



South Bay Historical Railroad Society

The Santa Clara BLOCK

Volume 7, Number 1 ❖ Published Quarterly by the South Bay Historical Railroad Society, Inc. ❖ Winter 1998

Restoration Work Remains High Priority

Restoration activities in and around the Santa Clara Depot remain the highest priority for the South Bay Historical Railroad Society as the organization heads into 1998, according to John Dietrich, facility manager for the SBHRS. And as the year starts, the club can look in retrospect at several accomplishments in 1997. But the society can't rest on its laurels, according to Dietrich.

Business Office Undertaken

The most immediate near-term activity is the restoration of the business office of the depot. Two Saturdays late in December saw the transfer of furniture and equipment into a storage shed rented for the duration of the business office project and the start of the demolition of the room. On 3 January, a large turnout of society members used most of the day to gut the interior, including wall paneling, ceiling tiles, some structural framework, and floor carpeting in preparation for the process of rebuilding the room into a turn-of-the-century railroad board room.

Currently, installation of electrical conduit is underway under the direction of George Holtzinger, says Dietrich. That will be followed by the rewiring of the room, and the installation of the recessed light fixtures. At various stages along the way, inspectors from the City of Santa Clara need to approve the work.

In early January, meanwhile, Chuck Cottam was named Deputy Facility Manager for the depot. He, along with Chris Hagen, will lead the effort on the business office project.

Work on the room is expected to continue into late spring or early summer, according to Dietrich. In the meantime, the fa-

cility manager calls on any club member with fine finishing carpentry skills to step forward for this project, so as to ensure a first class restoration effort.

'97's Accomplishments Noted

In reviewing the accomplishments of 1997, Dietrich notes, "We are behind where



we want to be because we don't have the work signed off. And before we do that, we're going to have to repaint the south end (of the depot) because some of the paint is

cracking." Also windows in the depot still need restoration work, he says. And, due to the high estimates received for this project, this work will have to be performed by members of the organization. (See related story, Page 7)

Significant work also was performed on the second passenger bench which, while near completion, still needs new armrests attached, painting, and, says Dietrich, possibly some work on the underside support structure.

Work on the Santa Clara Interlocking Control Tower initially was started in late 1996 when the building was fumigated for termites, a new roof was installed, and the building was rewired to meet city electrical codes. All of that work was performed

by contractors who either donated services, or were paid from Intermodal Surface Transportation Efficiency Act (ISTEA) funds, according to Dietrich.

By the summer of 1997, the membership's work began with the scraping of paint from two sides of the tower's exterior structure, and the restoration of wood structural members with the aid of Abatron Wood Epoxy, a restoration compound made for use with wood.

Designed for Wood

This product "has saved us a lot of money, because we haven't had to replace as much (wood) siding as we expected to," says Dietrich

"This bonding product is designed especially for wood, and it expands and contracts at the same rate that wood does," Dietrich says. "It also can be machined. It's very expensive, but it has been worth it." Dietrich also had high praise for another modern building compound that "sucks into the wood grain and consolidates the wood fibres."

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The Chairman's Corner

By Bob Dolci, Chairman, SBHRS



A Look at 1997 in Review

Looking back on 1997, I can't decide if it was a year for us, the members of the SBHRS, to be proud of, or a year that we should be less than fully satisfied with.

On the positive side, our membership is stronger than ever. We have several new members who are willing to commit the time and energy to the restoration work, as well as work on the scale displays. Financially we are stronger than ever. We do not have to be concerned about having enough money to make the required purchases for scale displays, artifacts for the museum, or books for the library. As a matter of fact, both our library and museum saw considerable growth in 1997. We can be very proud of both. Russ Danley continued to do a wonderful job with the library and Ed Peterman had another excellent year acquiring artifacts for the museum. Thanks, guys.

Recording Time is Important

This past year was the first year since we changed our bylaws. The biggest change was the requirement to track the hours we, as individuals, donate to the SBHRS. Tracking hours serves two purposes. It meets the City and JPB-imposed requirement, and it allows us to determine which members meet the requirements for corporate membership status. As it turns out, several of our corporate members no longer meet the minimum requirement. It is unfortunate for those who no longer meet the requirements, but, on the other hand, we have seen an increase in time volunteered in those areas that are critical to the long term viability of the SBHRS.

Even though we accomplished a lot of restoration work on the depot and the tower, we are behind in meeting our commitment to the City of Santa Clara and

and to the Peninsula Corridor Joint Powers Board.

In 1998 we will have to work considerably harder to get us back on schedule. A concerted effort on the office will help us catch up. That's about all we can do during the winter months. In spite of the fact that we are behind in meeting our schedule, that work is progressing and it is being performed well. John Dietrich continues to do an outstanding job working with the city and the JPB with regards to our restoration efforts. Thanks, John.

Restoration Critical

We need to remember that every effort, no matter how small, dedicated to the restoration of the depot and tower is critical to the future success of the SBHRS. I think that we all realize that without the depot there is no museum, library, or scale displays. For those of you who put in the time and energy, thanks. An extra big thanks for those of you who helped to coordinate the work effort.

Considerable effort went into both scale displays this past year. It shows. The N-scale display is starting to take shape. I imagine that because it is half the scale of HO, it will take twice as long to complete.

Main Yard Takes Shape

The HO-scale display has benefited from a concerted effort in track work. The main yard is beginning to take shape and is nearing completion. The HO layout is more than 60 percent scened. I'm encouraged to see that "other" members are working on HO scenery and structures. Bob Freed, Larry Kloth, and Robin Gilstrom have been instrumental in keeping things moving on the scale displays. Keep up the good work.

The SBHRS' Company Store had a
(Continued on Page 6)

April Open House Set as Three Day Affair

The next Open House of the South Bay Historical Railroad Society will be a three day affair, stretching over the Friday through Sunday period, 24-26 April 1998.

Following extensive discussion of scheduling scenarios among corporate members at the December meeting of the Board of Directors, a Friday evening opening was added in order to see how much traffic can be generated from incoming Caltrain commute passengers, as well as by railroad enthusiasts who are not available to attend over the weekend.

The Friday night session will be scheduled from 5 to 9 p.m. It also was decided that the All-Day Lunch counter will only sell limited items, such as sodas and candy bars, on Friday.

The usual 10:00 a.m. to 5:00 p.m. hours will be observed for Saturday and Sunday.

Dave Grenier also proposed at the December corporate meeting that the SBHRS hold open houses over two consecutive weekends in the future. Grenier reasons that club members expend a great amount of time and energy cleaning up the depot for an open house, and that other clubs in the Bay Area have successfully hosted programs over two weekends.

After some discussion among corporate members, it was decided to revisit this proposal following the society's three-day open house in April 1998.

Donner Pass Featured in February Program

Railroading in the Donner Pass region of the Sierra Nevada range will be the subject of the February general membership meeting of the South Bay Historical Railroad Society. The program is scheduled for Tuesday, 10 February, at 7:30 p.m..

Presented by junior SBHRS member Joe Burket, the program will concentrate on Southern Pacific and Amtrak operations during the past seven years. Also included will be scenes of the dismantling of the Sierra snowsheds, and photographs of the derailment of a unit grain train at Andover.

More Tower Work Awaits Springtime

(Continued from Page 1)

In addition to the scraping and the restoration of woodwork, an application of a primer paint on those two sides was completed. Meanwhile, Larry Helling and Doug Gross constructed a new window sash to replace one that was beyond repair, but were able to rebuild a second one. The effort on the tower has been facilitated by the constant availability on-site of construction scaffolding, the use of which was donated to the SBHRS by Ralph Domenici.

Dietrich notes also the active participation in these projects of several of the newer members of the SBHRS, specifically Stu Hoffer, John Plocher, and Walt Stephenson.

Another accomplishment in late fall was the reroofing of the utility shed nearest the depot. And while the work on the tower has been suspended during the late fall and winter, Dietrich expects to see work refocused on the tower as soon as the weather permits, or in the spring at the latest. Helling, meanwhile, at the request of the board of directors, has undertaken responsibility as deputy facility manager for the restoration work on that structure.

While 1997 was a year of significant restoration accomplishment, it is easy to see that 1998 presents an even greater challenge to the skills and time commitments of the membership of the SBHRS. ■

Two Honored for Work with Special Awards

Russ Heisinger and John Dietrich have been honored by the Board of Directors of the South Bay Historical Railroad Society for their special contributions to the organization.

Heisinger was presented with a demitasse set from Amtrak's *Coast Starlight* at the Corporate meeting of the club in December. Dietrich received a similar demitasse at the general membership meeting in January.

In citing Heisinger, Board Chairman and CEO Bob Dolci noted that he is a founding member of the society and an original board

member. "He also comes down to the depot frequently and works on projects that are within his physical capabilities," Dolci said.

Dietrich was honored for his work "behind the scenes," according to Dolci. Dietrich has expended many hours handling activities involving the Intermodal Surface Transportation Efficiency Act (ISTEA) projects and funds, and the coordination of those with representatives of both the City of Santa Clara and Caltrain Joint Powers Board (JPB).

New Board Member Elected

Corporate members of the South Bay Historical Railroad Society have selected Joe Hoffmann to fill Seat No. 1 on the society's Board of Directors. The election occurred over a one-month period ending in December.

He replaces Ed Peterman, longtime board member and club secretary who in October declined any nomination for reelection.

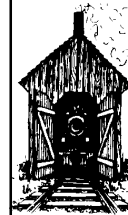
Hoffmann's five-year term starts in January and runs through December 2002. At the corporate membership meeting on 10 January, the board assigned Hoffmann to be Treasurer for the next year. Dave Grenier will become secretary of the organization.

Chris Hagen Selected as Corporate Member

The Board of Directors of the South Bay Historical Railroad Society has selected Chris Hagen for elevation to Corporate membership. His selection was made at the annual corporate meeting of the board on 10 January.

Newsletter Deadline

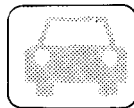
... is Tuesday, 7 April 1998



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

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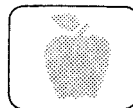
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Photographing Tehachapi and Caliente

By *Joe Hoffmann*
Newsletter Editor

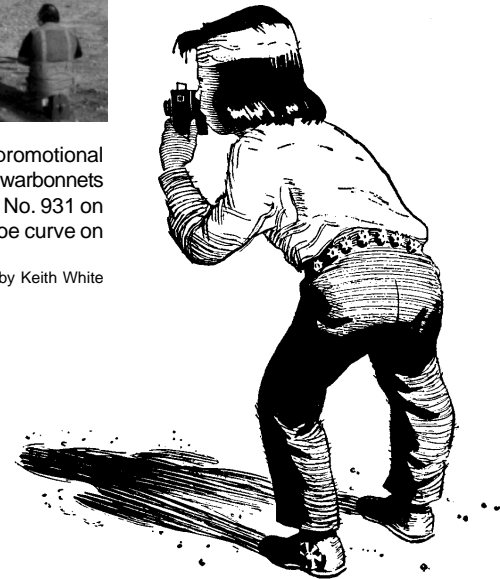
with

Keith White



WARBONNETS AT CALIENTE — Santa Fe's venerable promotional icon, *Chico*, has the right idea about photographing Santa Fe warbonnets at Caliente. Here, a Superfleet lashup with Dash 8-41CW No. 931 on the point leads a westbound pig train through the horseshoe curve on 31 December 1997.

Photo by Keith White



Not wanting to waste several days off during the period between Christmas and New Years Day, we decided to make a two-day journey to Tehachapi Loop and the horseshoe curve at Caliente in the Tehachapi mountains east of Bakersfield.

In railroading, the area known as Tehachapi is that 70 miles of Southern Pacific-built rail line between Bakersfield and Mojave. The SP, or now Union Pacific, shares trackage rights with the Santa Fe, now Burlington Northern Santa Fe.

Along this stretch of mountain and desert railroad, the elevation starts at 400 feet in Bakersfield. The line crests at Tehachapi Pass (Elevation 3,793 feet) just east of the town of Tehachapi.

After driving for just over five hours from Santa Clara, our late afternoon arrival at the Tehachapi Loop precluded good photographic opportunities. But in the morning, following a quick sojourn into Palmdale to visit a hobby store, we were driving back into Mojave on California State Route 58 when we spotted the headlights and ditch lights of what turned out

a Burlington Northern Santa Fe trailer train with green and white heritage Burlington Northern locomotives as the principal power. After parking adjacent to the double track, several photographs were made of this eastbound train. On an adjacent siding, meanwhile, a Southern Pacific consist was being made up for a westbound departure.

While the Santa Fe pig train continued to move southbound, a pair of SP helpers rolled westbound on what at this location is the double-tracked mainline. We would see these locomotives again.

Back in the car, we cruised up four-lane SR 58 toward the town of Tehachapi, a community of around 5,800 population situated at an elevation of just under 4,000 feet.

At this point we began our reliance on Sam Pottinger's *Steel Rails West Rail Maps & Guide for the Tehachapi Area*. While showing only a passing attention to publishing standards (innumerable misspellings, poor graphics, even poorer page layout), this guide nonetheless is the most complete one available for the region. Key

to Pottinger's guides is his use of geological survey maps, on which sites and points of interest are overlaid, and the best photo locations are described. So with our guide in hand

Highway 58 closely parallels the rail line at various locations, and crosses over the line three times between Mojave and the Tehachapi city area. We continued along the highway, which is comparatively straight, while the rail line, now on our left, passed into and out of numerous tunnels in the 8.7 rail miles between Tehachapi and the Tehachapi loop.

At the Keene offramp, we exited the highway and accessed the Woodford-Tehachapi Road, following this two-lane road east toward Tehachapi. While generally paralleling the tracks, we passed a point for observation of the rail line at the west portal of Tunnel No. 9. This 428-foot long arch passes under the raised rails of the

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of the upper loop. Another half mile by car brought us to a wide spot in the road suitable for parking, reading an historical marker describing the loop, and observing our first good view of the loop with the morning sun at our backs.

After a short planning discussion, we decided to venture along a narrow trail that leads to a rock formation on a nearby hilltop. From this location that overlooks the eastern side of the loop, photographers and railfans get a panoramic overview of the scene, and a good look at the grounds of the working ranch that is within the loop.

S-Curves and Target Signals

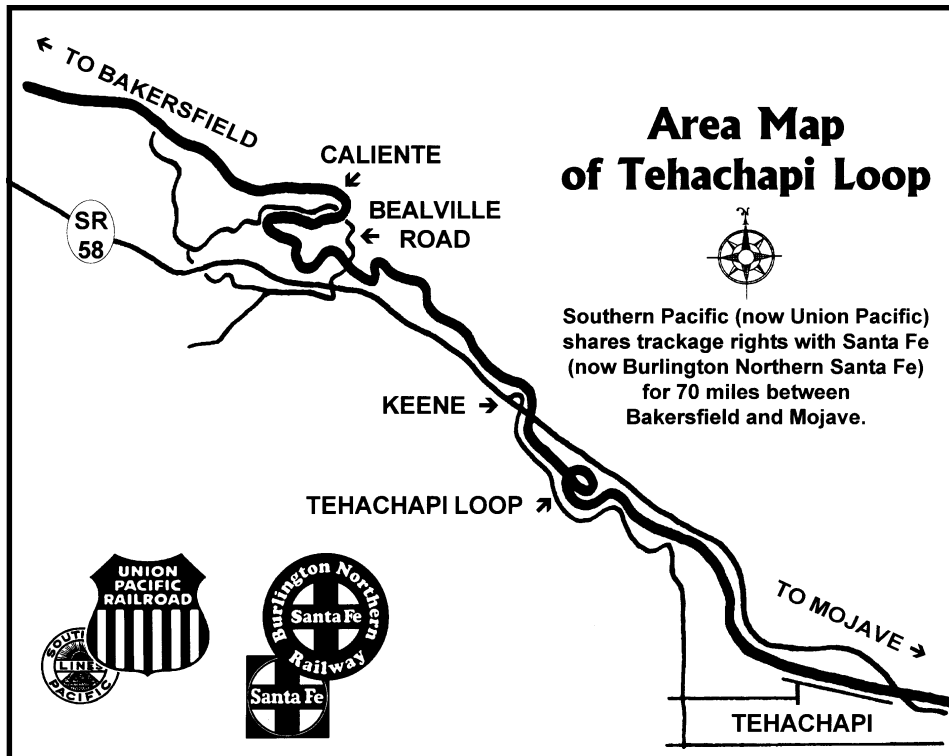
Turning around 180 degrees, meanwhile, enables one to photograph trains approaching the loop from the east, where a series of S-curves and a pair of target signals, along with desert rocks and sagebrush, provide numerous opportunities to artistically frame one's photographs.

Our first view of action at the loop was of an eastbound BNSF pig train with five units on the lead. It circled the loop and headed off toward Mojave.

While simple in concept, the loop itself is considered a significant engineering feat for its time. Designed by SP civil engineer William Hood and built between 1875-76, the loop finds eastbound trains entering Tunnel No. 9, then beginning a slow circle to the left around a hill. From most viewing locations, trains disappear behind the hill before emerging to cross over their own trailing consist. The rise in elevation at Tunnel No. 9 is 77 feet, and from there, the trains are still traveling uphill. Starting at the east portal of the tunnel is Walong siding, which also wraps around the loop outside and parallel to the main line.

It was from our location on top of the rock formation, though, that we again photographed the Southern Pacific helper power that we had first seen running light in Mojave. These two locomotives were followed shortly by a pair of Santa Fe yellowbonnet units, obviously working a similar assignment.

Meanwhile, a westbound freight hauled



by armour yellow and harbor mist gray motive power approached from the east. (We have to remember, at times, that it is the 1990s, where UP power is routinely mixed with SP at all locations along the Union Pacific system.)

Passing through the twin target signals, the train's trailing autoracks consist was resplendent as it twisted and turned through the S-curves that lie just east of the loop.

Spectacular Vantage Point

As this train got onto the loop and continued its downhill glide toward Bakersfield, we already could see another eastbound BNSF train awaiting on the siding at Woodford. This hilltop vantage point is simply spectacular!

Now the train that had been at Woodford emerged from Tunnel No. 9 and began its ascent to the top of the loop. This was another BNSF consist, with a pair each of Santa Fe warbonnets, and Burlington Northern green power units. Turning around 180-degrees, this colorful lashup again made a memorable photograph as it split the target signals east of Tunnel No. 10.

We spent more than an hour on this hilltop. In that time, we saw three lengthy consists and two sets of helpers running

light. At around 1:30 p.m., however, we departed the area, and drove back to SR 58. Taking the Bealville Road exit from the controlled access highway, we encountered a westbound Santa Fe freight in yellowbonnet paint. But on the adjacent siding was another BNSF freight in BN green. Its engineer was making a rolling inspection of the westbound. After making a series of photographs, we again jumped into the car for the two-mile drive to Caliente on the floor of the valley.

Caliente was a bustling railroad town in the 1920s, with its own depot, and shops along several streets, according to several historical references. Today, only one building remains along what was the main street.

Surrounded by Rails

Once one drives and parks inside the horseshoe loop that is Caliente, the railfan is surrounded by tracks. As one faces east-northeast toward the bottom of the horseshoe, westbound trains emerge from the hills to the southwest of Caliente. Moving northeast, trains cross Bealville Road on a bridge before the tracks make a sweeping curve back upon its route, now heading southwest. Any lengthy consist is now

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The Chairman's Corner

By Bob Dolci, Chairman, SBHRS



Company Store Contributes Greatly

(Continued from Page 2)

successful year. Peggy Freed, as usual, did a wonderful job. The store contributed in a major way to the solvency of the SBHRS. If the store is going to continue to be so successful, we all need to go through our railroad "junk" and donate what we don't need to the company store. I'm sure that Peggy would appreciate it. Also, while I'm thinking of Peggy, I want to thank her for all the support she provides me, like tabulating all our work hours. Thanks! (P.S. for Peggy: please learn to love our "antique" display case.)

Covenant Work Unnoticed

As the holder of the "Covenant," we are required to represent the State Historic Preservation Office for all historic preservation issues for those designated railroad structures on the peninsula. The vast majority of this effort goes unnoticed by most of our members. The reason it goes unnoticed is not because minimal effort is required, but because Lorie Garcia effectively deals with all the issues that need to be addressed. This past year was no different from previous years.

Considerable effort was required and Lorie continued to provide it for us. On the surface, it does not seem like we receive much in return for our (Lorie's) effort. The benefits may not seem tangible.

What we get in return, though, is good will, credibility, and visibility in the right places. Thanks, Lorie.

Visibility and good public relations are important to our organization. I believe that we have both. There is no doubt that the *Santa Clara Block* contributed greatly to our success in those areas. Many of us contribute to the effort that goes into *The Block*, but we all recognize that Joe Hoffmann is by far the major reason that it is such a high quality newsletter. Joe devotes a considerable amount of his time to *The Block*. Thanks, Joe.

Open Door Policy

Another item that contributes to our visibility and good public relations was our annual open house and our open door policy. By virtue of the fact that we get so many people who visit us on Tuesday evenings and on Saturdays, I have to believe that we are well accepted and appreciated by the general public.

I am sure that there are many things that we accomplished this past year that I did not cover. What I did cover makes me realize that we had a pretty good year. When I started preparing this article, I did not fully appreciate all that we do and all that we accomplished.

I guess that it was a darn good year after all. ■

Tehachapi is a Rewarding Experience for Photographer

(Continued from Page 5)



passing itself. The rails then turn west-northwest for a descending run of 24 miles into Bakersfield.

At Caliente, we wait only a few minutes before the BNSF westbound freight observed at Bealville arrives. Our two-mile drive to the valley floor is 4.3 miles by rail, but the train drops 396 feet in elevation over that distance, and passes through Tunnel Nos. 2 and 1, respectively.

Plenty of Action

It's 2:23 p.m. when the train curves into Caliente, the mid-afternoon sun from over our shoulders lighting up the nose of the lead locomotive. Shortly after this mixed freight passes, another Santa Fe train, this one a westbound trailer train with mostly warbonnet-clad Superfleet power on the point, cruises into Caliente horseshoe at 2:46 p.m., less than 20 minutes after the previous train had passed.

After making several photographs, and with a long drive ahead of us, we closed up shop, departing Caliente at 3:00 o'clock. Five hours later found us arriving back in Santa Clara shortly after 8:00 p.m..

Tired? Yes. But well rewarded, with some fond memories and several rolls of film ready for the processor.

Getting There — From Santa Clara Depot to Caliente is about a five-hour drive using Interstate 5, California SR 46, and U.S. 99 to Bakersfield, and SR 58 between Bakersfield and all the scenic locations along the 70 miles of rail line.

Staying There — Accommodations in Tehachapi include a comfortable Best Western Motel (Mountain Inn: \$49 plus tax, for a single) that is next to the Mountain Crossing Family Restaurant that features a self-operated HO-scale diorama of the loop provided by the Tehachapi Loop Railroad Club. These establishments are across Tehachapi Boulevard from the rail line.

Books and Guides — John R. Signor's *Tehachapi*, © 1983, Golden West Books, is the most comprehensive work regarding the history and development of the Tehachapi route. It's available from the SBHRS Library. For the adventuresome railfan or photographer, Sam Pottinger's *Rail Maps & Guide for the Tehachapi Area*, published by Steel Rails West is indispensable.

Video — Several videos are available about Tehachapi, including *Doublestacks Over Tehachapi*, which documents Santa Fe's contemporary operations on the loop. It is included in the SBHRS Library. ■

Assignments Announced by SBHRS Directors

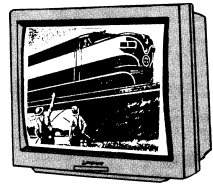
Directors of the South Bay Historical Railroad Society reaffirmed most major assignments of key Corporate members of the organization during its annual meeting on 10 January.

One new assignment was made. Larry Helling was proposed and has accepted responsibility as Deputy Facility Manager for the Santa Clara Interlocking Control Tower.

Chuck Cottam, meanwhile, moves from that responsibility to become Deputy Facility Manager for work on the Santa Clara Depot, including the current effort to restore the board room of the organization.

Reaffirmed assignments include: Covenant Representative, Lorie Garcia; Facility Manager, John Dietrich; Corporate Administrator, Peggy Freed; Company Store Manager, Peggy Freed; HO-Scale Layout Facilitator, Bob Freed; and All-Day Lunch Food Sales, George Rea.

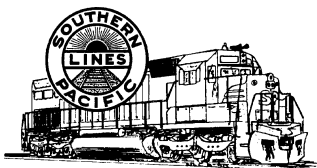
Video Review



***The Cascade Crossing:
Southern Pacific's
Mountain Railway***
60 Minutes
Kalmbach Publishing, © 1996
Retail Price: \$29.95

Steel trestles over forested canyons; misty, fog-shrouded mornings; colorful locomotive lashups; numerous tunnels and snowsheds: these are but some of the sights that await the viewer of one of the videos that is a part of *Trains* magazine's recently inaugurated *On Location* video series.

The Cascade Crossing: Southern Pacific's Mountain Railway chronicles only a 44-mile segment of the railroad's Cascade Line across its namesake mountain range in central Oregon. But that segment, between the maintenance center at



Oakridge, and the pass at Cascade Summit, has for this video provided spectacular footage of mountain railroading, both in summer and winter, at its best.

The producers have skillfully blended long lens photography with wide angle views to enhance the beauty of railroading on this line. While the route itself snakes through a pair of horseshoe turns in its maneuvers across the rugged range, it passes a number of sidings that provide excellent meets for passing freights.

This line loosely parallels Oregon SR 58 for most of the route. Along with the two-lane highway, they represent the only land routes between Eugene and Klamath Falls, Oregon.

This program starts its journey at Oakridge, where maintenance of way equipment is maintained, both for summer and winter working conditions. Photographers picked up several trains at sidings, and tunnel locations along the way. Many of these at one time had train order operators.

Moving geographically east (but railroad west, in SP parlance), the producers photographed trains at McCredie Springs (a former hot springs resort), then at Heather, where the line crosses Salt Creek. The line then loops back toward Oakridge to Wicopee, where it makes another horseshoe curve to bear southeast toward Fields, Frazier, Cruzatte, and Abernathy before reaching the top of the grade at Cascade Summit.

From a local angle, this route is equivalent to the 44.4-mile route between Santa Clara Depot and 4th and Townsend in San Francisco. But the scenery isn't.

Along the way, the viewer is treated to views of trains emerging from many of the numerous tunnels that bore through these mountains, as well as a number of snowsheds that appear to be hung from the mountain sides. Unlike the snowsheds of SP's lines over the Sierra Nevada range, the snowsheds of the Cascades are open against the downside of the mountain and the roofs are supported by columns that architecturally resemble ancient Roman columns.

Without stating specifically, the video was created from two visits to the area: summer of 1994, and winter of 1996. The views of summer operations only serve to set up the more spectacular scenes that are included in the shots made during winter.

Scenes of trains crossing the Salt Creek bridge, with snow-laden forests and canyons as a backdrop, are termed "nothing less (than) transcendental," by the producers. And they are spectacular.

It was in wintertime conditions that the producers were provided a cab ride in Amtrak Genesis locomotive No. 805 for a run between Klamath Falls and Oakridge. And the views from the lead unit of a pair of these GE power units provided excellent footage to round out the program. Pulling No. 14, the *Coast Starlight*, the train was breaking fresh snow as it progressed down the western slope toward Oakridge. At one

(Continued on Page 8)

Window Restoration by Contract Workers is Precluded by Costs

The hope of having the windows of the Santa Clara Depot restored by professional craftsmen has been deemed too costly, according to Bob Dolci, chairman of the Board of Directors of the SBHRS.

Inquiries by either Dolci or John Dietrich with prospective contractors resulted in cost estimates that were extremely excessive to the club's suggested budget for the project.

Work Schedule Set

Directors of SBHRS have set a new work schedule for the remainder of the first quarter of 1998 that establishes the first three Saturdays of each month for working on the restoration of the Corporate office, and the continued work on the passenger bench. The fifth Saturday, in this case 31 January, also will be devoted to depot work. Also, weather permitting, the work of painting the tower will be performed.

The fourth Saturday monthly will be used for working on the HO-scale and N-scale model railroad layouts. At press time, the assignment of specific work coordinators had not been made. As a handy reference, here is the schedule through April.

<u>DATE</u>	<u>ACTIVITY</u>
24 January	Work on Layouts
31 January	Restoration of Office, and Passenger Bench
7 February	Restoration of Office, and Passenger Bench
14 February	Restoration of Office, and Passenger Bench
21 February	Restoration of Office, and Passenger Bench
28 February	Work on Layouts
7 March	Restoration of Office, and Passenger Bench
14 March	Restoration of Office, and Passenger Bench
21 March	Restoration of Office, and Passenger Bench
28 March	Work on Layouts
4 April	Restoration of Office, Passenger Bench, and Interlocking Tower
11 April	Restoration of Office, Passenger Bench, and Interlocking Tower
18 April	Cleanup for Open House
24-26 April	SBHRS Open House

More Books, Videos Added to Library

The last quarter of 1997 through December saw numerous new books and videos added to the library of the South Bay Historical Railroad Society, according to the Quarterly Library Acquisitions Report prepared by Librarian Russ Danley.

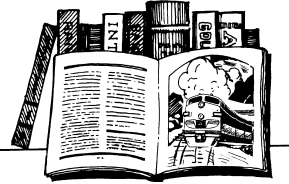
Among the purchases are *Southern Pacific Historic Diesels, Volume 4*, by Joseph A. Strapac; and *Southern Pacific Common Standards* published by SP.

Southern Pacific Oregon Division by Brian Jennison also was added to the library.

Santa Fe Lanterns & Locks: 1874-1928, by William A. Cunningham also was added to the collection. Among several additions to the SBHRS video collection are *South-*

ern Pacific Pictorial Video, by Greg Scholl Video Production, which was donated by Doug Gross; *Western Pacific — Feather River Canyon*, by Icon Video Productions; and *Great Model Railroads, Volumes 26 and 27*, by Allen Keller Productions.

Members may withdraw these and other books, videos, and audio tapes from the library by contacting Danley, who generally staffs the library on Saturdays, or Peggy Freed, on Tuesday evenings.



SP's Cascade Crossing Featured in Video

(Continued from Page 7)

point, the train must be stopped to remove a tree that has fallen across the tracks. The area is so desolate that the train crew had to await the arrival of maintenance workers who traveled to the site on a hi-rail truck.

The video makes some diversions from its central theme. One is to capture some footage of SP's SD9 "Cadillacs" near the Portland suburb of Lake Oswego, on SP's Newberg branch, which subsequently was leased to Willamette and Pacific. Another divergence caught the six-axle SD9s moving tonnage for the Port of Tillamook Bay Railroad, and others leading a Sunday-only SP local between Hillsborough and Portland.

Through this video, colorful lashups of motive power from many railroads are captured by the *Trains* magazine photographers. Power for the freight consists included units from SP, Cotton Belt, Union Pacific, Soo Line, Illinois Central, Rio Grande and GATX Leasing. Several of the trainsets photographed in 1994 included SD9 "Cadillacs," SP's power of choice over these rails during much of the 1950s and 60s, power that only recently has been retired from the Oregon Division.

The production quality of this video is excellent. All scenes used here are well composed, and only on one shot of the *Coast Starlight* did we feel that the lighting could have been better. But in this case, it is better to have the footage included in the tape than to not have it at all.

While many tapes rightfully are suggested for the libraries of those interested in a particular railroad, this is one tape that, due to its spectacular mountain scenery, can be right at home in any railroad enthusiast's collection. —JDH

The Cascade Crossing: Southern Pacific's Mountain Railway, is available for withdrawal by society members from the SBHRS Library. See Librarian Russ Danley for this excellent film.

Siskiyou Route Featured in April Meeting

Scenes and action on the Siskiyou line in northern California and southern Oregon will be the feature of a slide program presented at the general membership meeting of the SBHRS on Tuesday, 14 April. The program will be presented by Joe Hoffmann from slides made during an August journey to the region.

Included will be photographs of the operations of the Central Oregon & Pacific Railroad, the current operator of the 305-mile regional, that was the first rail link between California and Oregon. Particular attention will be paid to lower quadrant semaphores that remain on the line, and the triangular signal that stands today where the SBHRS' museum semaphore once stood.

On the same program will be photographs of SP operations at Redding, Dunsmuir, and Black Butte; and slides of rail action during the past year around the Santa Clara yard. The program will start at 7:30 p.m.

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SBHRS Open House Survey

Most Hear of Open House by 'Word of Mouth'

More than 500 visitors attended the SBHRS's Open House that was held over a two-day period the first weekend of November.

Saturday drew the majority of visitors. A total of 274 guests stopped by the Santa Clara Depot to see three model railroads, including the visiting S-scale layout that featured SBHRS members who are participants in the Bay Area S-Scale club, as well as the club's HO- and N-scale layouts, and the historical artifacts in the depot. The clear and warm November weekend saw Sunday's attendance drop to 230 persons.

Club members greeting visitors at the entrance conducted an informal demographics survey of visitors as they entered the depot to determine from where they had learned of the open house, and how they had traveled to the show.

Not surprisingly, "word of mouth" was the most frequent response, with 33.3 percent reporting this as their source of information. A total of six respondents learned of the show through the California State Automobile Association's magazine, *Via*. This was noteworthy for the fact the magazine was delivered to AAA members' mailboxes

only the day before the show. Eight respondents named the San Jose *Mercury News'* Community Calendar announcement as their source, while two reported reading about this event in the San Jose *Metro*.

The Internet, where John Dietrich had placed information, was mentioned by three respondents, and a least one saw a notice on the Santa Clara city cable TV information channel. Another picked up a flyer at the Santa Clara library.

Flyers picked up at hobby shops were mentioned by 17.2 percent of the survey respondents, while another 12.5 percent learned of the show from flyers picked up at railroad-related organizations. Eleven respondents (5.7 percent) reported responding to the SBHRS' announcement published in the November issue of *Model Railroader* magazine.

The informal survey also asked attendees how they traveled to the show. While the vast majority arrived by car, nearly 10 percent of the respondents visited the open house by using Caltrain.

Results of the informal survey follow.

INFORMATION SOURCE (PERCENT)

Word of Mouth	Hobby Flyer	RR Shop	Mercury News	Metro	Via	MR	Other
33.3	17.2	12.5	4.2	1.04	3.1	5.7	22.9

TRANSPORTATION TO DEPOT (PERCENT)

Auto	Bus	Caltrain	Walk	Bike/ M'cycle
86.1	1.7	9.6	.008	1.7

Note:
Not all visitors were surveyed. Also, for parties of two or more persons, only one response was solicited/recorded. All percentages are based on number of respondents, not number of visitors.

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

SBHRS Board of Directors

- Bob Dolci, Chairman of the Board
- Robin Gilstrom, President
- Rick James, Vice President
- Dave Grenier, Secretary
- Joe Hoffmann, Treasurer

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.

Coast to Coast

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MON, TUES, THURS: 10 AM - 7 PM
FRIDAY: 10 AM - 9 PM
SATURDAY: 10 AM - 6 PM
SUNDAY: 11 AM - 5 PM
CLOSED WEDNESDAY

SPECIAL ORDERS WELCOME
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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

Saturday and Sunday
24-25 January 1998
11:00 a.m. to 5:00
 Great American Train Show
 Cal Expo Fairground
 Sacramento

Tuesday
10 February
7:30 p.m.
 Joe Burket presents a slide program,
Railroading in Donner Pass
 Santa Clara Depot

Saturday and Sunday
14-15 February
11:00 a.m. to 5:00 p.m.
 Great American Train Show
 Cow Palace
 Daly City

SPECIAL EVENTS *(Continued)*

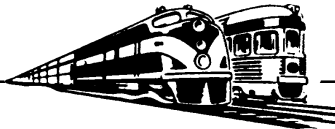
Saturday, 14 March
9:00 a.m. to 5:00 p.m.
 20th Anniversary Edition
Winterail '98
 Scottish Rite Masonic Center
 Stockton

Saturday and Sunday
14-15 March
11:00 a.m. to 5:00 p.m.
 Great American Train Show
 San Joaquin County Fairgrounds
 Stockton

Tuesday, 14 April
7:30 p.m.
 Joe Hoffmann presents a slide program,
Revisiting the Siskiyou
and other locations
 Santa Clara Depot

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, 7 April 1998



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

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