

Volume 11

Number 1

Winter 2002



The Santa Clara

BLOCK



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www.sbhrs.org

SBHRS Museum is Named in Honor of Ed Peterman

In honor of more than 15 years of dedication to the responsibility, the museum of the South Bay Historical Railroad Society at the Santa Clara Depot has been named in honor of Ed Peterman.

Peterman has served as historian and museum curator for the entire existence of the SBHRS that began in 1985.

The Board of Directors of SBHRS unanimously elected to name the museum in Peterman's honor at its semi-annual meeting on 5 January 2002.

Peterman is a charter member of the SBHRS from the organization's inception. In addition to other responsibilities, Peterman has since that time acquired, organized, documented, and ensured the care and display of all artifacts that comprise the museum at the Santa Clara Depot.

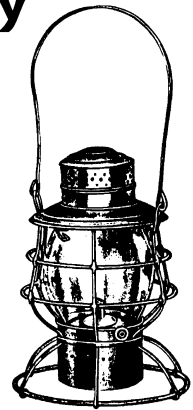
In recognition of the honor, a plaque as illustrated here will be placed within the museum commemorating the recognition.

Edward Peterman Museum of Railroad History

In recognition of his work to establish, maintain, develop and promote a museum of railroad history, this museum is named in honor of Edward Peterman.

As a founding member of the South Bay Historical Railroad Society in November 1985, Mr. Peterman undertook responsibility for establishment of a Museum at the Santa Clara Depot.

Starting with only a handful of collectibles, Mr. Peterman has since that date acquired artifacts, photographs, books and numerous other items significant to the history of railroading. He also has collected oral and written histories of local railroad workers and written extensively on their experiences. While organizing these for presentation and display to visitors to the Santa Clara Depot, Mr. Peterman has been the consummate student and teacher; historian and curator; researcher and archivist; mentor and friend. It is in honor of these contributions that this museum is named.



**Presented February 2002
By the Members of the South Bay Historical Railroad Society**

*A commemorative plaque will honor Ed Peterman's contributions
to the Museum at the Santa Clara Depot*

**Elsewhere
in the
Block . . .**



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— *A Look at 2001*

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A New Video is Reviewed

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**United
We
Stand**

The Chairman's Corner

By Bob Dolci, Chairman, SBHRS



A Look Back in Time

The SBHRS completed the first year of the new millennium in grand style. Our November open house was the most successful ever held. Both layouts have seen considerable progress. Restoration on the interior of the switch tower is nearing completion. The corporate office in the depot was completed. A significant portion of the depot deck was replaced and the equipment shed is also nearing completion. While it is true that we started the new millennium in grand style the members of the SBHRS should be extremely pleased in the accomplishments it made during the last 15 years of the prior millennium.

The depot was constructed during the mid 19th century, survived all 100 years of the 20th and has just completed its first year of the 21st century. The depot turned 137 years old in January of this year. That's pretty darn amazing when you think about it. I have to wonder if the depot would still be here for all to enjoy if the SBHRS hadn't decided to restore it 17 years ago. It's hard to say. It was definitely on its last leg.

More Families Among Weekly Visitors

Each Saturday brings more and more families to the depot to watch the trains run, both inside and out, and to spend time browsing in the museum. Since September 11th of last year the weekly visitors to the depot has seen a steady increase. It appears that families are looking for wholesome, fun, family outings and the SBHRS provides a great option.

Recently I have taken the opportunity to reflect on what the SBHRS has accomplished since its inception. We have a lot to be proud of. I cannot help but be pleased when I consider what we have done. The SBHRS is not just a model railroad club. Not even close. I often unfairly minimize the importance of our scale operating railroad displays. There are many members of the SBHRS who frown when we are referred to as a model railroad club. I used to be one of them. Since September 11th I've grown to realize that our operating scale displays bring a lot of pleasure to our young visitors and their parents. I love to watch how the kids get excited when they see the trains running on the two layouts. I enjoy watching the parents using the scale displays and museum artifacts as tools to help educate their children.

Museum Continues Valuable Service

Speaking of the museum, can you believe what Ed Peterman (Eddy) has accomplished as our Museum Curator? While our museum pales in comparison to the California State Railroad Museum at Sacramento, it nonetheless provides a valuable service to the rail fans of the South Bay. The number and diversity of railroad artifacts that Eddy has acquired over the last dozen plus years, with limited resources, is truly amazing. One of the nice things about the museum is that it is constantly evolving. Artifacts come and artifacts go. I know that I have learned a lot about railroading in the last 16 years on account of our museum. Mostly because Ed has force fed me.

The SBHRS library is another aspect of our efforts that has exceeded my expectations. There are more railroad books in our library than I could read in a lifetime. As far as western railroading goes, it can't be beat. Russ Danley has

(Continued on Page 4)

'Train for Tots' Visit Highlights Christmas Season at SC Depot

A gathering estimated at around 500 people crowded the freight dock and loading platform of the Santa Clara Depot on Saturday, 8 December, to welcome the visit of a colorfully-lighted and decorated Toys for Tots train.

Under the sponsorship of Caltrain, the U. S. Marine Corps Reserve, the Golden Gate Railroad Museum, and Salvation Army, the "Train for Tots" and its entourage entertained at four locations along the Peninsula right of way on Saturday evening. At 20-minute station stops, the Marines collected unwrapped toys as a part of the 2001 Toys for Tots campaign. A Salvation Army band and accompanying singers presented festive holiday music to onlookers. Along with Santa Claus, Mrs. Claus, and several other Christmas characters, the bandsmen and singers traveled aboard the rail special. Another trip on Sunday evening visited a different set of stations along the line.

Inside the depot and on the freight dock, three Marine Corps Reservists and several SBHRS members accepted toys and bagged them for distribution to needy children as part of the Marines' annual campaign. Other members of the SBHRS kept the model trains running on both the HO-scale and N-scale layouts before, during, and after the real train's stopover, much to the delight of visitors of all ages.

The Santa Clara Depot was filled with visitors long before the scheduled 8:15 p.m. arrival for the train, and many returned inside the depot to again view the SBHRS layouts after the special train's departure.

Several SBHRS members contributed gifts to the drive, and the SBHRS also presented a cash contribution to the Marines. The highly successful event likely will be repeated during the holidays next year, and SBHRS and the Santa Clara Depot again will be involved.

As for the colorfully-decorated trainset, Caltrain F40PH No. 921, *San Martin*, was on the point. A pair of former RDC commute coaches and an Amtrak caboose comprised the rolling stock.

Southern Pacific Bulletin

Pages from the Past

The *Southern Pacific Bulletin* — *Pacific Lines* was the employee publication of the SP. Published monthly from the company's 65 Market Street headquarters in San Francisco, this "house organ" promoted company ideals, concerns for safety among workers, and special events and milestones.

In addition, the magazine used its workers from all the divisions to "report" social events of employees, from births, marriages, retirements, and passings, to social gatherings, intracompany sports competitions, even the results (with photographs) of fishing tournaments.

Of interest from the April 1954 issue is the photograph of Claire Boland administering a 30,000th electrocardiograph test to a SP worker/patient at the railroad's General Hospital in San Francisco.

Miss Boland is a sister of Marty Boland, an Honorary Member of the SBHRS whose contributions to the society include numerous family artifacts, and oral histories of the Maintenance of Way tool shed that is a part of the tower complex at Santa Clara Depot. He also provided an oral portrait of his family's extensive personal railroad history.

Articles on those subjects appeared in the Fall 1999 and Fall 2000 issues of the SBHRS newsletter, respectively.



30,000th ELECTROCARDIOGRAPH test to a patient at General Hospital is shown being given by Nurse Claire Boland. The machine registers action of heart muscles, enabling doctors to study the heart beat from a graph. While the full importance of these testings has not been fully determined, one thing has been proved: If we take care of ourselves our hearts will take care of us.

— From the *SP Bulletin*, April 1954

Avallone, Mishima added to Corporate Membership Roll

Jerry Avallone and David Mishima have been selected for elevation as Corporate Members by the Board of Directors of SBHRS. The selection was made by directors at the semiannual board meeting on 5 January.

Avallone joined the society in March 1999, while Mishima joined in September of the same year.

Avallone participates in the N-scale Layout activities, and maintains the membership work log, among other activities within the organization.

Mishima works in support of the museum and, among other activities, supports All-Day Lunch responsibilities.



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Meeting Facilities ... at historic Santa Clara Depot

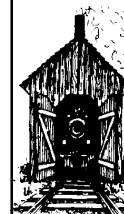
Host your next Business, Educational or Social Meeting at the South Bay's most unique meeting place

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Both of these artfully decorated and historically significant rooms are available as rentals for organizations, companies, or individuals.

For more information, pick up a brochure at the Santa Clara Depot, or phone 1-408-243-3969, or write South Bay Historical Railroad Society, Attention: Secretary or Treasurer 1005 Railroad Ave., Santa Clara, CA 95050-4319



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OF THOSE "JUNK"
TRAINS!**

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News Briefs from SBHRS



All five current Directors of the SBHRS will continue their assignments during the next calendar year. Bob Dolci will continue his responsibility as Chairman of the Board; Rick James continues as President, with Mike Wagner serving as Vice President. Chuck Catania will continue as Secretary of the organization for the second year, and Joe Hoffmann continues as the Treasurer of the SBHRS. These assignments were among the many products of the Board of Directors' semiannual meeting held at the Santa Clara Depot on Saturday, 5 January.

PRIORITIES DETERMINED — As part of that meeting, directors also established a priority list for SBHRS renovation projects over the next year, and in doing so, made preliminary plans for projects into the year 2003. First on the list is restoration of the south wall of the Santa Clara Depot. The wall has deteriorated significantly over the past several years, and is in need of major and costly work.

Second on the short list for 2002 is the completion of the decking on the street side and south end of the depot area. A significant portion of the freight dock was replaced during the recent summer and fall.

The deck work includes reconstruction of the ramp, the substructure of which was recently discovered to be seriously deteriorated.

The roof and back wall of the tool shed within the interlocking tower complex is third on the list for this year.

Deferred, probably until 2003, is effort to renovate the speeder shed and to rebuild some of the substructure at the north end of the depot.

CORPORATE QUORUM CHANGED — In another matter, board members voted unanimously to modify the SBHRS bylaws to change the number of corporate members required to constitute a quorum at meetings to a simple majority plus one. The affect is to require only 11, vice 13 corporate members present to conduct business at bi-monthly corporate meetings.

ANNIVERSARY PLANNING — Looking ahead to January 2004, the Board of Directors appointed a committee to begin preliminary planning to mark the 140th anniversary of the opening of the Santa Clara Depot. The committee will be jointly chaired by Chuck Catania and Mike Wagner. It will have been 10 years (January 1994) since the elaborate and highly successful 130th anniversary program, which included participation by Caltrain, local political and civic dignitaries, and the static display of former Southern Pacific 4-6-2 steam locomotive No. 2472 from the Golden Gate Railroad Museum.

The Chairman's Corner

2001: It was a Very Good Year for SBHRS

(Continued from Page 2)

put together an exceptional library for the use of the SBHRS members.

It would be a gross oversight to overlook the SBHRS commitment to historic preservation. The work that has been performed on the tower, the depot and the speeder and equipment sheds speaks for itself. Our effort didn't go unnoticed. The Governor's Award for Historic Preservation that we received in 1996 is a testament to our historic preservation efforts.

A Commitment to Peninsula Structures

Still, our restoration effort is only a part of our commitment to historic preservation. Let's not forget our obligation as defined by the railroad covenant that makes us responsible for all of the historically significant railroad structures on the Peninsula. Without Lorie Garcia's support we would be unable to meet this important obligation. Actually, the word support is an understatement of Lorie's efforts; she carries the whole load.

Think about it. The SBHRS has a lot to be proud of. I'm not sure how many more years the SBHRS will be around to continue its preservation efforts. I'm not even sure how long I will continue to allow the members of the SBHRS to "railroad" me into being their Chairman of the Board. I know one thing for sure; this will be the last millennium that I will have to worry about it.

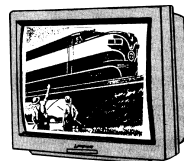
Bob

Now, new to the SBHRS Library!

Videos

Southern Pacific's San Joaquin Route - Volume 3

Vintage views, circa 1950s, of steam and diesel power along the Oakland to Los Angeles route through California's Central Valley



Books

World's Greatest Locomotive Builder: An Illustrated Treasure of the American Locomotive Company, by O. M. Kerr (224 pages)

Photos of steam and diesel locomotives built by the American Locomotive Company (Alco) between 1837 and the company's closure of its U. S. operations in 1969.



It's Your Library; enjoy it!

See Russ Danley for Checkouts

Major Historical Exhibits Featured at Sacramento Museum

Several exhibits of historical significance to western railroading currently are ongoing at the California State Railroad Museum in Sacramento. And for one of them, SBHRS Honorary Member Ralph Domenici contributed much of the photographic work and the period frames.

Road to a Thousand Wonders: Railroad Promotional Photography of the Southern Pacific Railroad opened in December in the main building of the CSRM. This exhibit features large-format black and white, and hand-tinted color photographs circa 1890-1910. Many of these are in their original frames. Often, these works of art were hung strategically in SP's depots and waiting rooms throughout the system as the railroad sought to attract travelers and tourists around the turn of the 20th century.

Many of these photos are from the personal collection of Domenici.

Coast Line, Shasta Route are Featured Promotions

The exhibit highlights several photos made along SP's Coast Line between Los Angeles and San Francisco, and the Shasta Route between San Francisco and Portland. Of particular interest are a series of photos of the missions along the El Camino Real route. *Road to a Thousand Wonders: Pro-*

motional Photography of the Southern Pacific Railroad runs through 27 May 2002.

Adjacent to the main lobby of the CSRM is another exhibit of railroad promotional artwork. *Take the Train: Sam Hyde Harris and the Art of Persuasion* displays masterful poster art created by an artist long associated with the Southern Pacific. The exhibit runs through 17 February. Hand-painted posters were commonly used in department store windows, on lobby easels in theaters and banks, and on train station walls.

Poster Art, Sketches included

Harris was a Southern California-based artist whose work appeared on behalf of all three major Southern California railroads: Union Pacific and Santa Fe as well as SP. Most of Harris' poster art was directed at

the Los Angeles-based traveler, highlighting popular destinations and promoting such trains as the *Daylight* between LA and San Francisco. The display also presents several of the artist's preliminary sketches in pencil and tempera that illustrate the technical steps required to produce a finished poster.

A third exhibit of significance to western railroad historians is *Cathedrals of Labor: The Industrial Legacy of the Southern Pacific Railroad's Sacramento Shops*. A large collection of railroad artifacts, photographs, and paper collectibles illustrate this history of the railroad's giant complex that built and rebuilt locomotives and railroad rolling stock for nearly a century. This exhibit runs through the Spring of 2003.

Dolci Reelected to SBHRS Board

Bob Dolci, current Chairman of the Board, has been reelected to the Board of Directors of the South Bay Historical Railroad Society. His five-year term runs through December 2006. Dolci was an unopposed candidate for Seat No. 5. He was elected by the Corporate Membership of the organization in voting whose results were announced at the society's December Corporate Membership meeting.



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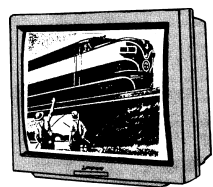
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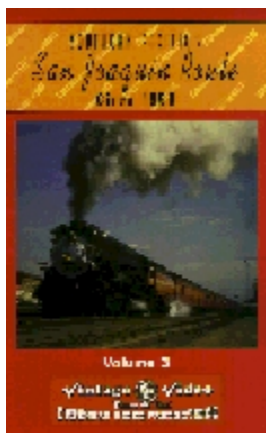
Video Review



*Southern Pacific's
San Joaquin Route — Circa 1950
Volume 3*

55 Minutes, Color and Black & White
© 2001 Catenary Video Productions

Southern Pacific's San Joaquin Route was perhaps a more workmanlike line than its scenery-inspiring Coast Line, but the passage of colorful *Daylight* consists, as well



as workhorse trains such as the *Owl*, the *West Coast*, and the mail train formerly called *Tehachapi*, nevertheless provided a handful of amateur and company photographers with superlative subject matter during the 1950s.

And throw in the predominance of steam power presented here, several mainline and local freights, and scenes of such Oakland-Sacramento locals as the *Senator* and the *El Dorado*, and you have a video program that captures a unique place and piece of railroad history.

Oakland Mole to LAUPT

This presentation, adapted and enhanced from 16mm color and black and white film footage, follows the San Joaquin Route from the Oakland Mole to the Los Angeles Union Passenger Terminal. Enroute, the viewer is treated to scenes that cannot be duplicated at the same locations today. A stop at the 16th Street depot in Oakland (razed for a freeway), Berkeley (used as a restaurant), and Martinez (replaced by a regional transit center in 2001) are particularly nostalgic. Throw in glimpse footage made in Tracy and at Lathrop, where two routes converge to form the central valley corridor to Los Angeles, and you have a wonderful collection of vignettes of railroad history in the upper

San Joaquin Valley. In short, this program provides a colorful, extensive and thorough look at the Southern Pacific's rail line through central California, with attention to steam and diesel power operating between Oakland and Los Angeles in the mid-20th century.

For this video, steam soldiers on despite the incursion of the diesel locomotive into SP's stable of power. But because SP continued to operate steam until 1957, Californians in the central valley in particular were treated to an Indian Summer of steam action. Some of the more rare shots here include SP's full-length dome lounge cars under steam power on the *San Joaquin Daylight*.

Central Valley Rail Towns

Captured in addition to motive power are glimpses of the depots and rail yards of the cities that were the "railroad" towns of California's central valley including Modesto, Merced, Fresno, and Bakersfield among others.

Several vigilant photographers are credited with this footage, including Will Whittaker, and Louis (pronounced Looie) Stein, Jr., as well as unnamed SP company photographers. The program was written, edited and produced by Don Olsen, and is ably narrated by Fred Krock.

Viewers who are old enough to remember (e.g., this reviewer) will particularly enjoy the footage at Crockett showing a single-span highway bridge for U. S. Highway 40 that crossed the eastern edge of San Pablo Bay just west of the Crockett SP Depot and the C&H sugar refinery. Today, a second highway span parallels the first, and the highway is Interstate 80. And the trains are mixed Union Pacific manifests and

(Continued on Page 7)

Books, SP Video Added to Library

Western Pacific Color Guide, another in the series of excellent books published by Morning Sun Books, tops a list of additions to the Library of the SBHRS at the Santa Clara Depot. And a recent video, Espee's *San Joaquin Route — Circa 1950, Volume 3*, a production from Catenary Video, complements a hardcover book on the same subject that was also added to the library during 2001.



The World's Greatest Locomotive Builder: An Illustrated Treasure of the American Locomotive Company, also was purchased for the SBHRS. This 224-page book features photos of perhaps every type of steam and diesel locomotive built by the American Locomotive Company (Alco) between 1837 and the company's U. S. operations closure in 1969.

This compendium of steam and diesel power covers the consolidations of many companies that became Alco, from foundings that began in 1837 until the Alco company shifted operations to Canada in 1969.

Another significant addition to the library is the Second Edition (2001) of the *Pacific Fruit Express*, a comprehensive history of the refrigerator railway company that was at one time jointly-owned by Southern Pacific and Union Pacific. This outstanding book was written by Tony Thompson, Robert Church and Bruce H. Jones.

Facts from the Past

In 1930, the Southern Pacific operated 43 ferry boats on San Francisco Bay, which handled 6,117,000 cars, and 15,000,000 passengers in that year.

The first Southern Pacific CTC section was a 40-mile stretch between Stockton and Brighton, opened in April 1930.

— Contributed by Ed Peterman

San Joaquin Route Video Hits the Mark

(Continued from Page 6)

Amtrak *Capitols*, *San Joaquins*, and their long distance cousins.

Overall, the presentation of steam power is most impressive. SP's 2400-series Pacifics, 4300-series Mountains, and 4400-series Northerns are well displayed.

At Tracy, there is footage of a 2-6-0 Mogul — called Valley Mallets by SP workers.

Stripped of their Daylight livery by this time, the GS-4s were still the dominant power on the *San Joaquin Daylight*. Yet the Mountain locomotives, which frequently powered the valley *Daylight*, were still clad in their colorful, if abbreviated, *Daylight* paint scheme.

Another highlight is a quick peek at the Santa Fe's *San Francisco Chief* bound for Oakland. And unique coverage of the Santa Fe at Bakersfield presents a mail train under steam power, while an EMD FT lashup in the cat whisker paint scheme drifts by. Santa Fe's competition to the *San Joaquin Daylight* during this time frame, the *Golden Gate*, awaits passengers adjacent to the Santa Fe's Bakersfield Depot.

SP's Problems of 1952

The narrator touches on the problems SP experienced in 1952, when storms in the Sierras and along the Coast Route hampered operations in the winter. Recovering from the destruction of those events, the railroad then was hit with the affects of the Tehachapi earthquake in July of that year. Still photos along the route between Caliente and the

town of Tehachapi document the quake's damage to the tunnels, rails, and the trackside structures, such as the water tower in Tehachapi.

The video completes its journey southbound through Lancaster, Palmdale, and Soledad Canyon, where the viewer enjoys a pair of 4300s, each in Daylight livery, leading a *San Joaquin Daylight* consist against a backdrop of the canyon walls. The video culminates with footage made at Burbank, Glendale, and LAUPT.

The video is another "must have" for the collector of Southern Pacific steam and early diesel action. 🚂

— Reviewed by Joe Hoffmann

This video is available for checkout from the SBHRS Library. See the Librarian for details.

The Santa Clara BLOCK



South Bay Historical Railroad Society, Inc.

EDITORIAL COMMENT

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

SBHRS at Santa Clara Depot:
1-408-243-3969

Website:
www.sbhhs.org

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Joe Hoffmann, Treasurer

Joe Hoffmann
Newsletter Editor and Publisher

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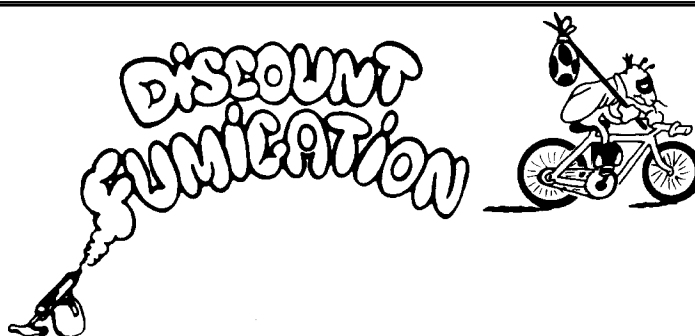
Marker Lamp, Western Union Sign Among Museum's New Artifacts

The SBHRS museum has acquired a variety of "new" artifacts over the past several months as reported at the December meeting of the corporate membership.

Two purchases included an electric-powered Adlake Model No. 1158 marker lamp marked UPRR, and a 14 x 18-inch poster from the Association of American Railroads promoting the "Highball to Victory" slogan popularized during World War II.

Loaned to the museum by member Will Anderson is a metal porcelain oval sign for the Western Union Telegraph and Cable Office. The sign is dual sided, and configured to hang from a bracket.

For the year ending with the report at the December corporate meeting, Historian and Museum Curator Ed Peterman acquired 70 items for use and display in the museum.



Mike Carpenter
Owner/Operator
OPR 6242 and FR 4334

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**Southern Pacific
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SAN JOSE

Subject to change without notice
September 18, 1974

TIMETABLES — A Calendar of Events

SPECIAL EVENTS

Daily, now through Spring 2003

*Cathedrals of Labor: The Industrial Legacy
of the Southern Pacific Railroad's
Sacramento Shops*

An exhibit of historic photographs, maps, and shop
machinery of the SP Sacramento Shops, once the
largest industrial complex west of the

Mississippi River
California State Railroad Museum
Sacramento

<http://www.csrmf.org/>

Saturday, 9 March 2002

9 a.m. to 5 p.m.

Winterail 2002



Railroadiana Show & Sale
Scottish Rite Masonic Center
Stockton



SBHRS Website: www.sbhhs.org

SPECIAL EVENTS (Continued)

**Saturday and Sunday
9-10 March 2002**

11:00 a.m. to 5:00 p.m.
Great American Train Show
Cow Palace
Daly City

Daily through 27 May 2002

*Road to a Thousand Wonders: Promotional
Photography of the Southern Pacific Railroad*

An exhibit of original photographs
along the SP's routes
California State Railroad Museum
Sacramento

<http://www.csrmf.org/>

**Saturday and Sunday
30 November-1 December 2002**

11:00 a.m. to 5:00 p.m.
Great American Train Show
Alameda County Fair Grounds
Pleasanton

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, 9 April 2002

RECURRING EVENTS

Every Saturday, 9:30 a.m. to 3:00 p.m.
Open House at Santa Clara Depot

Every Saturday, 9:00 a.m.

Work Parties
for Depot and Tower Restoration,
and Facility Maintenance
Wear Appropriate Clothing

Second Tuesday

**in February, April, June,
August, October & December
7:30 p.m.**

Bi-Monthly Meetings
of the Corporate Membership
of SBHRS
Santa Clara Depot

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Santa Clara Caltrain Station
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Santa Clara, CA 95050-4319**

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