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From SP's Starlight to Amtrak's Coast Starlight An Evolution Over 60 Years!

By Joe Hoffmann
Editor and Publisher

While it seems like it was inaugurated only a few years ago, Amtrak's *Coast Starlight* passenger train is in its 38th year of service to passengers along the West Coast of the United States. And thanks to ingenious marketing and the provision for amenities unique to the Amtrak system, the *Coast Starlight* today is the railroad's most prestigious service. But unknown to most rail fans, there's a heritage to the name *Coast Starlight*. Here, we will examine that heritage.

When the Southern Pacific's *Daylight* streamliners were inaugurated on 21 March 1937 between Los Angeles and San Francisco, they were an immediate success with the traveling public. Decked out in a sparkling new paint scheme of red, orange, and black with silver accents, the trains soon were regularly booked beyond capacity, at times necessitating a second section of older, heavyweight passenger cars to accommodate

the passenger loads. Success of the *Daylights* was so good that the "friendly SP" soon inaugurated a second daily train between the two major cities of California. The second train was named the *Noon Daylight*, because of its 12:15 p.m. departure times from either terminal. At that time, 30 March 1940, the morning departure was renamed the *Morning Daylight*.

This train operated as Train Nos. 98 and 99. The new train, using the original *Daylight* trainset, became Train Nos. 96-97.

The Southern Pacific railroad, meanwhile, also operated service from San Francisco (via ferry boat and later buses) to Oakland, and then to Portland. SP's *Cas-*

cade (overnight) and, after 1949, the *Shasta Daylight* provided service to the Pacific Northwest. The *Cascade*, after it was streamlined in 1950, carried sleeping cars for transfer to the

Northern Pacific at Portland and carriage of passengers on to Seattle. But

the service didn't allow Los Angeles to Seattle service along the Coast Route without a significant layover in the Bay Area.

The entry of the United States into World War II on 7 December 1941, resulted in many changes to American railroading, especially in regards to passenger travel. After rebuilding the business lost during the Great Depress-

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E-mail Address Updates

SBHRS members and recipients of the electronic edition of the *Santa Clara Block* newsletter are reminded to maintain a current e-mail address on file with the SBHRS.

Over a three-to-four month period, many subscribers change internet service providers, or personal e-mail addresses. Unfortunately, hosts do not automatically forward the e-mails that include this newsletter. Revisions to any personal data for SBHRS records may be submitted using the pink form available in the kitchen at the Santa Clara Depot.

Available Now!



The SBHRS Club Cars, with graphics designed by an SBHRS member, and manufactured by Accurail, celebrate the 20th Anniversary of the South Bay Historical Railroad Society

These HO-scale 40' reefers are reminiscent of the billboard reefer era and are representative of the refrigerated cars that moved fresh fruits and vegetables from the Santa Clara Depot to markets all over the United States beginning in 1864. Two different car numbers are available, 1985 and 2005.

**PRICES CUT!
SAVE \$3; \$6 ON TWO!**

One Car: \$12.95. Two Cars: \$25
(California Residents add 9.25% Tax)

Assembly by an SBHRS member is available for an additional cost of \$5.00 per car for those who prefer a ready-to-run car.

For an Order Form (Acrobat format), see the SBHRS Website:

www.sbhirs.org

Click on button

"HO Club Car For Sale"

6th Annual Event

Great Train Contest Set for 1 May

The "Great Train Contest VI" is scheduled for Saturday, 1 May at the historic Santa Clara Depot. The contest will judge members' skills in creating prototypically accurate trains for operation on the HO and N-scale layouts at the depot. Deadline for filing entry papers is Tuesday, 27 April.

Members are encouraged to use the SBHRS Library, or their personal libraries of books and videos to ensure accuracy to prototype appearance and operations. Winning prizes are gift certificates from the Train Shop in Santa Clara.

As with the previous contests, plans are to have entries in a least two scales, HO-scale and N-scale. There may be up to three train categories: passenger, freight, and other, depending on the total number of entries. For each, there will be three prizes: gift certificates from the Train Shop for amounts of \$50 (first place), \$25 (second place) and \$10 (third place).

Contestants must present the documentation that supports their train on the day of

the contest. The train entries will be judged based on accuracy to documentation, accuracy to the represented era, operational reliability, overall visual effect, detailing and weathering, and special effects, such as lighting and sound affects.

The points scale used for the judging has been changed this year to provide a greater range among the contestants. Instead of a range of points of 0 through 5 points for several of the rated categories, judges will use a scale of 0 through 10 in two point increments. Only Detailing of model railroad equipment will be judged on a scale of 0-5. Special effects, such as lighting and sound, will continue to be rated 0-2, and an on-time entry again will receive a 5 point rating.

A Glossary of Railroad Terms

(Another in a Series)

Reprinted from *Lingo of the Rails*, originally published in the June 1940 issue of *Railroad Magazine*.



Here is a variety of terminology in vogue in the railroad industry during the 1940s. See how many of these are still common today.

SCOOT — Shuttle train

SENIORITY GRABBER — Railroad employe who is glad when someone above him dies, gets killed, is fired, or resigns, which means he will move up the seniority list to a better job

SNUFF DIPPERS — Coal-burning engines that burn lignite, which on the (Missouri Pacific as least, is the same color as snuff)

SOFT PLUG — Fusible plug in crown sheet of locomotive that is supposed to drop when water gets below top of sheet

STEM WINDER — Trolley car without brakes (so-called from motion of brake handle)

STINK BUGGY — Bus

STOCKHOLDER — Any railroad employe who is always looking out for the company's interest

Board Appointed Positions Reaffirmed

Special assignments undertaken by members of the organization were reaffirmed by the Board of Directors at its January meeting.

All key board appointed positions were reaffirmed for 2010.

Included were the reappointment of Lorie Garcia as Covenant Representative, Bob Dolci as Museum Curator, Michael Wagner, both as Librarian and as Layout Planning Chairman, Ed Del Prete as All-Day Lunch Manager, John Dietrich as Joint Powers Board Liaison, Walt Stephenson as Tower Project Manager, Chuck Cottam as Railcar Restoration Project Manager, George Delucchi for Railcar Funding, Woody Rider as Special Events Coordinator, and Doug Gross as Historian for local railroads and the SBHRS' history. Nick Brisco was retained as the Junior Librarian in support of Wagner.

On the Former Great Northern Route

Izaak Walton Inn is Haven for Railfans and Vacationers

By Joe Hoffmann
Editor and Publisher

A hotel for railroad workers, built in 1939 for the employees of the Great Northern Railway in Essex, MT, lives today as a railfan's haven, restored on the southern edge of Glacier National Park.

Today, the Izaak Walton Inn can host up to 147 guests in a variety of sleeping accommodations. In addition to the rooms in the historic building, rooms in restored cabooses, and accommodations in recently constructed cabins are available. The inn is located a half mile from U. S. Highway 2, an east-west route that borders the national park. It is midway between the park's east and west entrances.

Better than the proximity to the highway — at least for railfans — is the proximity to the former Great Northern rail lines, now BNSF property, that carries freight traffic east-west between Seattle and other north-west cities to Chicago and points east. The hotel is only about 150 feet from the nearest set of rails, and the distance is only a little more to the mainline tracks.

Many freight trains daily rumble past the lodge, and twice daily at 7:41 p.m. westbound and 8:55 a.m. eastbound, Amtrak's *Empire Builder* passes the hotel, or makes a flag stop at the Essex, MT, Amtrak rail shelter to embark or disembark travelers.

The Izaak Walton was completed at a cost of \$40,000 and was to be formally opened 15 November 1939. "Modern in every detail," the two-and-a-half story, 36 by 114 foot structure boasted 29 rooms, ten bathrooms, a spacious lobby, dining room, kitchen with a two-ton cook stove, drying room, store room, and general store. It took twelve carpenters three months to complete. Much of the interior and exterior of the hotel remains the same today.

We had the pleasure recently of staying at the hotel. Our ground-level room faced the railroad tracks, yet I personally slept through a night of extensive train traffic, thanks to double pane windows, which one doesn't open in the dead of Winter and 30-degree overnight temperatures. We could hear the gentle rumble of a pair of helper power units

outside the hotel when we awakened a couple of times.

The rooms are nicely appointed and included comforters during the winter months, perfect for those cold nights. Emphasizing the escape from civilization is the absence of television or telephones in the rooms. And, one is so deep in the forests that there is no cell phone service. A pay phone is located in the lobby, and internet connectivity was available, but only in the bar in the basement of the hotel.

In addition to the rooms, a good-sized gift shop is located off the lobby, and the lobby area includes a number of comfortable chairs, and a large fireplace that was roaring with fire while we were there talking to

erous use of the fruit in his menus. Both the pork dish and the chicken entrée included huckleberry additions. And a huckleberry cobbler was among the dessert offerings.

Breakfast saw more huckleberry offerings, including a large stack of pancakes with huckleberries baked in. The "Great Northern" breakfast included two eggs of choice, thick-sliced bacon, ham or sausage, and hash brown potatoes and a choice of toasts. A luncheon menu, and one dedicated to children are also available.

A walkway passes from the hotel area over the railroad tracks to reach the cabooses on the south side of the tracks. It provides an excellent vantage point from which to make photographs.



WINTER HAVEN, RAIL HAVEN — The Izaak Walton Inn at Essex, Montana, is a haven for railfans and winter and summer vacationers alike. The inn is located on the present-day BNSF mainline, and is a stop for Amtrak's *Empire Builder* between Seattle-Portland and Chicago. The inn was constructed in 1939 and is on the National Register of Historic Places.

— Photo: Joe Hoffmann

other guests.

Off the lobby is a restaurant recognized throughout the sparsely populated area for its fine dining. Selections from the dinner menu included New York steak, Ruby Red Rainbow trout, grilled Pork Tenderloin medallions, and country fried steak. A chicken and a pasta dish also were offered. Appetizers included crab cakes with remoulade sauce, and the biggest hit to our group, a spicy elk sausage sampler that was served with whole grain mustard, crackers, fruit and cheese.

Local to Montana is the huckleberry, and the chef at the Izaak Walton Inn makes gen-

Obviously, a hotel of this nature cannot survive on railfans alone. Other activities popular with the guests are cross country skiing along 33km of groomed trails and, during the summer months, horseback riding, hiking, biking, bus tours, boat tours and fly fishing.





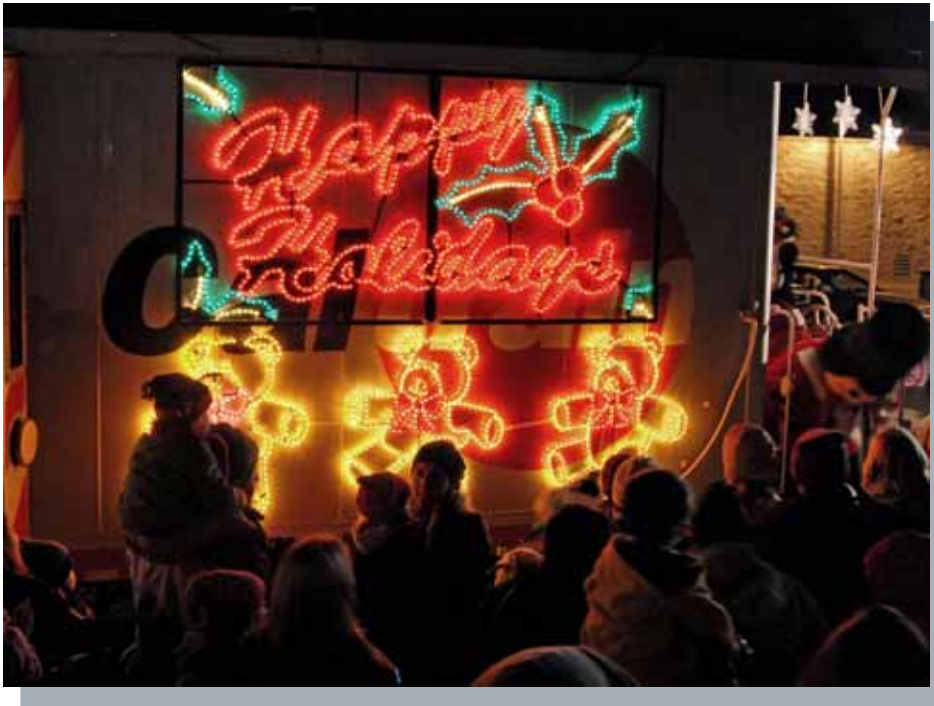
Toys for Tots Program Benefits from Holiday Train

Caltrain representatives contributed photographs made at several locations along the San Francisco Peninsula as its Holiday Train traveled between San Francisco and San Jose on 5-6 December 2009. Thousands of children and adults came out to see the spectacularly lighted train. Kids of all ages got a chance to meet Mr. and Mrs. Claus, Rudolph, Frosty and other holiday characters and enjoy music provided by the San Francisco Corps of the Salvation Army Band and on-board choruses.

The 2009 holiday season was much brighter for thousands of children thanks to the generosity of people who donated toys. In conjunction with the U.S. Marine Corps Reserve's Toys for Tots program and the Salvation Army, the *Caltrain Holiday Train* received a total of 4,045 donated toys and books and \$2,304 in cash donations from visitors to the stations. Since the first Holiday Train in 2001, approximately 43,755 gifts have been generated for needy Bay Area children, according to a Caltrain spokesperson.

For the ninth year, the South Bay Historical Railroad Society participated in the Holiday Train Program, opening the historic Santa Clara Depot, operating the scale model train displays and offering coffee, hot chocolate and hot apple cider to visitors to the train station.

Photos: Caltrain



Marine Toys For Tots Foundation



Original *Starlight* Featured Overnight Coaches, Sleepers Between SF and LA

(Continued from Page 1)

ion and building up years of good will, the railroads, including the SP, now actually discouraged the public from going by train so as to provide space for traveling military personnel. And so on 5 January 1942, less than a month after the U. S. entry into the war, the SP cancelled the *Noon Daylight*. It would not return to service until 14 April 1946, more than four years later.

Post World War II, and specifically as troops returned home from action in the European and Pacific Theaters, travel by rail experienced a significant upsurge. All American railroads were anxious to meet the returning servicemen with new equipment to replace much of the older railroad equipment that had been run hard in support of the war effort. The railroads quickly flooded the Pullman Company (later to be the Pullman-Standard Car & Manufacturing Company), builder of most of the U.S. passenger car fleet, as well as the Budd Company of Philadelphia, PA, with orders for new passenger rolling stock. Some orders, including those placed by SP in June 1946, didn't show up on the property of the railroad until June 1949.

Unfortunately, for the railroad industry in general, and the Southern Pacific in particular, the honeymoon between travelers and the railroads was surprisingly short-lived. With money in their pockets, Californians, especially, purchased new automobiles for traveling around the west. And the rapid growth of the airline industry quickly siphoned passengers from the railroads. People became more interested in "getting there quickly," rather than viewing scenery enroute.

Meanwhile, the SP did upgrade many services along its routes. Examples include a streamlined transcontinental *Golden State* in January 1948; a wholly new train, the *Shasta Daylight* in July 1949, and in August 1950, a completely streamline-equipped *Cascade* between San Francisco (Oakland) and Portland. Yet, while these improvements were ongoing, the Southern Pacific changed the *Noon Daylight* on 2 October 1949 from a



SP's *STARLIGHT* AT SAN LUIS OBISPO — While the brakeman protects the rear of his train, the southbound (railroad east) *Starlight*, Southern Pacific Train No. 94, awaits the highball from San Luis Obispo during its stop midway between San Francisco and Los Angeles. The SP *Starlight* operated for only seven-plus years — one of the briefer passenger train operations in the history of Southern Pacific. The nocturnal *Starlight*, shown in this spectacular Richard Steinheimer photograph with a lighted drumhead sign in the rear of the last of two heavyweight sleeping cars carried onboard, but not advertised by the railroad, replaced the *Noon Daylight* in October 1949. Alas, as the patronage decreased, the chair cars from the *Starlight* were folded into the formerly all-Pullman *Lark's* consist until the railroad could call the *Starlight* service redundant and kill the train in July 1957.

Photo: © 2009 Richard Steinheimer

daytime train to an overnight train between San Francisco and Los Angeles. And with a change of name, the *Starlight* was born.

The "new" train operated with the same sets of *Daylight*-painted chair car equipment as had operated on the *Noon Daylight*, but with the inclusion of a "Starlight Tavern" car and a Coffee Shop-Snack car. The latter car was open all night, serving "sandwiches, coffee, doughnuts and dessert." Initially, the two trainsets included a streamlined Parlor Observation or a straight Parlor car in each direction, but these two cars lasted only until the end of October 1949, being removed due to lack of patronage.

As can be seen from the accompanying advertisement for the *Starlight*, the railroad actually implored passengers to save money by eating dinner before departure, and waiting to have breakfast until after arrival in the

terminal cities. According to SP timetables of the period, the two daily trains initially departed the terminals at 8:00 p.m., arriving 10 hours, 45 minutes later at 6:45 a.m. Over the years, the schedule was adjusted, so that near the end of the trains' operations, an 11-hour schedule saw both trains departing their terminals at 6:45 p.m., arriving at 5:45 a.m.¹ The trains' entirely nocturnal operation precluded their being the subject of the photographers' lenses. Thus, there are very few pictures of the *Starlight* in service.

Never listed in the public time tables, and of little knowledge to most passengers, was that the train over most of its operative life carried sleeping cars which could be booked with the conductor after boarding the train. The sleepers were carried for nearly six years. A variety of heavyweight and light-

(Continued on Page 7)

SOUTHERN PACIFIC STARLIGHT TIMELINE

- "All-Chair Car" *Starlight* inaugurated on 2 October 1949. Train consists mostly of articulated *Daylight* chair cars.
- 9 June 1950: One Heavyweight (HW) 12-Section -1 Drawing Room sleeper added to consists each direction.
- 23 September 1950: 8 Section-5 bedroom HW *Clover-series* Pullmans placed on the *Starlight*, replacing 12-1 HW sleepers. One car on each trainset.
- 21 February 1952: 12 duplex-5 bedroom streamlined sleepers *Rose Bowl* and *Portsmouth Square* renumbered as 9250 and 9251, acquired from Pullman and assigned to *Starlight*. Train now includes 8 Sections, 12 duplex single rooms and 10 bedrooms for a total of 48 beds.
- 1 March 1953: HW 12-1 replaces 8 Section-5 Double Bedroom car due to shifting of sleepers among several SP trains.
- 10 August 1953: HW 8-5 temporarily replaces the LW 12-5. On 9 April 1954, the LW 12-5 is returned to the trainsets.
- 16 August 1955: HW 12-1 is discontinued. Train operates with one sleeper.
- 14 May 1956: LW 12-5 is discontinued, leaving *Starlight* with no sleepers.
- SP *Starlight* annulled on 15 July 1957.

Heavyweight Sleepers Were Unadvertised Additions to Southern Pacific's *Starlight*

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weight sleepers were configured into the trainsets, often based on the railroad's assignments of Pullman cars throughout the SP system. For example, a consist list of a one-year period in 1950-51 shows heavyweight 12 Section - 1 Drawing Room car, or a heavyweight *Clover-series* 8 Section - 5 Double Bedroom car in service. The train in this period operated with as many as 18 cars, including the storage mail and baggage express cars, the two food and beverage service cars, and as many as 12 chair cars, usually the articulated units unique to SP. Over the winter months at this time and through 1955, the consists sometimes dipped to only 10 cars on Saturdays. A second sleeping car, a lightweight 12 duplex-5 double bedroom sleeper, was added to the *Starlight* on 21 February 1952. Later, the *Starlight* operated between 1 March 1953 and 10 August 1953 with the heavyweight 12-1 and a heavyweight 8-5 sleeper, giving the train a capacity of 52 beds. During that time, the lightweight cars were transferred to another train in the SP system.

In April 1954, the lightweight 12 duplex-5 bedroom sleepers, whose service had originated on the *City of San Francisco*, were returned to the *Starlight*.²

The *Starlight* would operate with this eclectic mix of sleeping cars until 16 August 1955 when the 12-1 was discontinued; the lightweight 12-5 remained the only sleeper on the train. On 14 May 1956, the LW 12-5 was discontinued, ending sleeping car service on the *Starlight*.

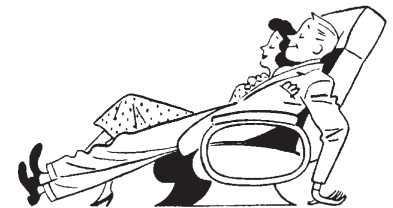
After chair cars from the *Starlight* were added to the overnight *Lark* on 6 August 1956, the Southern Pacific, which already had made moves to discontinue the trains all together, now could call the *Starlight* service redundant. With the permission of the California State Public Utilities Commission, the train was annulled on 14 July 1957. The *Starlight* had operated for only seven years, nine months.

Several weeks later, SP President D. J. Russell would declare that SP is going "down that road . . . toward the elimination of all passenger service."

The *Starlight* name lay dormant for nearly 14 years. With the undertaking of the responsibility for most all of America's passenger rail service beginning on 1 May 1971, the National Railroad Passenger Corporation, the formal name for Amtrak, began the operation of an unnamed tri-weekly train service along a single 1,377-mile route between Los Angeles and Seattle, the first time there was single-train service along the West Coast. (The train briefly was extended south of Los Angeles to San Diego.)

(Continued on Page 8)

Take it Easy . . .



Next Time Try The

★
★
Starlight
★
★

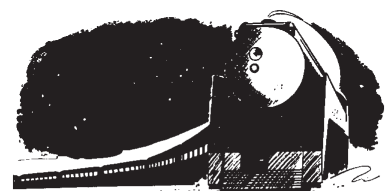
SAN FRANCISCO • LOS ANGELES

The streamlined, overnight *Starlight*, flashing the same red-and-orange exterior as the *Daylights*, skims along the Coast Line, connecting San Francisco and Los Angeles every night. It is similar to the *Daylights* in most respects except for its overnight schedule. It has the same lightweight equipment, the same reclining "easy chairs" of foam rubber, the same wonderful service.

When you ride the *Starlight*, you leave after dinner, arrive in time for breakfast. This means you save money as there are no meals to buy en route . . . you save precious daytime hours too.

Two special "fun cars" are provided for your enjoyment, the Snack-Lounge car and the "Starlight Tavern." The Snack-Lounge car will satisfy that urge for a night-time snack, serving sandwiches, coffee, doughnuts and dessert at any time of the night. There are tables for card playing and lounging, too. The "Starlight Tavern" is a delightful place to gather with friends. Beverage service continues until 2 A.M., however the "Starlight Tavern" remains open all night long for lounging, cards or letter writing.

Lights in the chair cars are dimmed en route for maximum relaxation. There is an individually controlled direct-beam lamp above your seat should you care to read.



Heritage Passenger Cars Eventually Replaced by Modern Amtrak Superliner Equipment

(Continued from Page 7)

The unnamed trains, Nos. 11 southbound and 12 northbound, were supplemented on the other four days with other unnamed trains between Los Angeles and Oakland, which actually carried the numbers 98 and 99, the SP's numbers for the *Daylight/Morning Daylight/Coast Daylight* during its 34 years of service. Connecting service was provided between Portland and Seattle and Los Angeles and San Diego. In the 14 November 1971 Amtrak timetable, the Oakland-Los Angeles service received Train Nos. 12 and 13, and the name *Coast Daylight*. The San Diego-Seattle train received the new name *Coast Starlight* and became trains 11 and 14, the name and numbers that survive today, although the route south ends at Los Angeles Union Station. These two trains were merged into one daily-train a few years later.

Equipment for these Amtrak trains was a mishmash of heritage rolling stock. On any given day, one could observe cars from the Great Northern, Northern Pacific, Santa Fe, Burlington Route and even the Southern Pacific. One item gone from the *Coast Starlight*, however, was a dome-lounge car, replaced by a lounge car from SP's *Sunset Limited*. Power for the Seattle-Los Angeles train initially was leased SP SDP45s and SP F7B units. Later, the train would see an ever-changing variety of locomotives, including heritage E9s, newly built SDP40Fs and, for many years, Amtrak four-axle F40s. Today, the train is generally assigned General Electric P42 locomotives.

Initially, the *Coast Starlight* used Southern Pacific's West Valley Line between Davis and Tehama, CA, the route of SP's former *Cascade* and *Shasta Daylight*. The route bypassed Sacramento. But after 25 April 1982, the Amtrak train moved to the East Valley Line, stopping at Sacramento and Chico.

The *Coast Starlight* was upgraded with Amtrak Superliner I equipment in January, 1981, following many years of operation with heritage streamlined equipment built between the 1940s and 1950s. The Superliner equipment, spawned from the former



AN UNNAMED TRAIN AT SAN JOSE — The inaugural consists of Amtrak's *Coast Starlight* included a rainbow mix of heritage passenger equipment gathered mostly from western railroads. The Santa Fe, generally, was most prominently represented on the train, but as can be seen here, a lounge car from the SP's *Sunset Limited* and a sleeper from the Northern Pacific might also be included in the consist on any given day. This consist, in fact, also included an SP sleeper, and a Great Northern coach in the GN goat scheme.

Photo: Joe Hoffmann

Santa Fe Railroad's hi-level chair cars, diners and lounge cars purchased for *El Capitan* in 1956, added significantly to the quality of service for the *Starlight*.

Over the years, the contemporary *Coast Starlight* has been plagued with poor on-time performance, even gaining the sarcastic moniker *Starlate*. From October 2005 through August 2006, the train delivered its passengers on time only two percent of the

time! Many trains operated five to 11 hours late to their terminal cities.

The Union Pacific Railroad, over whose tracks most of the route runs, blamed ongoing track repairs among other issues. More recently, however, Amtrak reports that the *Coast Starlight* was on time 86 percent of the time in May 2008.

The train today even utilizes completely
(Continued on Page 10)



TODAY'S COAST STARLIGHT — The north bound *Coast Starlight*, Amtrak Train No. 14, crosses the Stenner Creek trestle shortly after departing San Luis Obispo on a summer day in 2003 enroute along its 1,377-mile run between Los Angeles and Seattle, WA. The coach and sleeping car service, which includes the Pacific Parlor car for first-class passengers and a games arcade for kids, currently is in its 39th year of service. The train is the most preeminent long-distance train on Amtrak.

Photo: Joe Hoffmann



News Briefs from SBHRS



Priorities for work projects in and around the Santa Clara railroad complex have been established for the Calendar Year 2010 by the Board of Directors.

Directors emphasized that 2010 is a critical year in the performance of several activities.

The top priority is the construction of the access ramp on the trackside of the depot. Plans and drawings for the ramp are currently under review by representatives of Caltrain/Samtrans in San Carlos.

The second priority set by the board is work to restore the interior of the Oregon-

Marshall Reelected to Board Slot No. 3

Bob Marshall, currently the Chairman of the Board of the SBHRS, has been reelected to the board by the Corporate Membership of the organization.

Marshall was reelected at the election held in December 2009. He was opposed by Michael Wagner, who currently is the Librarian and the Scale Model Layouts Coordinator of the SBHRS.



Special Election for Slot 7 Called Following Miscue

A special election for a second Slot, No. 7, on the SBHRS Board of Directors will be held in late January following the discovery of an error on the part of the acting election officer.

Shortly after the election held in December, SBHRS director and acting election officer Joe Hoffmann realized that two positions should have been up for election in December, rather than the one seat that was contested.

The Board of Directors determined that the best way to correct the problem was to call for nominations for Slot No. 7 and hold a special election at the earliest opportunity. The results of that election will be published in the Spring issue of the *Santa Clara Block*.

Washington Railroad & Navigation Business Car No. 184 that is located on the siding adjacent to the trackside dock at the depot. Work to complete restoration and furnishing of the interior is geared to a completion in late 2012 or in 2013 in time to celebrate the car's 100th anniversary and the depot's 150th anniversary.

Front Steps to Depot

Reconstruction of the front steps at the main entrance to the depot is the third priority for this year. The fourth priority is the repainting of the Santa Clara Tower.

The fifth priority is to cosmetically cleanup and ballast the siding adjacent to the depot on which the historic railcar sits.

Other activities that will be performed as time permits include work on the speeder shed, installation of a video security system and work on the depot substructure.

The board also will undertake the writing of several policy statements this year, including ones regarding an Emergency Plan for occupants of the depot, age minimums for youths who operate on the model railroad display layouts, and pre-sale of merchandise to members at the semi-annual model train shows in April and November.

Membership in ARM

Directors also elected to join the Association of Railroad Museums (ARM) for a two year period to evaluate the benefits of the national organization. ARM enables railroad museums to interact with other museums and to investigate grants such as those the SBHRS will solicit in the restoration of the historic railcar.

Directors also agreed to apply to the National Railway Historical Society for a Railway Heritage Grant of up to \$5,000 for work on the historic railcar. Capturing such a grant requires the SBHRS to also gain matching funds for the work.

Priorities and work activities were determined at the semi-annual Board of Directors meeting on Sunday, 10 January 2010 at a seven-hour meeting at the depot. Directors also determined that due to the critical activities of the SBHRS, quarterly meetings of the board are needed this year.

Helling Named Corporate Member

Long time SBHRS member Larry Helling, already an Honorary member of the SBHRS, has again been made a Corporate member, too. Helling was named a Corporate member at the annual meeting of the directors of the SBHRS in January 2010.

Despite his Honorary membership status granted several years ago, Helling continues to support the SBHRS both in terms of financial contributions and the contribution of extensive amounts of time and labor to the organization.

He is an accomplished carpenter, among other skills, and recently helped upgrade the restroom in the SBHRS board room.



Host a Youth Birthday Party or other Special Occasion Event at Santa Clara Depot

Historic Santa Clara Depot provides a unique setting for birthday parties, or anniversary, retirement or other special occasion events.

The South Bay Historical Railroad Society offers:

- The Freight House Meeting Room, with space for 45-50 persons, seated
- Folding tables and cushioned chairs
- Large screen LCD TV, plus a DVD/VCR combo player
- Digital projector and 5 x 9-foot projection screen
- Small kitchen/serving area with microwave oven, refrigerator and sink
- The Train Room, with model railroad layouts (docent-operated trains, by arrangement)



For arrangements and reservations:

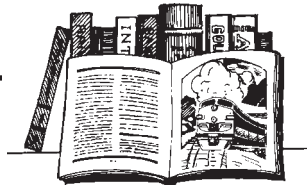
Telephone:
408-243-3969,

or e-mail:
Info@sbhrs.org



Book Review

Stan Kistler's Santa Fe in Black & White



By Stan Kistler with John Signor

© 2009 by the Santa Fe Railway Historical and Modeling Society
180 pages, black and white photos with narrative description

Stan Kistler's photographs of Southern Pacific and Santa Fe railroads throughout the west have long been acknowledged as among the best of many noted photographers. In his new book, a collaboration with publisher John Signor, Kistler has combined many photographs seen over the past 65+ years in innumerable books and magazines, with several never before published photos to give the reader — indeed the contemporary railroad photographer — with an insightful view of the Santa Fe as photographic art.

A Focus on Santa Fe Steam

This Kistler/Signor book focuses only on the Santa Fe — thus the title for this 180-page book. It's entirely black and white, reflective of the time period covered — 1944 through 1970.

In the accompanying narrative, Kistler describes his first camera (a Kodak six-20, obtained in 1943), and how he "caught the bug" for rail photography in 1944. During World War II, his family relocated from Pasadena to San Diego, where he quickly started touring the area in search of opportunities to observe and photograph trains. His family's return to Pasadena in 1946 allowed him to shoot Santa Fe trains operating across the street from his Pasadena home.

Fascination for Trains

By now, the teenaged Kistler was overtaken with a fascination for trains. He rode his bicycle or the local transit buses to the Santa Fe Depot to watch and photograph the freight and the many passenger trains that visited Pasadena in those days.

A few years later (at age 18) Kistler invested in a Speed Graphic 4" x 5" camera.

Focus of most of this book is on Southern

California railroading circa 1944 to 1970. In these pages of high quality black and white photos, Kistler covers San Diego, Pasadena, Cajon Pass, the Los Angeles Basin, the Surf Line, and Tehachapi, among others. Also, as a result of sojourns throughout the west in pursuit of 4-6-2, 4-8-2 and 4-8-4 steam power, he provides briefer vignettes on the Santa Fe in Northern California, New Mexico and other western Santa Fe lines.



Many photos are the result of his excursions with the Railway Club of Southern California, a group of railfans who organized excursions along many Santa Fe branch lines in Southern California. Independently, or with members of that organization, he'd also make day trips on the weekends.

Learning from others, Kistler was careful to surround his photo objects, such as locomotives and trainsets, with ancillary objects ranging from desert Joshua trees, to trackside buildings; from railroad operating personnel to those who worked behind the scenes. And while this project reflects primarily a chase for the final years of steam power, he has carefully included many pho-

(Continued on Page 11)

SP's *Starlight* Evolves into Prestigious Service

(Continued from Page 8)

refurbished former Santa Fe hi-level lounge cars as special Pacific Parlor cars for sleeping car passengers, offering special amenities for those travelers. During the early summer 2008, the *Coast Starlight* offered several new amenities and more recently refurbished equipment, which should ensure that it remains the most prestigious rail service in the United States into the second decade of the 21st century. 🚂

NOTES:

1 and 2 Shine, Joseph & Ryan, Dennis: *Southern Pacific Passenger Trains, Volume 1: Night Trains of the Coast Route*. ©1986, by Shine and Ryan. Pages 120-139; pages 129-130.

Grenier Named Honorary Member

Long time SBHRS member Dave Grenier has been made an Honorary Member of the society.

Grenier was an active member of the organization until 2006 when he relocated to Clovis, CA. As a member of the SBHRS, he served ten years on the Board of Directors. Eight of those were spent as Treasurer and two years as Secretary.

Grenier also was an avid model railroader, often working on locomotives and coaching other SBHRS members in the fine-tuning of their model motive power.

Grenier has remained active in the SBHRS despite his move to California's Central Valley. He hosts annually the NMRA Pacific Coast Region, Layout Design and Operations Special Interest Groups combined program held at the historic Santa Clara Depot.



Marshall Remains Chairman of Board; Other Assignments Rotated for 2010

Bob Marshall has again been named the Chairman of the Board of Directors of the South Bay Historical Railroad Society. He will serve the second year of a maximum two-year term. The board selected Marshall at its semiannual directors' meeting on Sunday, 10 January 2010.

The chairman is the chief executive officer of the corporation and, subject to the directions of the board, controls the affairs of the corporation. The chairman works with city, county, state, federal, or other agencies for the purpose of securing grants and implementing the terms of the grant, or for other

purposes that are considered to be in the best interests of the corporation.

Bob Dolci, meanwhile, will undertake the position as President of the SBHRS and Al Senzatimone has been named the Operations Manager, the position that Dolci has held for the past year.

The Operations Manager assists the chief executive officer with regards to working with city, county, state, federal, or other agencies. The Operations Manager also is directly responsible for the activities of the Covenant Representative, Museum Curator, Librarian, JPB Liaison, Project Manager(s), and the society Historian for the local railroads and the SBHRS.

Rick James, meanwhile, will move over to the position of Vice President of SBHRS.

Jack Morash will continue as Secretary and Joe Hoffmann will again be the Treasurer of the SBHRS.

Robin Gilstrom will serve as Business Manager for the SBHRS pending a special election for his slot on the board of directors.

Kistler Book a Worthy Addition to Personal Library

(Continued from Page 10)

tographs of first generation diesel power as well.

In real life, Kistler was a lifetime, full-time photographer and darkroom technician, so he brought an unusual expertise to the production of his photographs. To that end, this Kistler/Signor book meets an unusually high standard for black and white photography.

Award is Tribute to Kistler

Several years ago, the Santa Fe Railway Historical and Modeling Society inaugurated the annual Stan Kistler Award for the best black and white photograph presented at the organization's annual convention. The problem here is that the photos used in this book aren't eligible for the award.

— Reviewed by Joe Hoffmann

The Santa Clara BLOCK



South Bay Historical Railroad Society, Inc.

EDITORIAL COMMENT

Leave a recorded message at the phone 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.sbhhs.org

SBHRS Board of Directors

Bob Marshall, Chairman of the Board
Bob Dolci, President
Rick James, Vice President
Jack Morash, Secretary
Joe Hoffmann, Treasurer
Al Senzatimone, Operations Manager
Robin Gilstrom, Business Manager

Joe Hoffmann
Newsletter Editor and Publisher

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This newsletter is published quarterly as a service to members and friends of the South Bay Historical Railroad Society, Inc., a California non-profit public benefit corporation.

Missing Fall Issue is Ours, Not Yours

If you thought you missed the Fall issue of the *Santa Clara Block*, the miss was ours, not yours. Do to an absence of significant news items between the Summer issue in July and the scheduled publication of a Fall issue in October, it was decided by the editor and publisher to skip an issue and publish a Winter issue in January 2010.



THE TRAIN SHOP
1829 PRUNERIDGE AVE.
SANTA CLARA, CA 95050
PHONE: 408 • 296-1050
FAX: 408 • 985-2423

MONDAY, 9:30 A.M. - 4 P.M.
TUESDAY - SATURDAY, 9:30 A.M. - 6 P.M.

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Clean Out Your Closet of Those "Junk" Trains!

Donate Your Unneeded Trains to the SBHRS Company Store. Contact a Board Member or Steve Costa for Details

Donations to the SBHRS Company Store Ensure a Profitable Train Show



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TIMETABLES — A Calendar of Events

SPECIAL EVENTS

Saturday , 14 March 2010
9:00 a.m. to 10:00 p.m.



*32nd Annual
Railroad Photography Exposition
& Railroadiana Show*
Scottish Rite Temple
Stockton



SBHRS Website: www.sbhhs.org

SPECIAL EVENTS (Continued)

Saturday and Sunday
10-11 April 2010
10 a.m. to 5 p.m. each day
Spring 2010
Model Train Show
of the SBHRS
Santa Clara Depot

Saturday, 1 May 2010
10 a.m.
Great Train Contest VI
Santa Clara Depot
Santa Clara
(Entry Deadline
Tuesday, 27 April 2010)

For Other Regional Events, see
www.pcrnmra.org/pcr/calendar/mastercalendar.htm

Items for the Calendar of Events that are of interest to SBHRS members and friends must be submitted to the club office or to the editor not later than the deadline of:

Tuesday, 13 April 2010

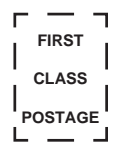
RECURRING EVENTS

Every Saturday, 10:00 a.m. to 3:00 p.m.
Open House at Santa Clara Depot

Every Saturday, 9:00 a.m.
Work Parties
for Depot and Tower Restoration,
and Facility Maintenance
Wear Appropriate Clothing

Second Tuesday
in February, April, June,
August, October & December
7:00 p.m.
Bi-Monthly Meetings
of the Corporate Membership
of SBHRS
Santa Clara Depot

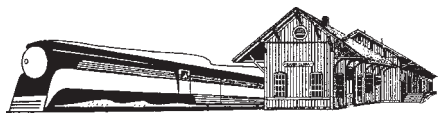
South Bay Historical Railroad Society, Inc.
Santa Clara Caltrain Station
1005 Railroad Avenue
Santa Clara, CA 95050-4319



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Date Sensitive Material

Spring 2010
Model Train Show
at Santa Clara Depot



Saturday and Sunday,
10-11 April 2010

Santa Clara Depot
10 a.m. to 5 p.m. each day