



The Santa Clara **BLOCK**

TOWER WALKWAY IMPROVEMENT PROJECT



On Saturday, July 11th, a work party of RWP certified SBHRS members completed the Tower Walkway project. Robert Marshall, Jack Morash, Steve Costa, Vance Johnson, Teresa Nemeth, Edward Thelen and Robin Gilstrom started the work at 8 AM using a rented Bobcat and volunteers' own tools to replace the rock that led to the Tower entrance with a compacted and much safer crushed granite composition. This will serve to enhance access to the Tower, as well as making the Tower more visible and inviting, as an integral part of the history of the Santa Clara Train Depot itself. On Saturday, July 25th, the final phase of the project was completed. Many members, some bringing their own tools, plus additional material and the Bobcat were on the scene early in the morning to finish adding the new material, tamping and general touch up. This included the strategic placement of ties on the left side of the pathway, to help delineate the border. The ties are permanently installed with 4 foot deep anchors. The photos below show how the work progressed.

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UPCOMING EVENTS

Train Show Saturday November 7 and Sunday November 8

Santa Clara Home Tour Friday December 4 and Saturday December 5

Christmas Train Saturday December 5

THE SBHRS AND THE PRESERVATION COVENANTS

The Preservation Covenants

What are they?

Almost a quarter of a century ago, the SBHRS accepted the responsibility to ensure the protection of all the railroad depots on the Caltrain line, which are listed on the National Register of Historic Places. Today, many members are unaware of this commitment and what it means to the organization.

In 1992, by terms of the Memorandum of Agreement (MOA), which was developed when the California Department of Transportation (Caltrans) transferred the Peninsula Corridor railroad (Caltrain) line to the Joint Powers Board (JPB or BOARD), a preservation covenant was placed on each depot. This was to ensure that no action by JPB would result in an adverse effect on the historic significance of the structure.

The South Bay Historical Railroad Society (SBHRS) agreed to be the holders of these covenants, which meant that no work could take place at any of these sites without being reviewed and approved by the SBHRS. The wording in each covenant expressly states that, "The SOCIETY shall be notified by the BOARD, its successors and assigns, of proposed plans for the construction, alteration, remodeling, or installations, which would affect the structural integrity or appearance of the station. The Society shall review and approve such proposed plans....."

Originally this responsibility covered six depots on the line, Millbrae, Burlingame, San Carlos, Menlo Park, Santa Clara and San Jose (Diridon Station). Later, review and approval of work at the Palo Alto station was added, when this structure was also placed on the National Register of Historic Places.

What does this mean?

This means that, not only does the SBHRS have the responsibility for reviewing and approving all work proposed by JPB on the seven (7) depots listed on the National Register of Historic Places but, as JPB is the property owner, this also means that all work proposed by any other agency at one of the historic

depot sites i.e., VTA, Amtrak etc., has to be reviewed and approved, prior to any work being done.

What do we do?

Each year, the SBHRS reviews and okays a multitude of tasks that different agencies wish to do. These can be as small as placing a sign in one of the depots or repairing a roof or painting the structure, to being involved in very large projects, such as the future electrification of the railroad line and the platform separation and construction of an underground tunnel at Santa Clara that was completed in 2012.

For example, this year we reviewed and okayed the request by the Burlingame Hillsborough Historical Society who operate a Museum inside the Burlingame depot to replace a light fixture in the depot lobby with one that was more historically correct. At Millbrae, we okayed the replacement of the station sign. At Diridon there was the ongoing discussion of a new concessionaire for the coffee shop and the coordination with multiple transportation agencies for placement of their signage. We also reviewed and made corrections to the Final Environmental Impact Report for the Electrification of the Caltrain Line. Currently we hold a seat on the community working committee to deal with the potential impacts on Diridon and Santa Clara caused by the extension of BART.

What are the SBHRS' related responsibilities?

Lease Agreement with JPB

As part of the lease agreement with JPB, which allows the SBHRS to occupy the Santa Clara Depot, the SBHRS, and this means every member, has the responsibility to maintain and preserve all original exterior and interior architectural features and fixtures as described in the Preservation Covenant for the Santa Clara Depot. This translates as doing any necessary restoration and/or repair work needed to preserve the Santa Clara depot, along with painting and general maintenance, etc.

Use Agreement with the City of Santa Clara

The use agreement with the City of Santa Clara concerns the

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Here are Before, After, and Evening photos. A big **“Thank You!”** to all who participated and gave their time and materials to complete this project! Thanks also goes to the City of Santa Clara, which has repaired and upgraded their lighting.



The Re-Great Train Contest 2015 For Members Of SBHRS

A contest for the members of the SBHRS to display and operate prototypical model trains (HO or N scale, or “Other”*) based on documentation available in the SBHRS library, including books, videos/films, and photos/slides, or personal documentation.

Saturday, September 26th has been re-set as the contest day, at which time members will operate one or more model trains around the layout in the presence of a three judge panel. Judges will evaluate each consist on the following criteria:

- * Accuracy to Documentation
- * Accuracy to Era
- * Operational Reliability

- * Overall Visual Effect
- * Detailing/Weathering
- * Special Effects (Lighting/Sound)

Prizes: Train Shop Gift Certificates in the amounts of \$50 (1st Place), \$25 (2nd), and \$10 (3rd)

See Entry Form for Categories and Rating Criteria.

If you previously entered for the June time, you will automatically be re-entered here. If you want your entry removed, contact Bill Burket.

Entry deadline: Tuesday, September 22nd @ 9:00pm

Contest Date: Saturday, September 26th @ 10:30am

Questions? See/contact Bill Burket

* “Other” scales (e.g. O- or G-scales) will be judged on static display.

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restoration and maintenance of the Santa Clara Interlocking Control Tower, Tool Shed and Speeder Shed.

Following the closure of the Control tower in 1993, the City of Santa Clara acquired it, leasing the land upon which it sits from JPB. In 1996, the SBHRS, in conjunction with the City of Santa Clara, pursued and received a grant under the Intermodal Surface Transportation Efficiency Act (ISTEA) for the restoration of the tower and the two adjacent maintenance-of-way structures, the Tool and Speeder sheds. (Part of this money was also designated for the renovation of the "Board Room" in the depot.) As a result of the terms of the agreement for the City's partnership in the acquisition of the ISTEA grant, while the City maintains ownership of these structures, SBHRS members are responsible for the continued maintenance of the railroad structures owned by the City of Santa Clara.

Summary - What does this mean to each member?

Preservation covenants were placed on each historic depot on the Caltrain line and because of the agreement by the SBHRS to oversee them, the Society has use of the Santa Clara depot. The Society does not have to pay any cash for using the structure to house its model railroad operation, as each member's work hours towards the continuing restoration and maintenance of the Santa Clara depot, are given a dollar value towards the cost of leasing it. The agreement with the City of Santa Clara also obligates each member to maintain the City owned railroad structures. As a member of the South Bay Historical Railroad Society, each person has the obligation to participate in the necessary work for the maintenance of all the railroad structures at the Santa Clara depot site.

As a qualified historical consultant, for the last 22 years I have volunteered to act as your covenant representative on actions requiring review on the historic depots. If any member has questions about the covenants, the historic depots, or what their individual responsibilities may be, feel free to contact me at loriesc@ix.netcom.com.

Lorie Garcia

Covenant Representative

South Bay Historical Railroad Society

RAILROAD AWARENESS AND SAFETY

CALTRAIN RAIL NEWS, June 8, 2015

(Reprinted With Permission)



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Office of Public Affairs

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650.508.7927 (direct line)

We're on Facebook and Twitter!

Like us on Facebook at: www.facebook.com/samtrans and www.facebook.com/caltrain

Follow us on @SamTrans_News and @Caltrain_News

Caltrain Promotes Rail Safety Campaign in June

Every month, Caltrain operates more than 138,000 miles of trips up and down the Peninsula, carrying an ever-growing number of people to work, to play and to many other destinations.

Trains have become a routine part of daily life for many in this region, but it only takes a split second for someone to drop their guard and tragedy can strike.. Ignoring basic safety rules near railroad tracks can be a devastating decision.

Throughout the month of June, Caltrain is promoting safe behavior around railroad tracks through a series of online, print,

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and radio ads, in addition to a social media campaign asking riders to use Facebook, Instagram and Twitter to share their thoughts on rail safety using #CaltrainSafe.

In conjunction with Operation Lifesaver's "See Tracks? Think Train!" national campaign, Caltrain's rail safety promotion can be seen in various local print news publications and can be heard during the weekday KCBS news and traffic shows.

The ad campaign is part of a multi-year grant Caltrain received from Operation Lifesaver and the Federal Railroad Administration to promote rail safety initiatives in the region. Operation Lifesaver's mission is to end collisions, deaths and injuries at highway-rail grade crossings and on rail property through a nationwide network of volunteers who work to educate people about rail safety.

Caltrain has several staff members that are Operation Lifesaver Authorized Volunteers who offer rail safety presentations for people of all age groups, especially students.

These presentations teach individuals how to stay safe while around the rail system and gain a better understanding of the behaviors that avoid hazards. The presentations use engaging videos and other materials to actively involve audiences in rail safety. For more information or to schedule a presentation, email OperationLifesaver@caltrain.com.

At Caltrain, safety is number one. Accidents on the tracks are always preventable by paying attention and observing a few rail safety tips. To be a part of the conversation, pick a favorite safety tip and share it on social media with #CaltrainSafe.

Examples of tips:

If you encounter an emergency on Caltrain or see something suspicious, call the Transit Police at 1.877.SAF-RAIL (1.877.723.7245).

A typical Caltrain train can take almost a mile to stop, even when emergency brakes are applied.

It's never safe to stop closer than 15 feet from the rails, and a train is at least three feet wider than tracks on both sides.

95 percent of all rail-related deaths involve drivers trying to beat a train, or people trespassing on railroad tracks.

908 Pedestrians were injured or killed while walking on or

near railroad tracks in 2013, up 7.7 percent from 2012.

Only cross Caltrain tracks at designated crossings and when it is safe to do so. While it might not be the quickest route, it is the safest.

Even though they might look as if they're moving rather slowly, Caltrain reaches a top speed of 79 miles per hour. At that speed, they cover the length of a football field in less than three seconds.

Never drive onto a railroad crossing until you are sure the traffic ahead has left enough space to drive across without boxing you in. Do not shift gears while driving across the tracks. If your vehicle stalls on the crossing get everyone out and get off the tracks. Call 911 or 1.877.SAF.RAIL (1.877.723.7245) to report the situation.

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain has enjoyed more than four years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders earlier this year. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at: www.facebook.com/caltrain and follow us on Twitter @Caltrain_News

THE CHILDREN'S BOOK SHELF

Perhaps you've noticed how many parents are bringing their young children in to tour the Museum, see the model trains and even take a peek in the SBHRS Library. To that end, the Library is creating a shelf in a lower section of one bookcase, which will be devoted entirely to books for kids, ages 5-6 and up. The Library is looking for donations of any picture or story books that would interest children, and help promote the hobby to a new generation. If you have any books that would be suitable, please consider donating them for this purpose.



BOOK REVIEW

“Railroads Of The Santa Cruz Mountains”

By Derek R. Whaley, February 2015

Here is a book for anyone who is interested in railroading and its history right here in our own backyard. This book chronicles the development of railroading in Santa Cruz, and connecting into Santa Clara Valley. The first ventures were narrow gauge, although allowances were made to standard-gauge the lines in later years, when profitable. The first line was opened in 1880 between Santa Cruz and Felton, as narrow gauge. Freight was exchanged between rail and ships in the beginning with access to the Santa Cruz Wharf.

Many readers are likely already familiar with the history of railroad access between Santa Clara Valley/San Francisco Bay Area, and Santa Cruz. To recap, regular passenger service by both the Southern Pacific Railroad and its predecessors existed between the early 1900's, until 1938. From 1938 until 1959, the Southern Pacific operated its seasonal Suntan Specials to Santa Cruz, with the exception of the World War II era. Freight service continued from the 1880's through that entire period. In February 1940, the infamous winter storm permanently knocked out access to Santa Cruz via Los Gatos and the Santa Cruz Mountains with its major damage. Service following that point went via Watsonville.

The book contains many photographs, maps, and advertisements from businesses, depicting the types of freight business – mostly logging – that used railroad services. Subsections of the book describe in detail freight yards, stations and even the Golf Links Station. Tunnels along the route are also covered, with photographs where available.

Following the first section – Santa Cruz to Felton – is the second section dealing with development from Big Trees to the Summit. The author covers tunnels in that section. For example, relating to Tunnel #4, the author describes how access can be had to the existing portal by hiking (he advises bringing a flashlight!).

The third section is entitled “Along The Meandering Creek” which covers the area from the Summit to Vasona. This includes detailed descriptions of small stations and flag stops along the way. Alma has a section, including a photo of Alma Station, taken about ten years before the Lexington Reservoir deluge. An Alma Station sign was preserved, and is on display inside the SBHRS museum. Los Gatos freight operations are also described.

The fourth section, “Getting To The Heart Of It, The Dougherty Extension Railroad” describes the narrow gauge operation between Boulder Creek and Dougherty. This section should also be of interest to anyone looking for hiking projects in the Santa Cruz Mountains. The author clearly made several forages into densely wooded areas in search of surviving artifacts, with photographs where possible. Also described are the freight operations which sustained the profitability of this branch, until the end.

Last but not least is “Fading Into Dust – The End Of Local Railroading” which describes the decline of available spurs, sidings, and the effects of the Great Depression in the 1930's.

As an ending, the author speculates that upgrading the right of way between Watsonville and Santa Cruz may one day bring a return of passenger service between those two cities.

One of the appendices shows a chronological timeline of railroad events, beginning in 1860 through October, 2012 (when Santa Cruz County purchased the Santa Cruz Branch from the Union Pacific Railroad). Another appendix shows all mile markers between Santa Cruz Beach and Vasona.

In conclusion, while information contained in the Los Gatos and the Vasona Junction areas are a little sparse, there is much to recommend this book. Any mysteries of tunnel locations, various spurs, and stations will be cleared up by readers looking for answers. Every section is followed by citations, and a six page bibliography is included as well.

Reviewed by Norman E. Spaulding



OPEN 24 HOURS A DAY!

The SBHRS website is at:

www.sbhrs.org

Santa Clara Annual Home Tour

Volunteers Needed

This is an annual, high profile tour conducted every year of various homes in Santa Clara that have historical or other significance. It is an important activity, and many people attend. Additionally, one public building is also selected for the tour. This year the South Bay Historical Railroad Society was selected to represent the public building, and will be part of the tour. The tour will take place on two days, **Friday night December 4th, and Saturday December 5th.** In order to conduct visitors through our facility, at least 9 volunteers for each day will be needed as docents, to help sort incoming visitors who will have tickets, and describe the various SBHRS exhibits. Trains will also be running on both layouts.

Saturday will be especially busy, as the SBHRS will also be open to the public as required, during the normal hours, 10 AM to 3 PM. Regular public visitors are of course welcome, and will be directed to a separate entrance during those hours. Then, on Saturday Evening Caltrain's Annual Santa Train will operate, and is scheduled to arrive at Santa Clara between 7 to 9 pm. Along with that activity will be toy donors dropping off their contributions.

We're looking for volunteers to help out during both of these days. Please contact Woody, in person or email, as soon as you can, if you wish to volunteer for any of these activities. There will be an orientation meeting of the volunteers sometime in November, where these activities will be explained in greater detail, so everyone understands how the events will progress. All volunteers are asked to wear some piece of attire identifying them as SBHRS members, with at least the SBHRS T-Shirt. Woody will be sending in a clothing order, so if you need to obtain any SBHRS clothing item, please contact Woody as soon as you can.

Christmas time is always a busy period with many family and other group activities. This year the Christmas Season will bring more than the usual events to the SBHRS. The Tour is a highly visible event, and will go far in promoting the SBHRS. Please consider helping out during these important activities.



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

HO LAYOUT SCENERY CHANGES



Now you see it...



Now you don't!

The dairy farm and surrounding area have been removed. Never fear, the cows have found a new home right across on

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the opposite side of the layout, complete with sound.

In their place will be scenery more in keeping with the California tradition, and missing so far. A Mission, using a working title of "San Miguel" will be put on the site of the former dairy. A small housing area will be added adjacent to the mission, and moving further down that side, will be some industries with new spur tracks. Several buildings are under construction, with more to follow, as well as a small apple orchard, other trees and plant growth.

Here are a few of the new buildings, still under construction:



Updates will appear in this newsletter as the project goes on to completion.

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Rita Dietrich
Graphics, Animation, Web,
Video, & Multimedia

THE SANTA CLARA BLOCK



South Bay Historical 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.

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1-408-243-3969

Website: www.sbh.rs.org

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(Norman Spaulding Newsletter Editor & Publisher)

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