

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

Published Quarterly By The South Bay Historical Railroad Society, Inc.

[www.sbhrs.org](http://www.sbhrs.org)

**OPEN HOUSE APRIL 2015**



The April, 2015 SBHRS Open House broke all previous records, with over 1,000 attendees; an all-time record. The Company Store was again a highlight of the Show. There was a high demand for the railcar on the platform, as was the Tower, which exceeded all previous shows.

Thanks go to the Bluegrass Band, which was playing on both days. The band had many fans, who enjoyed the weather, as well as the band.

The All Day Lunch was so successful that restocking overnight for Sunday was needed. The variety of offerings was a high point, including World Class chili by Ed DelPrete.

Both parents and kids' eyes lit up as they followed the trains passing by on both layouts.

A Photo Gallery is included in this issue, which starts on Page 4.



## The SBHRS Library

A very valuable resource is available for your use. Did you know that the Library has over 3,500 books? Nearly all of these are available for lending to SBHRS members.

Members can also access a Terminal which features a search function of the Library's contents for titles, or even search by subject content. The terminal can also graphically display railroads in the continental US, in map form, including a historic perspective.

A very quick search revealed 147 titles on Southern Pacific, 96 titles on Union Pacific alone, not to mention the Western Pacific, Milwaukee Road, and a plethora of others. Another feature is that many books are organized by subject matter. For example, railroad logging has its own shelf. Traction enthusiasts will also find most material organized together on one shelf, including streetcar and interurban books. (In some cases, such as the Milwaukee Road, related traction topics would also be found in the Milwaukee area.)

Amtrak is well represented.

If you have a favorite railroad, why not see what's available for it? The Block publishes book reviews regularly, but so much more is there than we have room to describe in these pages. Modelers: Here are many publications with color photos of locomotives, passenger and even freight cars, where specific details can be seen. Photographs of many Name passenger trains can reveal prototypical operations, of help to modelers putting together a specific passenger train. These photos also show how such trains evolved in equipment utilization over time.

Check out both Pocket Reviews and Book Reviews in each issue of The Block.

## Pocket Review: "Amtrak Power In Color"

The SBHRS Library contains all three volumes of this series. The beginning of each book lists every locomotive in Amtrak's history to date. Some are listed individually, while others are listed as part of a series. The roster shows when they were acquired, their builder, and ancestry, as applicable. Each book of approximately 130 pages shows all color photographs, attempting to represent each series listed, as possible. There is no actual text in the book, only photo descriptions, which allows for the hundreds of beautiful color photos.

Volume 1 starts with loco #1, and ends with 471-472. Volume 2 picks up at 500-510, and ends with loco 656, while Volume 3 starts with 900, ending with 913. Volume 3 also lists each locomotive individually, not as part of a series. Such as the GG1's, where each one is listed with its history.

This series is indispensable for anyone looking for the history of a favorite, or specific locomotive that Amtrak has operated, as well as being a perfect source for modelers looking for detail information.

These books, and many others on Amtrak are available for checkout from the SBHRS Library.

*Reviewed By Norman E. Spaulding*





**BOOK REVIEW**

**“MORE CLASSIC TRAINS”**

Arthur D. Dubin

Kalmbach Books

Copyright 1974.

This is a 511 page publication heavily strewn with photographs for those with passenger train interests. One could almost call it a picture book. It attempts to deal with the subject chronologically, from the 1910’s through Amtrak

There are no color photographs, but the subject is covered so thoroughly, that a modeler attempting to recreate a passenger train could derive much detail from this book. Coverage includes just about every Name Train that plied US rails, from the NYC’s early Hudson River Mail Train (1890), Milwaukee’s Olympian, Canadian National, up to Amtrak. Quite a few western trains are included. There is a 6 page section on the Golden State (GS) Limited with 19 photographs including builder’s photos of different types of passenger cars. Southern Pacific trains include the Lark, the Daylight, and the Sunbeam. Interior and exterior shots abound. The GS-1, forerunner of the GS-4 is also shown, as well as one succeeding 6000 series diesel. Coverage includes the triple car coffee shop-kitchen-diner. In 1941 Pullman also built a Lark triple unit containing crew dormitory space, kitchen, diner, and a lounge. Total length exceeded 200 feet.

The Chicago Great Western covers its passenger operations beginning with the Blue Bird in 1929 (three McKen cars rebuilt in the CGW’s shops), to the end, in 1965.

Budd and Pullman are covered in great detail, but

strewn about amongst the various name trains to a great degree. The Rio Grande Western is covered in a section called “Through the Rockies – Not Around Them” This includes a photo of an open observation car at Hanging Bridge in the Royal Gorge. Many photos of various pulling power used through the years are included. This naturally enough leads on to the California Zephyr by the Burlington, Rio Gande and Western Pacific. There is even a photo of what the author calls the longest interurban train, WP’s Oakland-Salt Lake City Zephyrette RDC. At the start of regular service, the train was briefly displayed on San Francisco’s Embarcadero. One real interurban system, The Illinois Terminal System using electric service is also briefly included.

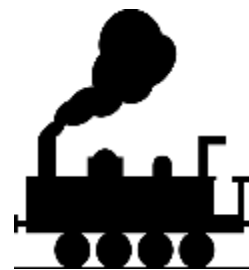
There is a section called “The Great Race” to Chicago and the Twin Cities, by the 400’s, Zephyrs, and Hiawathas.

Milwaukee’s Olympian is covered starting in 1911 with steam loco power, electrics and the 1947 Fairbanks-Morse diesel.

Our northern neighbor is covered in sections on both the Canadian Pacific and the Canadian National. What could arguably be called the first dome car, the Mountain car, was built in 1890. Many smaller roads include Canada Atlantic Railway, Intecolonial Railway, Canadian Northern, Grand Trunk Pacific and more.

*Reviewed By Norman E. Spaulding*

**GREAT TRAIN CONTEST**



Get ready! The Great Train Contest will be held Saturday, July 11th, starting at 10 AM. Entry forms will be emailed to all members, and also available on the kitchen counter. All entries must have prototype documentation, showing the train as it operated in real life. Contestants will be allowed one test loop, followed by two full loops for the judges. Prizes are Gift Certificates from The Train Shop. 1st Prize: \$50 certificate, 2nd Prize: \$25 certificate, and 3rd Prize \$10 certificate. Both N Scale and HO Scale trains will be accepted as entries.

**Photo Gallery from the April 2015 Open House. Thanks also to Dale Cherne and Karen Lattin for additional photos.**



### April 2015 Open House Photos, Continued



April 2015 Open House Photos, Continued



## **“Hall Scott: The Untold Story”**

*By Francis H. Bradford And Ric A. Dias*

This book chronicles as best its authors are able to from existing documents, the history of the Hall-Scott Motor Company. In 1906 Elbert Hall produced his first motorcar, the Comet. Early production was done in San Jose, CA, but moved several years later to San Francisco, CA, and in later years, to Berkeley, California. Production of railcars started in 1909, with early cars using wooden bodies. By 1914 Hall-Scott was producing railcars with steel bodies, including a delivery of three to the Salt Lake and Utah Railroad.

By the start of World War I, Hall-Scott was building gasoline aviation engines, and made a significant contribution to WWI aviation efforts. Hall-Scott was recognized as the premiere builder of aviation engines, in that era. Boeing powered their first few models with Hall-Scott engines.

In 1915 Hall-Scott introduced its first automobile powered by a V-8 engine.

By the early 1920's however, Hall-Scott had virtually abandoned the rail market. They refocused their talents on the truck, bus and industrial engine markets, as well as continuing to serve some marine uses. Hall-Scott even has credit as manufacturing the first engines for the Holt Manufacturing Company, in Stockton, CA. Holt soon merged with another company, to become the Caterpillar Tractor Company, and moved its headquarters to Peoria, Illinois. No rail equipment is on record as being produced by the mid to late 1920's. In 1925 Hall-Scott was purchased by ACF (American Car and Foundry). Following the merger, attention was nearly completely focused on producing power plants for buses, and some trucks. ACF and Fageol coaches featured engines designed by the Hall-Scott division of ACF.

At the request of the US Navy in 1937, the engineers at Hall-Scott expanded on their Invader engine by combining two six cylinder blocks into a gigantic V-12. This version was called the Defender, and was exactly what the Navy wanted. The production of both the Invader and the Defender continued through World War II.

These two engines were really the high point of Hall-Scott's success. Coming up fast from the rear, was the diesel engine. Hall-Scott had been requested by ACF to look into diesel engines in 1930. However, by that time the company had lost the engineering expertise of its founder, E.J.Hall, whose last successful engine was the Invader. The first diesel was dubbed the Model

140, and was built inside a committed timeframe of 60 days. Needless to say, these first engines were a whole-hearted failure, due to broken crankshafts and burned pistons due to the short 60-day development and production timeframe that ACF had committed to.

In 1938, the co-founder, Bert Scott, also severed his relationship to the company. Hall-Scott entered the World War II years, making a heavy commitment to the war efforts. They produced the M-26 tow truck, which featured defensive armaments, and is well known to historians as the largest truck built by the US Army in WWII. Hall-Scott introduced several versions of the Invader engine to marine use during the war years, as well.

Following the end of WWII in 1945, the best description of its remaining years before succumbing completely is the title of Chapter Five: “Shuffled around, Bled Dry, and Spun Off.” In 1946 ACF merged with Brill. In this same post-war timeframe, diesel engines took hold in rail, marine and other vehicle markets. As readers interested in rail activities well know, the immediate post war years saw a swift conversion process from steam locomotives to diesel locomotives.

By 1954, Hall-Scott had been spun off from its now ACF-Brill owner, and was once again an independent company. In 1958, Hall-Scott was purchased by the Hercules motor Corporation. By 1960 Hall-Scott was producing virtually nothing. Its various lines of electronic products had been discontinued. Its only stronghold was the parts replacement business, for the estimated 13,000 Hall-Scott engines still in service. By 1960, the Hall-Scott name had disappeared from corporate logos and correspondence. The book concludes with the somewhat murky history of the Hercules company from 1960 onwards. However, it is generally considered that Hall-Scott itself had disappeared in 1960. Its Berkeley manufacturing plant was sold off piecemeal.

The book contains over 375 pages, and many photographs of engines, vehicles, marine and aviation models. Each chapter is independently referenced at the end.

This book is an excellent source for anyone who has become familiar with the name. The book also includes financial data and analysis at several important chronological timepoints during Hall-Scott's history.

*Reviewed by Norman E. Spaulding*

### DUES INCREASE POSTPONED

The board of the SBHRS made the decision at their last meeting. Chairman Robert Marshall said, "One of the elements critical to the implementation of the new program is to accurately track members' hours."

Members of the board had begun working with a software vendor to develop a database to meet the needs of the membership as well as the needs of the new program.

"As we got further into the project, we realized that the vendor we had chosen to help us develop this program was not going to be able to deliver a program that would accomplish the goal" Marshall said. "Rather than subject our members to a program that was going to be problematic, we decided to postpone the increase."

If any member has questions, they are encouraged to contact any member of the board.

**WELCOME NEW MEMBERS!**

The SBHRS is happy to welcome the following new members into our Society:

Anna Mackler  
 Shawn Giovanetti  
 George Serface  
 Travis Klein  
 David Huang  
 Danny Rodriguez

These members have all joined the SBHRS since February, 2015. We hope you have an enjoyable experience with the group, and experience the many different areas of interest here, including historical items of both local and distant railroads, as well as the Library, and the model train layouts. All of our members will be happy to answer any questions you may have.

### OPEN 24 HOURS A DAY!



The SBHRS website

Is at:

[www.sbhirs.org](http://www.sbhirs.org)

## THE SANTA CLARA BLOCK



*South Bay Historical Railroad Society, Inc.*

#### EDITORIAL COMMENT

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

**SBHRS at Santa Clara Depot:**

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