



South Bay Historical Railroad Society

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

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By Joe Hoffmann
Newsletter Editor

New Development Will Surround Santa Clara Depot

The Santa Clara Caltrain Depot that for many years was centered in a wasteland of decaying industrial buildings and rotting warehouses is about to emerge centrally located amidst the development of new retail outlets, research and development facilities, hotel accommodations, and one or more restaurants.

On top of that, the depot, and the interlocking control tower and adjacent speeder and storage sheds, will gain another welcome neighbor in the Year 2000 when Santa Clara's new police administration building opens at the northeast corner of Benton and El Camino Real.

Clearing of that land earlier this Spring has prepared the site for construction to start on an 18-month contract that was signed in June, according to Geoff Goodfellow, director of planning and inspection for the City of Santa Clara.

State Highway Exposure

From his office in city hall, Goodfellow spoke recently to the *Santa Clara Block* of the new developments ongoing around the Santa Clara Caltrain Depot.

"The relocation of El Camino Real opened up a lot of land to state highway exposure," he noted.

It seems a long time ago, but it has been only five years since the thoroughfare — State Route 82 — was rerouted from the center of the campus of Santa Clara University to the location that allows the heavily traveled route to bend gently from the De La Cruz Boulevard overpass, past the east edge of the campus, before curving back into the older portion of The Alameda as it enters the City of San Jose.

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Modeler's Report

What's New in Diesel and Steam?

By George Rea

In this article, I will list new product release information for N and HO, diesel engines and steam locomotives. The manufacturers I will be looking at are: Athearn, Atlas, Bachmann, Kato, Life-like, Stewart and Walthers. My sources (in brackets) are the various model railroad magazine articles, advertisements, and information from the Internet.

HO-Scale Equipment

ATLAS GP7 (1) (2)

After continual demand, Atlas has brought back their original GP7 and released it under a new Atlas *Classic* line. Atlas has replaced the original Kato drive, with its own. Other features include a dual flywheel, five-pole skewed armature motor, directional lighting and die cast metal mainframe. Road names on this run include; Atlantic Coast Line, Central of Georgia, EMD Demo, Maine Central, Nickel Plate Road, Reading, and Texas and Pacific.

ATLAS U23B (1) (2) (3) (4)

This newest Atlas locomotive marks the first time the GE U23B has been reproduced in a plastic model and the first Atlas locomotive to come from the factory equipped with AccuMate couplers (under license from Accurail, Inc.). Features include a dual flywheel five-pole skewed armature motor, directional lighting, die cast mainframe, front and rear plows, and separate grab irons. A PC board with a dummy plug designed to be replaced by a DCC decoder, extra thin handrails and blackened metal wheels also are featured. The trucks vary depending on the road name between AAR type B, Blomberg or FB-2. Two road numbers are offered for the following roadnames: Santa Fe, Conrail, Delaware & Hudson, Lehigh Valley, Missouri-Kansas-Texas, Chesapeake & Ohio, Louisville & Nashville, Milwaukee Road, Union Pacific, Western Pacific and undecorated.

BACHMANN SD45 (2)

A new production run of SD45 models has been released in Bachmann's Spectrum line. This model is reported to be retooled and updates are said to include: see-through fan grills with freewheeling fan blades, prototypically lighted number boards, tempo-printed window frames, scale width hood,

ern, Reading, Pennsylvania, Burlington Northern, Conrail, Southern Pacific, Union Pacific, Santa Fe (blue and yellow warbonnet) and undecorated.

LIFE-LIKE PROTO 2000 GP9 PHASE III (1) (6)

Life-Like has introduced its second production run of the Proto 2000 GP9 Phase III. Features include see-through steps and foot boards, fan grills with visible blades, working cab doors, constant and directional lighting, and fine handrails. Custom features like dynamic brakes, drop steps, sunshades, winterization hatches, M.U. boxes and cab windows are also included. It is powered by a five-pole skew-wound balanced armature motor and has Proto 2000 magnetically operated knuckle couplers. The following road names are offered in three road numbers each; Baltimore & Ohio, Great Northern, Illinois Central, Lehigh Valley, Milwaukee Road, Rock Island, Seaboard Coast Line, Cotton Belt, and undecorated.

LIFE-LIKE PROTO 2000 EMD GP20 (2) (6)

Scheduled for a mid-July release with the following features; see-through steps, footboards and fan grills with visible blades, working cab doors, and fine handrails. Custom features such as dynamic brakes, drop steps, sunshades, winterization hatches, M.U. boxes, and five different road-specific fan styles are included. Standard features include a dual flywheel five-pole skew-wound balanced armature motor, and Proto 2000 magnetically operated knuckle couplers. First release roadnames include Atchison Topeka & Santa Fe (blue/yellow), EMD, Burlington Northern, New York Central, Cotton Belt, and undecorated.

LIFE-LIKE PROTO 2000 ALCO PA/PB-1, PA/PB-2 (1) (6)

These second-release units feature intricate road-specific details including Mars light, dual or single headlight, dynamic brakes and straight or 45-degree number boards.

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installed metal grab irons, operating front and rear drop seats, accurately contoured fuel tank with fuel fill and fuel gauge, metal air lines, and see-through sideframes. Other features include: a dual flywheel five-pole skew-wound can motor, die cast chassis, baffled diode directional headlights, painted crew members, color molded handrails, installed metal cut levers, body mounted E-Z Mate couplers, air tank with end fittings, separately applied air cylinders, and scale 40-inch blackened metal wheels with RP25 contours. Roadnames offered include Erie Lackawanna, Northern Pacific, Great North-

Editorial Comment

Importance of Recording Work Hours Can't be Overstated

By Joe Hoffmann
Newsletter Editor

A "Congratulations!" and a "Hats Off!" are in order here.

Those hours that many of our members have worked over the past several months on the board room of the Santa Clara Depot and on the Santa Clara Interlocking Control Tower project are beginning to pay off with observable results.

And the fact that more members are taking the time — and effort — to record in the club's ledger the hours expended may be of importance almost equal to the work actually accomplished. For it is the reporting of those hours for the work on the board room (and elsewhere around the depot) that contributes to the credits necessary to ensure that we continue to "pay the rent" to the Joint Powers Board for use of the depot. And the hours spent restoring the tower and sheds, while not directly related to our rent credits, nonetheless contributes to the satisfaction by the City, State, and Federal governments of our obligations in using Intermodal Surface Transportation Efficiency Act (ISTEA) funds for our restoration projects.

El Niño Benefits Work on Board Room

The duration this winter and spring of the weather patterns brought about by *El Niño* undoubtedly aided the progress made on the board room at the south end of the depot. The inability to work outside until June was a benefit for the office area. It's nice to see the significant progress made toward the renovation of the room. Easily observable are the new ceiling, with recessed light fixtures; new electrical wiring; newly insulated walls; and a stripped out restroom that awaits new fixtures, flooring, and paint. To get this far has required many hours of labor.

The most visible work over the most recent weeks, however, has been the work on the Santa Clara Interlocking Control Tower and the adjacent speeder and storage sheds. On the weekend of 26-27 June and during the week following, more than 200 hours of labor were spent scraping, filling, sanding, priming, and applying the first finishing coat of paint to two of the structures. Yes, that's right: a finishing coat of paint! Another weekend, 25-26 July, enough work was provided to almost finish three sides of the tower, and the entire speeder shed.

Weekends of Great Support and Outside Help

The organization had the support of many society members those weekends, working in many capacities. We also had the excellent volunteer help from several members of the Disaster Assistance and Rescue Team at NASA Ames Research Center, Moffett Field.

We know how many hours have gone into these projects because these hours were recorded by the members in the society's work log. And where applicable, they count toward our rent credits, but only because you, the members, recorded them.

The point here, then, is to congratulate our members, not just for the work they have done and the accomplishments achieved, but for taking the time to record those work hours. For all of those actions, a big "Hats Off!"

Hollywood? — Not! Alviso? — Yes!

By John Dietrich

The SBHRS didn't get to Hollywood, but we did get as far as Alviso this time. The story starts back around the first of the year when Merle Worth, a New York director, contacted Tom Davids of JPB to inquire about use of the peninsula's historic depots for a movie location. Tom referred her to our historical society, which was the beginning of a fun and exciting opportunity for the SBHRS to participate in making a movie.

Originally, I met with Merle and her producer to view the depot and look at the logistics for a location shoot. Arriving at the depot, she immediately pronounced that the structure was in far too good of shape for what they needed. We discussed alternatives to our site and provided them with rail information for the Bay Area. Merle fell in love with our artifacts; we worked out an arrangement to loan some lanterns and switch stands for set props.

The shoot was scheduled for mid-March to make use of California's great weather. Well, we all know what that meant this year. The rescheduled mid-May time period was better, but still not great. The Bayside Canning Company and the old antique store in Alviso were selected for the shooting location. The interior of the Bayside Canning Company is intriguing and a great location as a dilapidated inn where the children stayed as part of the plot—all the actors for this film are children.

Ed Peterman and I had the opportunity to work with Bob Hurrie, the producer, getting the desired hand lanterns, switch stands, and other miscellaneous artifacts ready for the movie. I also had the opportunity to visit the set with my family to watch the creative process. This opportunity was wonderful, since I had never been on a movie set before. In many ways, the production of a movie is no different than the creation of a scene on a scale railroad layout.

The movie was commissioned by the American Bible Society to help teach children good in our day of so many negative media inputs. I will get a copy of this movie if anyone is interested in seeing it. Bob Hurrie has also been the special lighting effects producer in recent movies such as *Independence Day*, *Batman*, and *Godzilla*. Working with these folks was a wonderful experience that I hope we will have the opportunity to repeat again some time.

Book Review



Domeliners: Yesterday's Trains of Tomorrow

By Karl Zimmerman

© 1998, Karl Zimmerman

Published by Kalmbach Books

Milwaukee, Wisconsin

128 Pages

Color and Black & White Photos

The book is slim in size; but then so is the subject matter when it's compared to the vast history of North American railroading.

Karl Zimmerman has made the most out of a narrow subject that is spread over only a 54-year period.

In *Domeliners: Yesterday's Trains of Tomorrow*, the author covers every streamlined dome car constructed for North American railroads. For the record: only 136 dome cars were constructed over a little more than a 10-year period. From its conception as the brainchild of Cyrus R. Osborn, a vice president of General Motors, and the general manager of the Electro-Motive Division, to their ownership today by mostly private parties, Zimmerman has done his homework for this book.



Glenwood's Inspiration

He reports how Osborn, traveling in the cab of an EMD diesel motor set through Colorado's Glenwood Canyon, was so inspired by the scenic vistas laid out before him that an evening in a Salt Lake City hotel was spent creating on the hotel's stationery sketches of a new idea for a passenger car — one with an upper deck observatory.

From this start — and we won't spoil the plot with details — evolved a rework of a Burlington Route passenger car into the first

in-service dome car, and the General Motors *Train of Tomorrow*, a trainset that toured the U. S. in 1947 to demonstrate the feasibility of the domed train concept.

In addition to commentary on this history of dome cars among many U. S. and the primary Canadian railroads, the book is liberally sprinkled with reprints of many color and black and white advertisements from the era. One even includes future President Ronald Reagan extolling the meals and views in a UP dome diner. These add much to the attractions of this book.

In a chapter entitled, *The Full-Length Domes: Was Bigger Better?* Zimmerman introduces the full-length domes, which were so embraced by western route railroads, where Santa Fe, Great Northern, and Milwaukee Road purchased dome cars from the Budd Company that included seating for as many as 109 passengers in the upper, domed area of the cars.

SP's Stairways to the Stars

Southern Pacific aficionados are treated to a small galaxy of information on that road's homegrown dome cars — referred to by the railroad as *Stairways to the Stars* — all seven of which were converted in the line's Sacramento Shops from already existent SP equipment. These cars were unique for their lower profile that enabled their operation through the restrictive tunnels and snowsheds of the Overland Route through the Sierra Nevada range, and the fact that the domed area reached less than the full length of the car.

Press also is expended on several other railroads' dome cars — Baltimore & Ohio's *Strata Domes*; Union Pacific's *Daily Domeliner* trains that included domed dining cars; the *California Zephyr* of joint operation by the Western Pacific, Denver & Rio Grande, and Burlington; and trains such as the *Blue Bird* of Wabash Railroad and the *Texas Eagle* of Missouri Pacific heritage.

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New Life-like, Atlas N-Scale Units Introduced

(Continued from Page 2)

Standard features include: a five-pole skew-wound motor, die cast chassis, all-wheel electrical pickup, and Proto 2000 magnetic knuckle couplers installed. The PA is DCC ready with a NMRA compatible plug. The powered A units and the dummy B units come in a variety of roadnames.

N-Scale Equipment

LIFE-LIKE ALCO PA-1/PB-1 (3) (7)

Life-Like has announced the release of its N-scale PAs and PBs, scheduled for shipment in July. The PA unit features eight-wheel drive, all wheel electrical pickup, and dual flywheels. Both units feature accurate paint schemes, blackened metal wheels, interior bracing that is visible through the side grills, and intricately molded sideframes. The new model is available with B-units where appropriate in two to four road numbers in each of the following roads: Atchison Topeka & Santa Fe, Erie, New Haven, Nickel Plate, Pennsylvania, Southern Pacific, and undecorated.

ATLAS U25B (3) (5)

Atlas has announced the second N-scale model in its Atlas *Classic Locomotive* line, due for release in June. The *Classic U25B* has two variations of DCC technology. Some "plug-n-play" units come outfitted with a PC board designed to be replaced by a DCC decoder. Other units are DCC ready and are equipped with a factory installed Digitrax decoder, reported to allow Real FX along with other DCC features. Standard features include a dual flywheel five-pole skewed armature motor, blackened wheels, directional lighting, and full pilots. Roadnames available include the Chessie System, Santa Fe, Erie Lackawanna, Rock Island, and undecorated. The units will be available in Phase 2A or 2B, depending on the roadname. All roadnames come with two different road numbers and will be offered with or without a Digitrax decoder.

REFERENCES

- (1) *Railroad Model Craftsman*, June 1998
- (2) *Model Railroad News*, May 1998
- (3) *Model Railroad News*, June 1998
- (4) *Railroad Model Craftsman*, July 1998
- (5) <http://www.atlasrr.com>
- (6) <http://www.lifelikeproducts.com>

New Projects are a Win-Win for All

(Continued from Page 1)

Goodfellow noted that the university had owned a lot of the land that now is the roadway, having purchased large amounts of former industrial property. The university willingly gave some of that land to the state of California for the rerouting. In exchange, Santa Clara city gave the university the street rights to The Alameda through the campus (it was closed, then, to vehicular traffic) and to Bellomy Ave. on the south side of Toso Pavilion, as well as some other streets internal to the campus.

Win-Win for All

This has been a win-win situation for the city, state, and Santa Clara University. The university has gone on to create the new entrance to the university opposite Railroad Avenue, and to build an attractive perimeter around the curve to where the new El Camino rejoins The Alameda. The facade even blends in with the development of the property on the east side of El Camino Real, where Zycon (now Hadco Technologies) established three buildings.

The decision to locate the new police station near the depot emerged after the city's desire to squeeze a new one into the existing complex of city buildings was deemed impractical.

"The city had a piece of property that was left over after the relocation of El Camino Real, a triangular piece of land between the railroad side of El Camino north of Benton Street. It was a city corporation yard and an electrical substation.

"The Southern Pacific, meanwhile, had a piece of surplus property between our land site and the railroad tracks," which the city purchased. "That gave the city the entire piece of property (from Benton) up to the overpass," Goodfellow said.

Plan for Housing Rejected

After rejecting an early plan to build housing on the site, it was decided that the property would afford a more spread out police department administration building, with more parking and with better access to El Camino Real, according to Goodfellow.

Site preparation has been underway for most of this Spring, and the 18-month construction program starts in August.

Location of the new police facility at this location "will be a big plus for the neighborhood, not just because of the new building, but because of the police presence there, security wise, for the whole area, including the transit facility," noted Goodfellow.

Meanwhile, at the corner of Harrison Street and El Camino Real, a new Fiorello's Italian Restaurant is taking shape, scheduled for an opening this September.

Location of the new police facility at this location "will be a big plus for the neighborhood, not just because of the new building, but because of the police presence there, security wise, for the whole area, including the transit facility," noted Goodfellow.

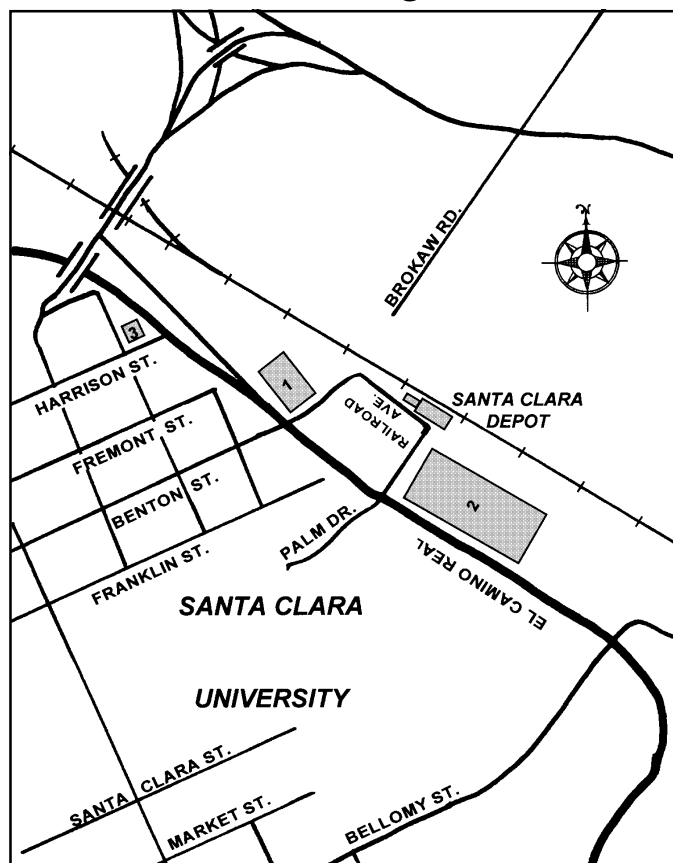
A Gateway to Area

"The city wanted something to happen on that piece of property, since it is the first thing you see coming through the underpass — a gateway into this little stretch of El Camino Real. The owners of Fiorello's came to the city with a proposal for the land, and entered into a lease with the city to develop a restaurant on the site."

The area adjacent to the south end of the Santa Clara Depot and the Caltrain parking lot is the former Mayfair Packing Company land — at 16 acres, a big piece of property.

Now under development by Hunter Storm, a traditionally retail property developer, a mix of R&D facilities, an extended-stay, 120-room hotel, and a pair of retail buildings are on the drawing boards or under construction.

"We're hoping to get a restaurant in there," stated Goodfellow, referring to the retail outlet sites. But this area is being developed before lease commitments have been made, so "we don't necessarily know who is going to occupy the buildings."



NEW DEVELOPMENT NEAR DEPOT — A number of new commercial and research and development sites, as well as a new Santa Clara Police administration building, are among the projects underway in the areas surrounding Santa Clara Depot. Location (1) is the new police building site, due west of the SBHRS' speeder and storage sheds. Site (2) is the new complex of buildings directly south of the depot that will include several R&D buildings, retail buildings, and an extended-stay hotel. The third location (3) is the site of a new Fiorello's Italian restaurant.

South of those buildings and closer to the railroad tracks will be a 120-room suite-styled hotel intended for extended-stay business travelers.

R & D Facilities

The third component under development by Hunter Storm are four tilt-up style buildings to be leased as research and development facilities. The sides to these buildings already have been erected. Also, the retail buildings have had the flooring slabs poured.

In short, a total of four buildings for R&D, and the three-story hotel and the two retail buildings will comprise the development of the former Mayfair site.

There does exist on this site a small piece

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New RR Locations on the Internet Noted

Several newly discovered websites have been reported by various members of the South Bay Historical Railroad Society over the past several months. The website of the National Model Railroad Association (NMRA) provides information for joining the organization, information on its annual conventions, and links to offers for supplies and collectibles. It also contains the NMRA Directory of World Wide Rail Sites, which includes more than 3,000 locations, many of them accessible through hyperlinks.

The NMRA's site also provides hyperlinks to all the regional MRAs associated with the NMRA. Included, for example, is a direct link to the Pacific Coast Region (PCR) website. The PCR already is promoting the Year 2000 NMRA convention, which it is hosting in San Jose. The PCR site has a hyperlink to the SBHRS website, and notes that the layouts in the Santa Clara Depot will be among the convention's layout tours. The PCR's quarterly *Branchline* newsletter also is available on the site.

Another web location of interest is one devoted to the historical railroads of Florida, specifically, the Florida East Coast, Seaboard Air Line, Atlantic Coast Line, and Southern Railway. This site even contains an on-line schedule from the FEC, dated 12 December 1957, which in addition to providing passenger train schedules for several trains operated between Miami and New York or Chicago, also allows the viewer to display the consists of each train. The website offers various books and videos through an on-line bookstore, too.

Two sites devoted to the former Western Pacific Railroad are noteworthy. One is presented by the Feather River Railroad Society and Western Pacific Historical Society and includes links to the Portola Railroad Museum and its schedule of events. Another was created by Sam Herschbein, who was so thrilled after operating one of the Portola museum's locomotives, that he decided to create a webpage devoted to the railroad.

An excellent site devoted to Conrail operations also is available for viewing. And the website for the Nevada State Railroad Museum at Carson City, NV, captures the history of the Virginia and Truckee Railroad operations.

Finally, the SP + D&RGW website is devoted to the final years of SP's operations on the Siskiyou Line in southern Oregon and northern California, when the railroad used a variety of home and off-road locomotive power.

Included here, too, is an excellent series of photos added during a recent update to the page illustrating the visit to the Rogue River Valley of SP's GS-4 No. 4449 in December of 1988, complete with helper diesels and SP's business train of mixed SP and Denver & Rio Grande heritage.

Another site of interest is Trainorders, which has placed a real-time camera at a location on the Tehachapi route and another in Dunsmuir, CA, to capture the action of the Union Pacific (at Dunsmuir) and Santa Fe and UP in southern California.

Railroad Website Addresses on the Internet

Subject

Western Pacific Railroad and FRRS
Western Pacific Railroad and FRRS
Florida Railroads:ACL, SAL, FEC, Southern RR
National Model Railroad Association (NMRA)
Pacific Coast Region of NMRA
Conrail
Nevada State Railroad Museum at Carson City, NV
SP and D&RGW photographs
Tehachapi and Dunsmuir rail action

Internet/World Wide Web Logon Address

<http://www.oz.net/~samh/frrs>
<http://members-aol.com/wprrhs>
www.getcruising.com/rails
<http://www.nmra.org>
<http://www.hooked.net/~lwm/pcr/pcr.htm>
<http://crcyc.railfan.net>
<http://pages.prodigy.com/nsrm/>
<http://www.alpharail.simplenet.com/sp+d&rgw.htm>
<http://www.trainorders.com>

Some of the Contents available at this Site

A personally produced page of WP information
Feather River Railroad Society/WPHS site
Devoted to Florida railroads prior to Amtrak
NMRA standards, hyperlinks to regional MRAs
Local NMRA site, promoting Y2K Convention
Devoted to Conrail and northeast corridor operations
History, activities of the Virginia & Truckee RR
Operations on the Siskiyou Line in Oregon
A video camera that records real-time action

The Tragic Tale of a Trainman's Teeth

Contributed by Ed Peterman
SBHRS Museum Curator

Editor's Note — *This writing is from the June 1940 issue of Railroad Magazine. Writings such as these are important for the social and historical perspective in which they were produced. Nothing has been edited herein, so certain references, perhaps inappropriate by today's standards, nevertheless are included as originally written.*

Looking back over the years, William F. Kanpke, retired old trainman, recalls a long cavalcade of railroad days, humor mingled with tragedy, horseplay and hard work, nostalgic memories of events that will never come again. Here is an anecdote on the lighter side which Bill told us one luminous starlit evening as we were seated on the front porch of his Illinois home at 118 South Main Street, East St. Louis (Illinois):

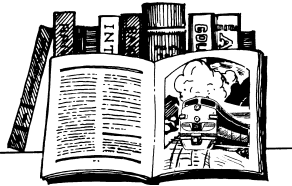
The top of the hump at Beaumont, Calif., on the Espee, is about one mile east of the station. Following the regular procedure, we cut out our helper engines there. The night was black. As we had but fifty cars, nearly all of them empties, I informed my swing man, Bennie, that twenty-five retainers would be enough to hold 'em on down the hill. After we had got rolling again, Bennie started

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Library Adds New and Used Books to Inventory

Several new and used books were acquired by the SBHRS library over the past quarter according to the report submitted to the June meeting of the SBHRS Board of Directors. Among the titles are a first edition of Robert Church's *The 4300s*, the story of Southern Pacific's 4-8-

2 Mountain steam locomotives; *Southern Pacific Lines Stations*, Vol-



ume 2, published by the Southern Pacific Historical and Technical Society; *The Santa Fe Diesels*, Volume 1, by Dr. Cynthia Priest; and *Western Pacific Locomotives and Cars*, by Patrick C. Dorin. A pair of used books included Volumes 1 and 2 of *The Mineral Belt* from Sundance Publications.

Burket's Slide Show will be Full of Surprises!

"A Little Bit of Everything" is the theme of Joe Burket's slide program scheduled for the 11 August general membership meeting of the SBHRS. Burket's program will include a potpourri of photographs made by he and his father, Bill, during the past three years. Burket's program will start at 7:30 p.m. in the Santa Clara Caltrain Depot.

Parking Fees Hiked at JPB Parking Lots

The Joint Powers Board (JPB) raised parking fees at the depots along the Caltrain Peninsula Corridor effective 1 July. The daily charge went from 50 cents to \$1.00; the monthly fee jumped from \$5 to \$10. This additional funding will help Caltrain improve many passenger-serving facilities along the peninsula corridor route.

SBHRS members are reminded that they, too, are obligated for the parking fees when parking in JPB lots rather than in front of the depot or on the grounds of the speeder and storage sheds.

*Speeder
Shed,
Control
Tower
Receive
Fresh
Coats
of
Paint*



TOWER AND SHED WORK — Mike Wagner shows his touch with the paint brush as he adds a second coat of paint to the speeder shed at the Santa Clara Depot recently. Wagner was but one of a number of SBHRS members who participated in a weekend work project on 25-26 June, then followed it up with a second weekend of work at the end of July. In addition, several volunteers from NASA's Disaster Assistance and Rescue Team at Moffett Field also contributed significantly during the first weekend.
Photo: Joe Hoffmann

It's a Question of Practicality

Q: *Why are two spikes generally used to secure a rail to a tie, when tie-plates contain holes for four?* —J.J.S., Columbus, Ohio

A: The answer is to be found in the fact that ties require replacement not nearly so often as the rails above them (their service life may be three times as great). Hence, the two spikes used to secure a rail to each tie are first driven through one set of diagonally opposite tieplate holes and then, when the rail is replaced, the alternate set is employed, permitting the new spikes to gain an equally firm grip in another section of the tie.

— From the June 1940 issue of *Railroad Magazine*

Newsletter Deadline

... is Tuesday, 6 October 1998

**CLEAN OUT YOUR
CLOSET
OF THOSE "JUNK"
TRAINS!**

**Donate Your Unneeded
Trains to the SBHRS
Company Store.
See Peggy Freed for Details**

Area's New Development Impacts Entire Community

(Continued from Page 5)

of land that still belongs to the university, which eventually will relocate a facilities building from there to a new on-campus location. That, Goodfellow says, will free up land for another R&D building. But that could be two years away, he noted.

New Campus Construction

Also central to the development in the area is new construction underway on the campus of Santa Clara University. Three major structures, a Communication, Public Policy, and Applied Ethics building; another wing of the Alumni Science building; and a 600-car parking structure just west of Buck Shaw

Stadium already are changing the campus' skyline. Ahead, too, lies a new fitness center next to Toso Pavilion that will be named for former Bronco football coach and athletic director Pat Malley.

"The on-campus projects are part of a five-year master plan to allow the student population — while not increasing — to at least spread out a little bit," stated the city's planning chief.


The impact to the Santa Clara city community at large is very significant, Goodfellow acknowledged. All of these developments will provide tax revenues to city, county, and state coffers. The nine percent city hotel tax is particularly lucrative. "And the Fiorello's location is special, since it is city land, and the city will get lease revenues, as well as taxes on sales," he noted.

A couple of significant projects in the area preceded those that are now underway. First, the Valley Transportation Authority (VTA) established a new Transit Center on Railroad Avenue in the fall of 1996. And during 1997, the city, with active support from SBHRS member and city employee Larry Helling, built within the block bounded by El Camino Real and Railroad Avenue a Water Department services building. That project was done in the architectural style and paint scheme of the Santa Clara Depot.

In May, the VTA inaugurated free shuttle bus service among the Transit Center and the San Jose International Airport and a stop at a

light rail transit stop on San Jose's First Street. The shuttle serves airport and airline employees, as well as airline travelers.

ACE Stop at Santa Clara

Another transportation activity that may come to the area in the near future is a Santa Clara stop for the Altamont Commuter Express (ACE) trains that will begin operations as early as October between Stockton and San Jose. Operators of ACE have queried the city about building another platform (in conformance with historical preservation guidelines) and installing coin-operated ticket machines to accommodate passengers who entrain or detrain for connections to JPB Peninsula Corridor trains, or VTA buses at the Santa Clara Transit Center. But that project remains up in the air, according to Goodfellow. 

Comprehensive Roster Completes Author's Work

(Continued from Page 4)

Perhaps the most important aspect of this work lies with author Zimmerman's inclusion of a comprehensive roster of all the dome cars of North America, arranged by the original owning railroad, but tracking each issue to its present state of being (or scrap).

The author successfully rounds out this work by following the lineage of many of these 50-year old cars to their present ownership and operation among private parties, and tourist and dinner train operations.

—JDH



Discount Fumigation

Mike Carpenter
Owner/Operator
OPR 6242 and FR 4334

260 Cimino St.
San Jose, CA 95125

408-279-2040 • FAX: 408-279-0160



Don't Miss the SBHRS' Annual Fall Model Railroad Show and Open House



Friday, November 6th
5:00 p.m. to 9:00 p.m.

Saturday and Sunday, November 7th and 8th
10:00 a.m. to 5:00 p.m.

Donations: Adults \$2.50; Youths, 6-17 \$.50; Families \$6.00

Bennie's New 'Teesh' were 'Losh' in the Night

(Continued from Page 6)

at the middle of the train and the head man at the 'gine, to turn up the pops, working toward each other. They met at a flatcar about ten or eleven cars from the head end. The valve was on the forward end of the flat. Bennie sat down and reached for the pop handles.

Bennie's Pride and Joy

Now, Bennie's pride and joy at this time was a new set of false teeth costing sixty bucks. When he sat down he had a pipe clenched in his new teeth and sticking straight forward. He turned up the pop but when he straightened himself he hooked the pipe under one arm and flipped the shining denture out into the darkness.

"Stop 'im," he howled. "I've losh my teesh."

The head man went galloping over to the cars to the 'gine, leaped down on the tank, and outta breath, shouted:

"Hold 'em—, Bennie's lost— huh, huh —"

The hogger, thinking Bennie had lost an arm or leg, promptly wiped the clock.

Back in the caboose, I was reading some orders we had hooped up, passing each one to Frank, my rear man, after I had perused it. We were standing near the middle of the crummy and Frank had just handed the last order back to me when the explosion came off. Frank made a cushion shot from stove to locker to floor. I took a nose-dive onto my desk chair, which instantly fought back, hitting me in several places before I, too, slammed on the floor.


There's a cardinal rule among trainmen that when anything goes wrong, "always blame the hoghead." We damned hogheads in general and ours in particular. Then, hobbling to the rear platform and peering ahead,

I saw a couple of lights hobbling around. "Guess we've got a couple cars on the ground," I said to Frank, as I began walking toward the head end. Frank, after collecting his flagging stuff from hither and yon, started back. Brother, you didn't need to see his lamps to know where that guy was. A blue aura surrounded him.

Posted for All to See

After ascertaining the trouble, I joined in the search for Bennie's teeth, but to no avail. We hunted in vain for thirty minutes, and finally had to leave. I entered on delay report: "Beaumont. Thirty minutes looking for brakeman's false teeth."

That was too good to keep. The trainmaster's clerk drew a heavy blue ring around the notation and posted my report on the bulletin board for all observers. And did Bennie read my pedigree? I'll say he did.

Oh yes, the teeth. A section foreman found them the next morning, perfectly intact and rarin' to chew. 

Lantern, Timetables Top

List of New Artifacts

Museum curator Ed Peterman reported for the Board of Directors meeting in June a number of new artifacts for the SBHRS museum. Among these were a yard limit sign, and a Handlan Southern Pacific hand lantern, both of which were purchased.

A reproduction timetable from the San Francisco and San Jose Railroad, dated 1 August 1866, and one from Southern Pacific dated 5 November 1870 were donated to the museum. Other artifacts donated to the SBHRS included an SP tie tac with the Sunset logo, a set of train orders issued in 1956 at Coyote, an SP Milepost sign (MP 42), and several service award pins from the Brotherhood of Locomotive Engineers.

A Railway Express Agency diamond-shaped sign and a Dietz No. 39 hand lantern were loaned for use by the museum.

The Santa Clara BLOCK

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:
408-243-3969

Website:
www.sbhhs.org

SBHRS Board of Directors
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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.

SBHRS FALL OPEN HOUSE
Friday, 6 November: 5-9 p.m.
Saturday & Sunday, 7-8 November:
10 a.m. to 5 p.m.



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

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

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CALENDAR OF EVENTS

RECURRING EVENTS

Every Saturday, 9:30 a.m. to 4:00 p.m.

Open House at Santa Clara Depot
Depot and Tower Maintenance and Restoration

Selected Saturdays (See Postings)

9:00 a.m.

Work Parties

for Depot and Tower Restoration
and Facility Maintenance

Wear Appropriate Clothing

As Required

(See Postings in Depot)

HO-scale Layout Meetings

N-scale Layout Meetings

Santa Clara Depot

2nd Tuesday, Quarterly, 7:30 p.m.

(March, June, September, & December)

SBHRS Board of Directors Meeting

for Corporate Members

Santa Clara Depot

SPECIAL EVENTS

Tuesday, 11 August

7:30 p.m.

Joe Burket presents a slide program,
A Little Bit of Everything
Santa Clara Caltrain Depot

Sunday, 11 October

10:00 a.m. to 4:00 p.m.

Gold Coast Railroad
Antique Show & Sale
Napredak Hall
770 Montague Expressway, San Jose

Friday, 6 November

5:00 to 9:00 p.m.

Saturday & Sunday, 7-8 November

10:00 a.m. to 5:00 p.m.

SBHRS Fall Open House
Santa Clara Caltrain Depot

SPECIAL EVENTS

(Continued)

Saturday and Sunday

28-29 November 1998

11:00 a.m. to 5:00 p.m.

Great American Train Show
Alameda County Fairgrounds
Pleasanton

Saturday and Sunday

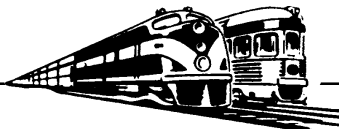
11:00 a.m. to 5:00/4:00 p.m.

5-6 December 1998

Greenburg Show
San Mateo County Fairgrounds
San Mateo

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, 6 October 1998



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

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