plan, Code of Conduct*, and other documents at slorrm.com. Or request a paper copy via info@slorrm.com.

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Become a member

Membership provides opportunities for anyone interested in today's railroads, railroad history and travel, or model railroading.

Individuals pay \$36 per year, a family \$60, and a sustaining member \$100. Junior model railroader memberships (ages 12-18) for the are available (see Model Railroad Superintendent for details). Application forms can be down-loaded from the Museum's website and mailed with payment, or you can join online via Membership and using PayPal.

Benefits include free admission and access to Members Only features of the website, including full current issues of *Coast Mail*.

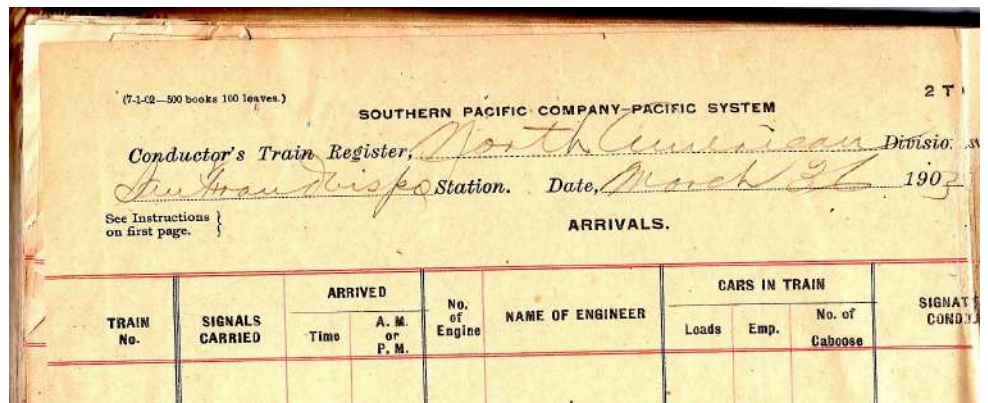
Also in this Issue

- Camp S.L.O branch 3
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Heroes of Honda



There's a new, small display for a big event in Coast Line history: the Point Honda naval disaster of 1923. Southern Pacific workers helped save U.S. sailors after ships ran aground in dense fog about midway between S.L.O and Santa Barbara. Check the hallway on your next visit.



They knew where they were, the North American Division of Southern Pacific's vast empire (from the last page of item No. 2179.1 in the Museum's collection.)

Renew your membership

The Museum exists thanks to continued member support. Annual memberships expire **December 31**. If you haven't renewed, provide your payment and any changes to your contact information. You can renew through the Museum's website (using Paypal) or checks may be mailed to the Museum. If renewing online you can provide updated contact information by phone message or email (contacts listed at left). The Museum never shares your contact information.

TIMETABLE

Museum Board of Directors meetings are held on the second Tuesday of each month at 6:00 p.m., at 1940 Santa Barbara Ave., San Luis Obispo.

- December 12 - Board action meeting
- January 9 - Public meeting
- February 13 - Board action meeting

For dates, times, and locations of committee meetings, contact the Museum through the number or email above left.

Geography Lesson

Railroaders work in an environment that can be very unforgiving of any lapses in sober judgment. Strict adherence to rules is needed for safety. But it's rumored that railroaders have a sense of humor, which helps them get through the high-pressure, get-it-right situations.

The "Conductor's Train Register" covering a few months in 1902-03 (pieces are shown on page 1 and above) is about 150 pages of details, each page headed by the company name and document title, with lines to fill in the name of the division (Coast), the station (San Luis Obispo), and the date. Sometimes it pays to look at every page of an archival document, even if they all seem the same. The very last page, March "36" (it would have been April 4), 1903, has no entries for trains. But in the same neat script that headed all previous pages, some joker filled in "North American" for the division.

-Glen Matteson

From the Archives by Glen Matteson

Go west, young soldier- the Camp San Luis Obispo Branch

The display track along the Museum’s Freighthouse platform has a patriotic and military history. But it didn’t start out that way. A “house track” was originally installed there when the Southern Pacific’s standard-gauge line to San Luis Obispo was completed from the north and the Freighthouse was built, in 1894. Freight cars spotted on the track were loaded and unloaded, with shipments passing through the building to horse-drawn wagons or motor trucks on the opposite side. At one time a partly canopied platform extended north from the Freighthouse, and the Pacific Coast Railway narrow-gauge track lay on the west side of the platform, for transfer between narrow-gauge and standard-gauge cars. The SP removed the house track before that company was absorbed by the Union Pacific in 1996. Rails, ties, spikes, joining hardware, rock ballast—all gone.

The City of San Luis Obispo acquired the property west of the mainline, intending to demolish the Freighthouse and expand parking for Amtrak riders and to provide layover parking for regional transit busses. Fortunately for the Museum, some of its founding members persuaded the city to keep and upgrade the building, and to allow volunteers to build the display track in the strip of land where it just fit, between the UP main line and the platform and walkways.

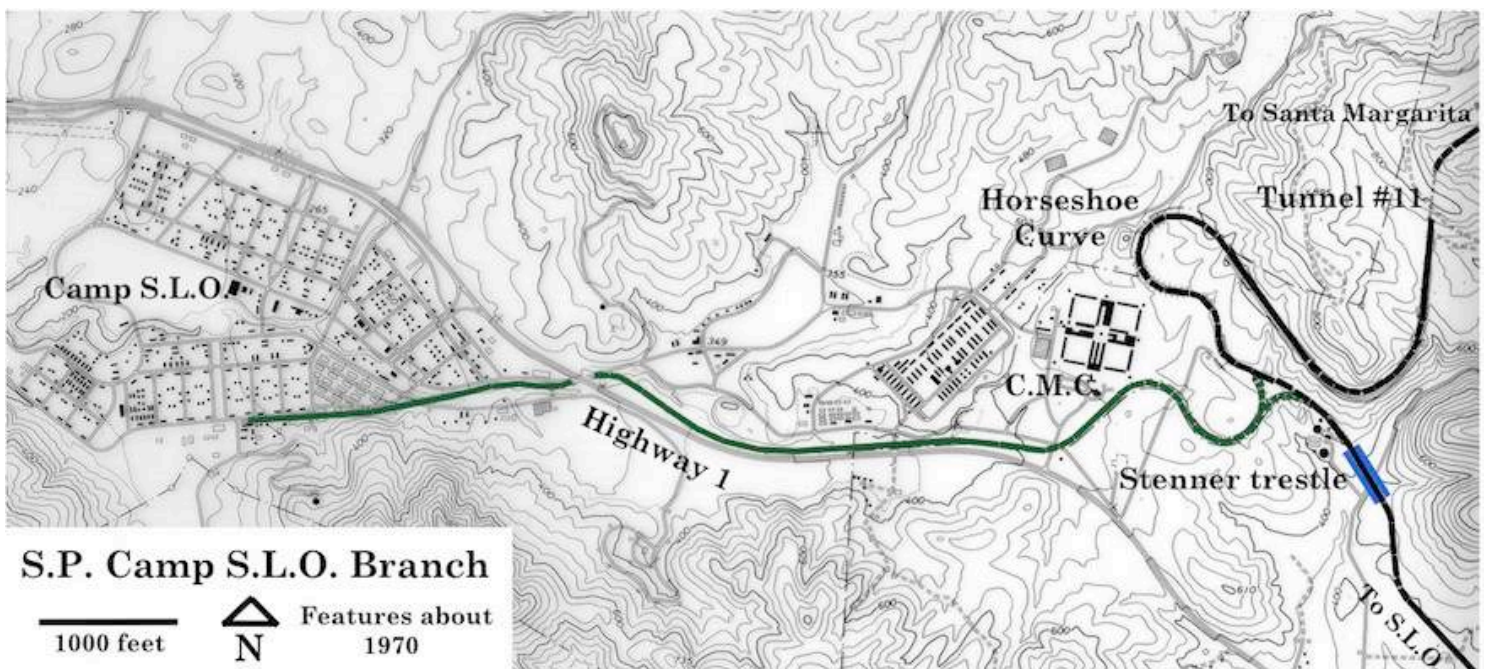
Step back in time to 1929. The California National Guard held its first official encampment at Camp San Luis Obispo, in the area now occupied by the Men’s Colony state prison, Cuesta College, and remaining National Guard facilities. By 1932 the camp had grown to 5,800 acres and had been renamed Camp Merriam, to recognize the lieutenant governor, later governor, who had championed funding for it. The European powers and Japan were re-arming as the consequences of previous wars festered.

Warfare was becoming highly mechanized, but still involved vast numbers of people. The way to move equipment and people in quantity and over distances was by trains, so track was built west into the base from the SP mainline, beginning north of the Stenner Creek trestle. A wye track enabled trains to head toward the base whether they approached from north or south; likewise when leaving.

In late 1940 the Federal government exercised its preemptive rights and took over the property for an Army training base. The name was changed back to Camp San Luis Obispo. Apparently, immediately after the Japanese attack on Hawaii’s Pearl Harbor in December 1941, the camp was almost entirely evacuated, with soldiers sent throughout the West, to avoid vulnerability to a coastal attack. But the camp was soon back in full operation, with about half a million personnel passing through during the World War II, and up to 10,000 housed at a time. Italian prisoners of war were kept there as well, some deciding at war’s end that the Central Coast was a nice place and preferring to stay as workers.

On the map below, using part of a USGS topographic quadrangle showing features about 1970, the main track is shown in black, the Stenner trestle is highlighted with blue, and the branch track to the base is green. While a route starting from a lower elevation nearer the S.L.O. yard would have avoided some operational problems, the chosen path minimized incursions on private or developed land. The wye track, involving three switches, actually connected with a siding named Goldtree, which extended from the north end of the trestle toward the horseshoe curve. The location was apparently named after a local landowner, who must have had a ranch here as well as—confusing for researchers—a subdivision above Johnson Avenue in San Luis Obispo proper. At one time there was a shed and platform for loading cinnabar, the ore of mercury, at the wye location. Such ore was mined in small diggings ranging from Cambria and Adelaide to the Santa Lucia foothills near San Luis Obispo and Arroyo Grande.

Continues on page 4.



Camp San Luis Obispo Branch *continued*

The precise history of the trackage within the base has not been uncovered by Museum volunteers. It was probably expanded and modified during World War II, and upgraded with reactivation during the Korean conflict. The line had been idle since then.

And that brings us back to the recent past. The volunteers who built the Museum's display track have wondered at the good condition of many of the wood crossties. Many ties probably date from the 1950s rather than the 1920s.

Thanks to some prison administrators, the ties, the rails, the spikes, the joining hardware, and even some of the ballast were salvaged from the Camp San Luis branch, mainly the stretch along the Men's Colony adjacent to Highway 1 [*Coast Mail*, Winter 2007]. The Museum obtained more track material than was needed for the present display track, and stores it in the Emily Street Yard (between a nearby hardware store and the remaining UP property). It was handy having some "volunteers" at the removal end to pry up the spikes, unbolt the rail sections, and dig out the ties.

The branch from the wye to end of track in the camp totaled about 3.4 miles. It's not clear from the map, but photos show multiple tracks at the end. It appears from some photos that at first personnel were bussed to and from Goldtree. Later, entire trains of troops, supplies, and equipment were taken into and out of the base.

More information on Camp San Luis Obispo, including photos, can be found in the book *Images of America: Camp San Luis Obispo*, by the California Center for Military History (Arcadia Publishing, 2004), with some viewable through various web pages.

Other military facilities along the SP Coast Line included Marine Corps Air Station Santa Barbara (at what is now UCSB), Camp Cooke (now Vandenberg AFB), Camp Roberts, Fort Hunter Liggett, and Fort Ord (now a National Monument and home to California State University at Monterey Bay). All had rail service, but only Fort Ord had a purpose-built line on the scale of Camp San Luis Obispo's (technically a spur off the Monterey Branch, but with a full loop to turn trains). And while we're remembering old names, Ord was initially known as Camp Gigling, after an early German-American farming family. More information on that area can be found at:

<http://www.santacruztrains.com/2015/06/gigling-ord.html>

(Apparently, German speakers would pronounce Gigling as "geeglink" with a hard "G" as in goat, the first "i" sounding as "ee," and a bit of a "k" at the end. But young recruits on first seeing the name of their assigned camp must have wondered whether they were headed to a place connected with giggling or with jiggling.)

And see page 5, "A branch by any other name..." for the kind of detail that rail historians get swept up in.

How did you get interested in trains?

Howard Amborn

Howard is not one to seek attention, but his work for the Museum has been greatly appreciated. Many volunteers always picture Howard with his green tractor, moving ballast, ties, rails, rolls of fencing, containers of hardware, and signals. And how many people have pulled an 83-foot-long, 90-ton Pullman lounge car with their pickup truck or tractor? Howard has been a hands-on member for several years, also helping to restore *La Cuesta*.

Howard grew up and began his career in the San Francisco Bay area, and is one of the few Museum members to have worked in the transportation industry, for a company that arranged intermodal movements (freight on ships and trains). That area was served by the Southern Pacific and the Western Pacific, (both since absorbed by the Union Pacific), and by the Santa Fe. Howard remembers active steam locomotives there and at other locations. He's also interested in steam-powered boats, and occasionally operates a small one of his own. His knowledge of the Pacific Coast Steamship Company, owner of the Pacific Coast Railway, has allowed him to spot details that others might miss.

Howard and his wife Sandy moved to San Luis Obispo and worked for area colleges until retirement. Their son has his own transportation business in the area –over-the-road movement of vehicles of all kinds, running or not.



In the next Coast Mail

2017 Annual Report

This train is tradition bound

Details run amok on a weighty subject (including a full-size "HO" car)

Street railways

Hidden workings of some steamers

It's better than ever to be a member.

Starting January 1, regular admission will increase to \$5 per adult and \$3 per child age 4 through 15. Members will still have free admission, including movies and other special events and presentations.

A branch by any other name...

The article on page 4 referred to the trackage from the Southern Pacific location of Goldtree into the California National Guard/U.S. Army Camp San Luis Obispo as a “branch.” But was it? Technically, a branch is track owned by the railroad and listed in the railroad’s employee timetable. It may have only one way in and out, or multiple connections with other lines, either of the owning railroad or other railroads. It’s a branch because it does not play the role of a main line (of which there can be secondary varieties and various types of bypasses). A branch typically is built to lighter standards in terms of rail and bridges (branches to some mines being notable exceptions), and hosts fewer, slower trains.

A “spur” has one way in and out. There’s no precise limit on length, but few spurs are more than a mile or so long. Like a branch, a spur often is built to lower standards, and serves a limited function for the owning railroad, or only one or a few customers. Documents from the Southern Pacific era refer to Union Pacific’s stub track south of the Freighthouse as the “Tool spur team track.” During the steam and early diesel eras it was a place to keep tool cars, used by maintenance or wreck clean-up crews; more recently, the track for loading between wagons pulled by *teams* of horses (later motor trucks) was shifted to that location.

“Industry leads” are really a category in themselves. They are owned by the railroad, often run parallel to the main track or a siding, and usually have multiple switches to lineside customers’ private spurs. They allow local switching crews to set out and pick up cars with minimum interference between the locals and through trains.

So, was the track into Camp San Luis Obispo a branch, a spur, or something else? The ultimate arbiter in these cases is the railroad’s Employee Timetable, a frequently revised series of documents usually listing all the named locations and indicating the facilities available at each, the lengths of side tracks, speed limits, and the expected time at each location of all scheduled passenger and freight trains. Several Southern Pacific employee timetables from the 1930s through the 1960s were consulted; none include the track into the camp. The omission is not likely due to length, or even to security concerns. (“If we don’t list it, no one will know about it.”) It was simply that there was no need for the railroad to name and describe track owned by someone else, which extended over land owned by someone else. There must have been some sort of special instructions or standing orders concerning railroad crews operating over the line. They would cover maximum speed (the Goldtree wye itself was limited to 10 mph), certain types of cars or locomotives not to be operated on the line, and maybe who to contact at the camp to coordinate movements. It’s not unusual for railroad crews to operate on trackage owned by private parties or government agencies. Likewise, many large industries have in-plant switchers operated by their employees, and large military bases do the same, with no railroad crews going onto the property. So far, nothing has come to light showing this was the case at

the camp, nor have any Southern Pacific special rules for camp trackage turned up.

So, use of the word “branch” fits common understanding, but can be misleading.

It’s interesting that other Central Coast locations are treated the same. The “Lompoc-White Hills Branch” (14 miles), connects with the main line at Surf, and in 1944 had five intermediate stations before reaching the diatomaceous earth mine at the end. But the track into Camp Cooke (now Vandenberg AFB) is not listed, nor are the lines into Camp Roberts, Fort Hunter Liggett, or Fort Ord. The track to the big Spreckles Sugar refinery near Salinas, about the same length as the “branch” to Camp S.L.O. and with no intermediate stations, was listed in a 1937 timetable as the “Spreckles Spur Branch.” Maybe it started out as a privately owned spur and was acquired or extended as a branch of the railroad. Later it became simply the Spreckles Branch. The timetables do show that over the years stations were removed and sidings became fewer, farther apart, and longer, fitting the trend to longer, faster, less frequent trains.

This is digitally clipped from the S.P. employee Time Table 144 of March 1937, for the Salinas Subdivision of the Coast Division. It shows the Goldtree station, but no railroad-owned branch to Camp San Luis Obispo. Among the listed stations that would vanish in coming years are Getty, Asuncion, Brickton, Eaglet, Thyle, and Goldtree.

Salinas Subdivision.					
70	Distance from San Francisco	Time Table No. 144		Distance from San Luis Obispo	69
Coaster		March 21, 1937			Coaster
Leave Daily		STATIONS			Arrive Daily
10.59 PM	182.9	TO SAN ARDO	68.2	2.34 M	
	186.4	GETTY	65.7		
11.07	189.7	WUNPOST	62.4	2.24	
11.15	195.9	BEADLEY	58.2	2.12	
	201.4	NACIMIENTO	50.7		
	203.8	MCKAY	48.3	2.02	
11.28	207.0	TO SAN MIGUEL	45.1	1.57	
11.32	210.9	WELLSONA	41.2	1.50	
11.42	216.3	TO PASO ROBLES	35.8	1.37	
11.49	221.8	TEMPLETON	30.3	1.24	
	224.9	ASUNCION	27.2		
11.56 PM	226.7	TO ATASCADERO	25.4	1.18	
	227.4	BRICKTON	24.7		
	228.0	HENRY	24.1	1.15	
12.02 AM	230.3	EAGLET	21.8	1.12	
	233.4	OUSHING	18.7		
12.18	235.5	TO-R SANTA MARGARITA	16.6	1.05	
12.27	239.9	QUESTA	13.2	12.47	
	240.0	THYLE	12.1		
12.37	245.4	TO SERRANO	8.7	12.37	
12.46	246.3	CHOERO	8.8	12.26	
	248.0	GOLDTREE	4.1		
12.56	250.6	HATHAWAY	1.5	12.16	
1.01 AM	252.1	TO-R SAN LUIS OBISPO	0.0	12.12 M	
Arrive Daily		(69.2)		Leave Daily	
(2.02)		Time over District.....		(2.22)	
34.03		Average Speed per Hour.....		29.24	

Article continues next page.

Below is S.P. employee Time Table 152 of March 1944, for the Santa Margarita Subdivision of the Coast Division (division and subdivision names changed over the decades).

SANTA MARGARITA SUBDIVISION				
76 Lark	Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from San Luis Obispo	69 Coaster
Leave Daily		STATIONS		Arrive Daily
12.46 AM	163.7	TO-R KING CITY E. 4.0 - W. 3.6	88.4	s 3.50 AM
12.51	167.1	WELBY E. 4.7 - W. 6.0	85.0	3.46
12.57	172.4	TO SAN LUCAS E. 6.2 - W. 5.0	79.7	3.40
1.03	177.7	DOCAS E. 4.3 - W. 5.1	74.4	
1.08	182.9	TO SAN ARDO E. 4.3 - W. 3.6	69.2	3.29
	186.4	GETTY E. 2.8 - W. 3.4	65.7	
1.15	189.7	WUNPOST E. 6.1 - W. 6.1	62.4	3.22
1.24	195.9	BRADLEY E. 6.2 - W. 5.8	56.2	3.13
1.30	201.4	NACIMIENTO E. 1.6 - W. 0.9	50.7	3.07
	202.8	CAMP ROBERTS E. 0.8 - W. 2.4	49.3	s
1.33	203.8	McKAY E. 3.2 - W. 2.2	48.3	2.59
	207.0	TO SAN MIGUEL E. 3.9 - W. 4.3	45.1	s 2.55
1.41	210.9	WELLSONA E. 5.2 - W. 4.9	41.2	2.46
1.47	216.3	TO PASO ROBLES E. 5.1 - W. 5.4	35.8	s 2.40
1.54	221.8	TEMPLETON E. 3.8 - W. 3.1	30.3	2.26
	224.9	ASUNCION E. 2.0 - W. 1.6	27.2	
	226.7	TO ATASCADERO E. 1.0 - W. 2.2	25.4	2.20
2.02	228.0	HENRY E. 2.2 - W. 2.4	24.1	
2.05	230.3	EAGLET E. 3.1 - W. 3.6	21.8	2.13
2.09	233.4	CUSHING E. 1.3 - W. 1.7	18.7	2.09
2.16	235.5	TO-R SANTA MARGARITA E. 3.5 - W. 2.4	16.6	s 2.00
	238.9	CUESTA E. 4.5 - W. 4.9	13.2	
	243.4	SERRANO E. 3.8 - W. 3.2	8.7	
	246.3	CHORRO E. 1.8 - W. 1.2	5.8	
	248.0	GOLDTREE E. 2.2 - W. 2.8	4.1	
	250.6	HATHAWAY E. 1.7 - W. 2.1	1.5	
3.02 AM	252.1	TO-R SAN LUIS OBISPO	0.0	1.10 AM
Arrive Daily		(88.4)		Leave Daily
(2.10) 39.00	Time over District.....		(2.40) 33.15
	Average Speed per Hour.....		

Right: By Time Table 152 of 1944, mileposts have changed. Gay had appeared between Castroville and Nashua. Lapis, Bardin, and Marina have disappeared. Ord has snuck in next to Gigling. Pratco and Retreat had also gone away. By 1963 (Time Table 186, next page) there would be no named stations between Castroville and Ord, or between Ord and Seaside. Today, the whole branch is gone. The Santa Cruz branch (not shown) has been more fortunate.

Salinas Subdivision.

SS	Distance from San Francisco	Time Table No. 144 March 21, 1937	Distance from Pacific Grove	35 Del Monte
38 Passenger		Monterey Branch		Arrive Daily EX. SUNDAY & HOLIDAYS
Leave Daily		STATIONS		
7.12 AM	110.4	TO-R CASTROVILLE	17.9	s 9.08 AM
f	112.4	NASHUA	15.9	
f 7.21	113.9	NEPONSET	14.4	
f	114.8	LAPIS	13.5	
f 7.24	115.4	BARDIN	12.9	
f	117.3	MARINA	11.0	
f 7.32	119.7	GIGLING	8.6	8.53
f	120.4	WORKFIELD	7.9	
f	122.1	PRATCO	6.2	
f	123.3	SEASIDE	5.0	
	124.3	RETREAT	4.0	
s 7.45	124.9	DEL MONTE	3.4	s 8.45
s 7.47	125.7	MONTEREY	2.6	s 8.40
s 8.01 AM	128.3	TO-R PACIFIC GROVE	0.0	8.20 AM
	129.9	ASILOMAR	1.6	
	130.0	LAKE MAJELLA	1.7	
Arrive Daily		(17.9)		Leave Daily EX. SUNDAY & HOLIDAYS
(0.49) 21.92	Time over District.....		(0.48) 22.38
	Average Speed per Hour.....		

Above, S.P. employee Time Table 144, March 1937, shows the Monterey Branch, with Gigling at mile 8.6 from Pacific Grove, but no Ord.

SALINAS SUBDIVISION

CLASS	Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Lake Majella	FIRST 35 Del Monte
36 Del Monte		Monterey Branch		Arrive Daily
Leave Daily		STATIONS		
6.38 PM	110.4	TO-R CASTROVILLE	19.6	s 8.50 AM
6.40	111.5	GAY E. 1.2 - W. 0.6	18.5	8.47
6.42	112.4	NASHUA E. 1.5 - W. 1.5	17.6	8.43
6.47	113.9	NEPONSET E. 4.6 - W. 5.5	16.1	
f 6.57	119.0	ORD E. 1.3 - W. 0.4	11.0	f
	119.7	GIGLING E. 0.6 - W. 0.6	10.3	8.26
	120.4	WORKFIELD E. 2.9 - W. 2.9	9.6	
	123.3	SEASIDE E. 1.6 - W. 1.5	6.7	
s 7.15	124.9	DEL MONTE E. 0.8 - W. 0.8	5.1	s 8.15
s 7.18	125.7	TO MONTEREY E. 2.6 - W. 2.5	4.3	s 8.10
s 7.55 PM	128.3	TO-R PACIFIC GROVE E. 1.6 - W. 1.6	1.7	7.45 AM
	129.9	ASILOMAR E. 0.1 - W. 0.1	0.1	
	130.0	LAKE MAJELLA	0.0	
Arrive Daily		(19.6)		Leave Daily
(1.17) 13.94	Time over District.....		(1.05) 16.53
	Average Speed per Hour.....		

Article continues next page.

EAST-WARD		Timetable No. 186			WEST-WARD	
FIRST CLASS	Mile Post Location	October 27, 1963			FIRST CLASS	Del Monte
126		Monterey Branch			141	
Del Monte		STATIONS SIDING CAPACITIES AND FACILITIES			Del Monte	
Leave Daily					Arrive Daily	
PM 7.22	110.4	Yd. Lmts. TO-R	CASTROVILLE PY	107	19.6	AM 8.30
s 7.37	119.2	70	ORD	1109	10.8	s 8.14
f	123.3	Yard Limits	SEASIDE	1113	6.7	f
f	124.9		DEL MONTE	1115	5.1	f
s 7.55 PM	125.7		30 TO-R	MONTEREY KP	1116	4.3
	128.3	Yd. Lmts.	PACIFIC GROVE P	1118	1.7	
	130.0		LAKE MAJELLA	1120	0.0	
Arrive Daily		(19.6)				Leave Daily
126						141

Left: The much shorter Monterey Branch station listing of 1963. Below, from 1944 Time Table 152. After the privately owned Santa Maria Valley Railroad [Coast Mail Winter 2015], the Lompoc-White Hills Branch is the longest remaining offshoot near San Luis Obispo. The abbreviations in the left column indicated what facilities were available at a station, keeping in mind "station" was simply a named place, not necessarily one where passengers or freight were handled.

- W – Water available (for steam locomotive boilers)
- O – Oil available (for locomotive fuel) - some locations had a note "for emergencies only" for water or oil; so plan ahead.
- T – Turntable
- Y – Wye track
- P – Telephone available (not all stations had them)
- TO – Train-order station (paper orders could be picked up)
- B – Bulletin station (division notices posted)
- K – Standard clock (for comparing crew members' timepieces)
- R – Train register station (record is kept of signal indications and times of arrival and departure of trains)

Bottom of page: From the 1944 Time Table 152. "Flag stops" were the ones not regularly made. If someone needed to get on or off at a flag stop, and met the timetable criteria, a stop would be made. Trains 71 and 72 were the "Coast Mail," sometimes given less flattering names. They stopped at nearly every named location, or at least snagged from trackside hooks, or threw off, mailbags.

EASTWARD		GUADALUPE SUBDIVISION			WESTWARD	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 152 March 26, 1944		Distance from White Hills		
		Lompoc-White Hills Branches				
STATIONS						
117 Yd. Limits 81 WOYP	302.7	TO	SURF E. 1.1 – W. 1.5	14.0		
30	303.8		BARODA E. 3.8 – W. 3.8	12.9		
21	307.6		POST E. 2.3 – W. 2.2	9.1		
9	309.8		ACORN E. 2.7 – W. 2.5	6.9		
Yard Limits	312.4	TO-R	LOMPOC E. 0.5 – W. 0.5	4.3		
			WHITE HILLS JCT. E. 3.8 – W. 3.8	3.8		
			WHITE HILLS (14.0)	0.0		

Serrano is a siding that overlooked Poly Canyon and had a cluster of company buildings at one time. Chorro is the siding overlooking the horseshoe curve and California Men's Colony. Presumably the "men and supplies" that could get off at those places, on certain days of the week, were railroad workers and property. No word here about their getting on a train, and women were apparently out of luck either way. Other riders had to be ticketed to or

from places farther than Los Angeles, unlike regular mail-train stops that allowed riders, for example, between Santa Barbara and Goleta. Maybe the lack of allowance for receiving passengers at Chorro was like that sign that appears on social media posts "State Prison Ahead – Do Not Stop For Hitchhikers." Though it seems that Goldtree would have been an easier hike than Chorro.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles	Los Angeles	Daily
71	Any Station	Discharge			
72	Serrano	Discharge (men and supplies)	Salinas & west		Mon., Wed., Fri. Tues., Thurs., Sat.
71	Serrano	Discharge (men and supplies)			
72	Chorro	Discharge (men and supplies)			
71	Chorro	Discharge (men and supplies)			Mon., Fri.
37	San Ardo	Receive			



In July 2016 La Cuesta had been moved south from the Freighthouse platform, allowing a nearly unobstructed view of the car's side. The move was to accommodate arrival by truck of a former Southern Pacific tank car [Coast Mail Fall 2016]. Her freshly cleaned and painted wheel assemblies and underbody equipment blend with the evening shadows. The car was soon repositioned to again allow boarding from the Freighthouse platform.



Focus on Artifacts

La Cuesta

The Museum's Biggest

One could argue that the Freighthouse is bigger, but it's owned by the City of San Luis Obispo, not the Museum; or that the display track is longer and probably weighs more with all components counted. But there's no doubt that at 83 feet long and about 90 tons, the 1926 café-lounge car is the largest single item entrusted to the Museum.

Railroad passenger cars of the 1800s were built of wood. The earliest looked like horse-drawn carriages, because carriage builders made them and carriages or stagecoaches were the only wheeled passenger vehicles to use as models. As the cars became longer, steel frames replaced wood beams but wood siding and roofs continued. About 1920 all-steel construction became standard, and cars of that design are referred to as being of the "standard" or "heavy-weight" era. The next step, starting in the mid 1930s, was lighter stainless steel or aluminum construction. Nearly all cars of the standard era were painted dark Pullman green, often with black roofs since coal or oil smoke would soon give them that color.

The Santa Fe had five of this car type built for use where a full-size dinner and a lounge car were not needed. The Santa Fe did not name this car. It was used for runs such as Oakland to Barstow, Denver to La Junta, Colorado, and San Diego to Los Angeles.

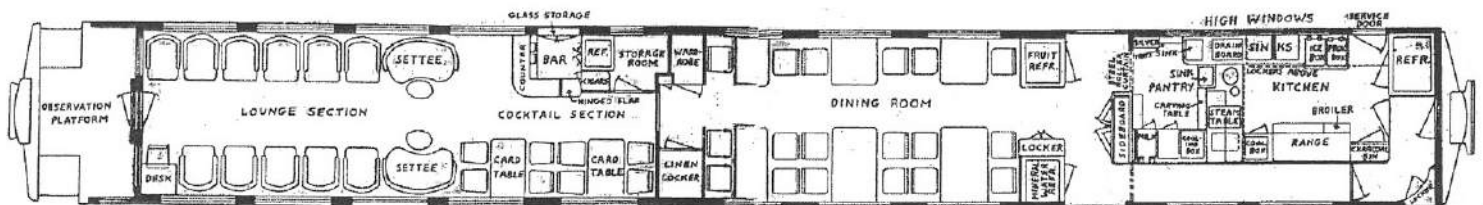
The interior had a lounge at the platform end with seating for 20 people. Next was a writing desk on one side of the car against the bathroom wall. In the middle of the car was the dining area with three tables having seating for four people each and three tables across from them with seating for two people each. Next were a pantry and a kitchen.

In 1959 Santa Fe sold the car to Redfield ("Tad") Finlay Jr. who removed the pantry and kitchen, making the space into three bedrooms and a small kitchen. The car was named *La Margarita del Oro* and was used as the end car of the Finlay Fun Time Tours train.

In 1974 the car was sold to Mr. Gordon Crosthwait who renamed it *La Condesa*. The car was run in charter service until the early 1990s [Coast Mail Fall 2016]. Mr. Crosthwait was one of the founders of the American Association of Private Railroad Car Owners while owning this car. The car was first based in Fresno, and then later moved to Anaheim.

In the early 1990's Mr. Crosthwait started to upgrade the car to meet Amtrak private car standards. It was a long, slow process. In June 2006 Mr. Crosthwait donated the car to the San Luis Obispo Railroad Museum. In February 2007 Mr. Crosthwait passed away knowing that he had found a good home for his car. The Museum has moved the car to its display track next to the former Southern Pacific Freighthouse, about one-quarter mile south of the Amtrak station. The Museum has renamed the car and is working to return it's interior closer to the original condition. The car will remain a static display.

La Cuesta is available as a meeting or party venue along with the Freighthouse. (While the Freighthouse is fully accessible, *La Cuesta* is accessible only by a step.) Contact media@slorrm.com for details. And see our interior remodeling progress on almost any Saturday.



Santa Fe 1512 (Original)