



The Santa Clara **B L O C K**

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www.sbhrs.org

CALTRAIN CHRISTMAS TRAIN ARRIVES

Saturday, December 6, 2014



On Saturday evening, the Caltrain Christmas Train arrived, virtually "on the advertised" pulled by #920, the Morgan Hill at 8:05 pm. It had been preceded by a deadheading train approximately 5 minutes earlier. During the earlier preparation, SBHRS members Jack Morash and Linda Kenner travelled to San Francisco to help decorate the train.

A very large crowd of friends, families and lookers-on were present, crowding the platform to capacity. The choir sang a variety of songs. The brightly lit decorations delighted the younger onlookers.

The SBHRS was well prepared for the event. Many present toured the Depot before the train's arrival. After holding at the station for approximately 20 minutes, the train departed for San Jose Diridon Station. At that point, even more

groups toured the Depot, and the Train Room was filled to capacity for some time after that.

Jack Morash, who volunteered over 40 hours, advised that preparations began in mid October with painting and general upkeep. Caltrain set out one loco and two cars for the Train. Work parties of around 10 members would gather to tackle the projects set out. The lighting was completed and tested in mid-November.

This was one of the best Christmas Trains so far. Thanks go to all those SBHRS members who volunteered many hours in construction, wiring, decoration, and the myriad of tasks that helped make this a success.



BOOK REVIEW

RDC

The Budd Rail Diesel Car

By Donald Duke and Edmund Keilty

Copyright 1990

Golden West Books

This book chronicles the development of the Budd RDC, current versions that we are all familiar with. Railroad officials had been requesting a self contained, powered/passenger/baggage car for some time. A Baldwin steam streetcar first appeared in 1876, showing how early this need was attempting to be addressed. Newer generations included the McKeen, first shown in 1906. They built 152 units between 1905 and 1917.

As development progressed, Brill built a B-17 for Northern Pacific in 1928, which was the closest in appearance to the eventual Budd RDC style that most of us are familiar with.

Budd-Michelin built a rubber tired unit in 1932, 42 feet long, stainless steel, and ran on Michelin patented rubber tires. However, what could be called the first of the real RDC's appeared in 1937 and ran on the Rio Grande between Denver, CO, and Salt Lake City, Utah, by 1937. They included sleeping berths and a small dining service.

The first RDC that we are more familiar with demonstrated on several roads, including the Western Pacific in 1949. There is a photo of the car running in Niles Canyon.

From that point on, the book describes the evolution of the RDC, including the Red Lion Plant, and other areas. B&W photographs are spread liberally throughout the book, illustrating much of the narrative. The book claims there were five models: RDC-1, 2, 3, 4 and 9. These were all non-articulated.

There is a short color photo section printed in non glossy format in the book.

An interesting section chronicling the experimental New York Central Rocket car, a modified RDC in 1966, is also included with photos. A 1984 reorganization resulted in the end of the RDC production plant at Red Lion, which had not built actual RDC's for some time.

Half of the book covers rosters of every railroad that ever ran Budd RDC's including international operations, and may be the most valuable part of the book. The included tables show build date, road num-

ber, model code, disposition, and notes, such as former owners of a particular car. Route maps are included for many railroads. For those of us here in the Western US, lines include the Northern Pacific, Santa Fe, Southern Pacific and the Western Pacific.

The last section consists of a 19 page Budd Roster of every RDC built. The last one was built in December, 1962, for SEPTA, and ended operation at the MBTA in 1985.

Reviewed by Norman Spaulding

Joe Hoffmann Receives Honorary Membership

Joe has been a member of the SBHRS for 22 years, since July, 1993. He has served 17 years on the Board of Directors, and has held every board position, as well as long term editor of this Newsletter. His current title is Museum Curator. At the last meeting the Board has awarded Joe an Honorary Membership in the SBHRS. Congratulations to Joe Hoffmann!

Congratulations to Steve Costa and John Wiley!

Steve Costa was re-elected as Treasurer by the Board of Directors on January 24th. Steve has been with the SBHRS since 1990. John Wiley who has been with the SBHRS since 2012, was elected as a new Board member, and appointed Secretary

OPEN 24 HOURS A DAY!



The SBHRS website
Is at:

www.sbhers.org



WAITING FOR A TRAIN TO NOWHERE

SPRING OPEN HOUSE AND MODEL TRAIN SHOW

Saturday April 11th 10 AM - 5 PM, Sunday April 12th 10 AM - 4 PM

Model trains will be operating on both the N-scale and the HO-scale museum-quality model train displays.

In addition, the SBHRS will host its extremely popular Company Store and will be in business selling used books, videos, model railroad equipment and artifacts.

Weather permitting, the historic Santa Clara Interlocking Control Tower will be open for visitors.

Also, the historic railcar — a former Oregon-Washington Railroad and Navigation Co. (OWR&N) business car that currently is under restoration — will be open for inspection by the public.

While the model trains are a major attraction at the train show, a museum full of railroad artifacts is also a part of the show.

YOUR HELP IS NEEDED AT THE 2015 SPRING OPEN HOUSE

*Saturday April 11th, 10 AM until 5 PM and Sunday April 12th, 2015, 10 AM until 4 PM
(tentative).*

SBHRS members are asked to participate and help the Society in making this a success. A list of Schedule Of Events with open positions will be posted near the kitchen area. You may sign up for the time and position you're interested in. All family members are asked to participate. There are positions to fill for members of any age. You can help with the All Day Lunch, Company Store, Railcar, Historic Tower, Library, Train Room and more.

The South Bay Historical Railroad Society (SBHRS) was incorporated in 1985 to preserve the local area railroad heritage while running a working museum to benefit the community. Our members are all volunteers. The Depot building housing the SBRHS was built in 1863. Please plan to help the SBHRS make it a success!



(408) 244-2119

Rita Dietrich

Graphics, Animation, Web,
Video, & Multimedia



THE TRAIN SHOP

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MEETING FACILITIES

At Historic Santa Clara Depot

Host your next Business, Educational or Social Meeting at the South Bay's most unique meeting place: The Board Room in The Freight House At Santa Clara Depot, and The Meeting Room.

Both of these artfully decorated and historically significant rooms are available as rentals for organizations, companies, or individuals.

For more information, pick up a brochure at the Santa Clara Depot,

E-mail: info@sbhrs.org, or phone 1-408-243-3969, or write:

*South Bay Historical Railroad Society,
Attention: Special Events Coordinator
1005 Railroad Ave., Santa Clara, CA 95050*

ALL MEMBERS MEETING

On Saturday, February 7th, an All Members Meeting was held. Bob Marshall made the presentation. The meeting covered several areas. First item covered was the Financial Report, which showed a balance of \$78,700 for 2014 (\$10,000 reserved for roof repair). Next Bob offered a question: "What Are We?" He then described what the South Bay Historical Railroad Society is: A non-profit corporation with a very specific set of things in the Articles of Incorporation, which are not easily changed. The Articles describe the SBHRS as established for rail fans, railroad historians, and scale model railroaders to meet and exchange knowledge, To preserve the heritage of American Railroad by establishing and maintaining a railroad museum and library. To provide a place for ideas and skills. The Construction of model railroad displays (in the Bylaws). To develop and provide programs that increase the Society's educational involvement in the Community (also in the Bylaws).

WHAT WE ARE NOT: A Train Club (and we can't be).

Bob then described the duties and responsibilities of the Board.

At this point, responsibilities of all SBHRS members was brought up.

These responsibilities help pay our rent which is \$30,000 per year, or \$2,500/month. At 100 members, this is \$25 per member per month, as an example, and is only for rent. Therefore the current dues do not go towards rent. Additional expenses include electricity, insurance, and supplies, among others.

DUES STRUCTURE CHANGES: Dues will be increased by \$10/month in July. A rate reduction will be made in exchange for 2 hours of work per month. Example: Pay 3 months, need 6 hours of work, or 2 hours per month for each of the 3 months. The Dues therefore will be \$30/month for each member and family, and \$25/month for seniors.

Work may include miscellaneous facility cleaning (trash, bathrooms, dusting, windows, work projects).

Details of each year of our JPB Contract were then given through the year 2017. For 2015, these include: Repair of street-side of depot, Repair board and battens as required, seal and prime wood as required. Ongoing contract requirements for all years include: Annual Toys for Tots Holiday Train, hold at least two Open Houses per year for general public, Provide access to the depot for the general public on Saturdays and Tuesday evenings. Provide use of the depot for other historic and transportation related groups. Continue sponsoring elementary school programs, and continue to sponsor Operation Life Saver events at the depot.

Other projects include the Website, Library Database, and phone

replacement.

These present us with several Challenges. They include Funding (grant-writer), Caltrain/JPB management & communications, membership recruiting, workload with member involvement, museum challenges – curator, and the large roof replacement cost.

The meeting was then opened for comments, and ended thereafter.

THE SANTA CLARA BLOCK



South Bay Historical Railroad Society, Inc.

EDITORIAL COMMENT

Leave a recorded message at the phone number listed below if you have any suggestions, or if you have inputs, comments, or ideas for this newsletter.

SBHRS at Santa Clara Depot:

1-408-243-3969

Website:

www.sbhirs.org

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(Norman Spaulding

Newsletter Editor and Publisher)

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