

Volume 11
Number 2
Spring 2002



The Santa Clara

BLOCK



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www.sbhrs.org

Display Panel Project on Track for October Dedication Ceremonies

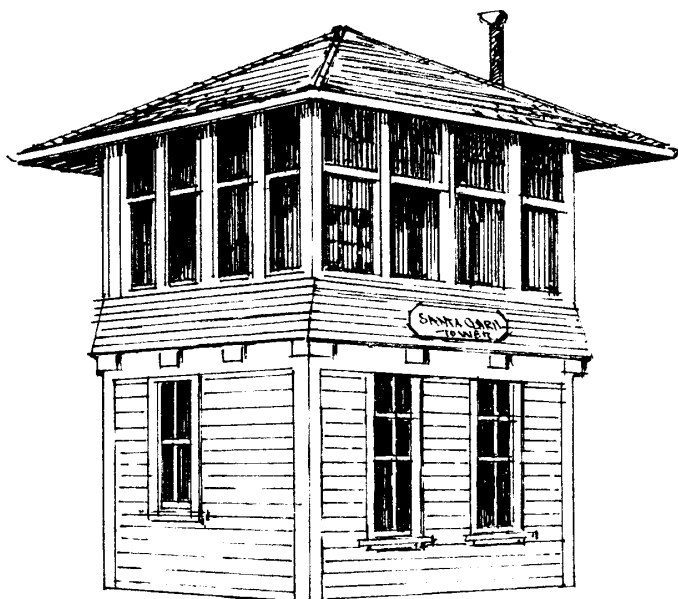
One project that has been but a part of the major effort to restore the Santa Clara interlocking tower has been the work to restore the illuminated display panel that is on the second floor of the building.

That panel, simply, is a visual prompt that historically was used by tower operators to monitor the movement of trains within the operators' jurisdiction. To that end, work continues presently to complete its restoration — along with the rest of the building

for the former Southern Pacific Railroad in 1993. When it closed, the SBHRS undertook responsibility to restore and maintain the structure and its workings as a part of the organization's museum building complex.

— in time for the rededication of the Santa Clara Tower that is scheduled near its 75th anniversary on Saturday, 12 October. The rededication event is

Several SBHRS members — and several hundred manhours — have contributed to the panel project, which now has been underway for nearly two years. But completion is in sight, according to Chuck Catania, project manager for the tower restoration.



The SBHRS workers' attention to detail is probably more than was exercised by the railroad when the panel was originally built and installed.

part of the City of Santa Clara's sesquicentennial celebration marking the 150th anniversary of the community.

Along with the tower, the display panel was last in active railroad service

The 24 x 60-inch illuminated display panel showed the operator the interlocking plant's track diagram and, in white lights, the occupancy of blocks by trains. Signal and switch numbers are included on the diagram. And below the display panel is the signal indication board, which has a light

(Continued on Page 3)

**Elsewhere
in the
Block . . .**



Recollections of the
SBHRS Museum Curator

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The Premature Death
of a Senator

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*United
We
Stand*

Recollections of the SBHRS Museum Curator

By Ed Peterman

Historian and Museum Curator

I literally "backed into" the originally nonexistent job of museum curator. In 1985, the SBHRS was created by twelve founding fathers, of which I was one. I was nominated by Bob Dolci to be the treasurer, "because you're a cop and can be trusted with the money." I responded to the nomination by stating I only could balance my checkbook to the nearest one hundred dollars, and couldn't do a 1040 tax form. Bob replied, "Don't worry, my brother is an accountant and he'll help you." The treasurer's job also had the responsibility of making out receipts for 501(c)(3) purposes and keeping a record of all donations, including any artifacts that might come into the depot. (Marty Boland was one of the first donors of artifacts in 1986.)

Much to the relief of all, I moved to the position of secretary for SBHRS in July 1987, due to a turnover in Board personnel. I carried with me the responsibility of museum donation record-keeping, at least partly because I was the only one who knew how to make use of some unique artifacts Jim Holmes and Chuck Hopkins had previously brought in to the depot. In September 1989, a railroading dealer came to the depot selling lamps and lanterns. Due to the fact that we were finishing up the exterior depot restoration and had a reasonable balance in the checkbook, I was able to talk the Board into purchasing five items for a sum of \$200.00. Three of these items are still hanging on the north wall of the library.

It was this event that brought the Board of Directors to realize that if a viable railroad museum was to exist (as required by our 501(c)(3) tax status and our charter), a museum budget should be allocated. At the 11 October 1989 Board meeting, I was nominated and elected to be the Museum

Curator for a two-year term. I was given a start-up allowance of two hundred dollars, plus ten percent of the monthly membership dues for the museum budget. There were about 30 active members in the organization then, so the museum income was thirty dollars a month. I had discovered antique shows and quickly spent the next year's allocation. Finally, in 1991, I was given a livable annual budget for the museum.

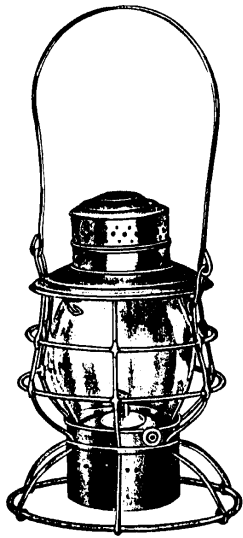
At the June, 1992 railroading show in Sacramento, I met Ralph Domenici. Through Ralph, I learned many of the basic but valuable rules of collect-

kind enough to give me a call a week before Christmas 1993.

"You want a dual-bladed style B semaphore signal? Come and get it at Gold Hill, Oregon."

The unit, 30 feet tall, arrived at the depot one week after our 130th anniversary celebration in January 1994.

The 130th anniversary celebration of the first through train passing the Santa Clara Depot on the San Francisco and San Jose Railroad on 14 January 1864, was the result of an idea that came to me in May 1993. I thought I could convince the Golden Gate Railroad Museum (GGRM) to run Engine



'Dumpster diving . . . became a weekly early-morning sport for me from late 1990 to early 1993. The SP was updating many signals around Santa Clara and the Peninsula for Caltrain, and later the JPB . . . I was able to salvage many small parts, as well as some of the signals from the area, which are now on display in the museum.'

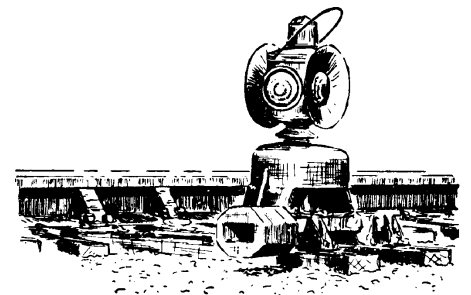
—Ed Peterman

ing railroading. With Ralph's generous loans and donations, the SBHRS Museum displays became more sophisticated. Ralph has loaned about twenty-five percent of the items now on display at our museum.

Dumpster diving at the Division Signal Shops, at that time located across from the depot, became a weekly early-morning sport for me from late 1990 to early 1993. The SP was updating many signals around Santa Clara and the Peninsula for Caltrain, and later the JPB during this time period. I was able to salvage many small parts, as well as some of the signals from the area, which are now on display in the museum. Through Jim Holmes, I befriended the Signal Shop foreman, J. J. Gonzales. I was able to get the Newark CTC control panel delivered to the depot the day after it was taken out of service; and later, was able to pick up the San Jose Depot CTC board from the San Jose depot, all with J.J.'s help and influence.

When J.J. was promoted to Superintendent of Signals, Northern District, he was

No. 2472 to our depot free-of-charge and to convince the JPB to let the GGRM run on their tracks for free, using this event as a promotional opportunity for the historic commute route and the depots along the way. They could also display their equipment out on the tracks.



After a rocky preliminary discussion with GGRM executives, Ralph Domenici stepped in and was able to convince them to run No. 2472 for this celebration. Because of my work constraints (and my lack of political correctness), John Dietrich and, to a lesser degree Bob Dolci, were instrumental in getting the JPB to participate with GGRM.

(Continued on Page 7)

Santa Clara Tower: It's Coming Back to Life

(Continued from Page 1)



for each signal under the control of the interlocking plant. Historically, when a light was lighted in white, it meant that the signal was green for the locomotive engineer running in that block.

The restoration work hasn't been easy. The panel is old, and was "modified" by the signal section workers over the years to reflect changes in the display of track alignment and signal locations. Many of these changes were, of course, made without consideration for historical preservation and done "live" while the tower was controlling train movements. So, anything, even a felt-tip marker, was used to "change" the panel. And some text changes were made with a Dynamo labeler. So the present restoration work started with the creation of an engineering drawing of the "as was" condition. The full-sized accurate drawing preserved the content of the board and enabled a faithful restoration of the panel by SBHRS members.

Automobile Paint Used

After the drawing was completed, the steel panel was stripped and painted with an automobile primer. (One of the problems that faces restoration workers today is accomplishing it within current environmental laws and safety regulations. Lead-based paints — so common before their hazards were rec-

ognized — must be replaced with paints that meet current standards.)

After the primer, a flat black acrylic automobile paint that is used for synthetic car bumpers was applied because it provided a close appearance to the original paint finish. The automobile industry even contributed the white tape — automobile body striping — used to illustrate the track layout of the Santa Clara Yard on the panel.

Dry Transfers Created

The symbols for the signals and the switch numbers were created using a computer drawing program and then sent to the Letraset Service Bureau in England, where dry transfer white letters and numbers were produced. The dry transfer data then was burnished by hand and sprayed with a matte fixative for protection.

New sockets and lenses for the lights on the panel were acquired and installed. The original wood frame was sanded, then finished with a Danish oil stain, which among other attributes brings out the natural wood grain and the imperfections in the wood. The volunteers then attached the original wiring to the lamps.

The maze of wiring required for the display panel — there could be as many as 48 signals for which indicators were required — runs through a conduit down to a wire closet on the first floor of the tower building. And, "We used original wiring where-

ever possible," reports Catania.

When all the electrical connections are completed and the system is attached to a computer, SBHRS docents will be able to demonstrate the interlocking system by a computer simulation program that demonstrates the functionality of the interlocking switch controls, as well as the illuminated display panel.

Work is Documented

Along the way, Catania, and a support crew that includes Ed Peterman, Walt Stephenson, Roland Trautwein, and Jerry Avallone, have documented their work with computer-aided drawings (CAD) and digital photos to ensure the integrity of the project, as well as to provide a legacy of information for future generations. Lots of help also was received from Jim Holmes, an honorary SBHRS member who was a signal maintainer and later a signal foreman before retirement from the Southern Pacific Railroad. Holmes provided extensive technical advice on the workings of the system. Catania thinks that these workers' attention to detail is probably more than was exercised by the railroad when the panel was originally built and installed.

Panel Project 80% Complete

With the dedication ceremony less than six months away, the project to restore the panel is about 80 percent complete, Catania says. So when friends, dignitaries, former tower workers and SBHRS supporters gather before the tower in October, the festivities will culminate a nine-year effort to bring the tower back to life. 🚂

Meeting Facilities ... at historic Santa Clara Depot

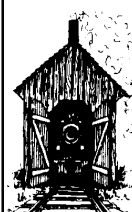
Host your next Business, Educational or Social Meeting
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The Board Room
at Santa Clara Depot

The Freight House
Meeting Room

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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SANTA CLARA, CA 95050
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TUESDAY - SATURDAY, 9:30 A.M. - 6 P.M.

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Looking Back in Time . . .

The Premature Death of a *Senator*

Editor's Note: The June 1962 issue of the SP Bulletin reported the end of service of the railroad's *Senator*, a train that was the last of a one-time fleet of trains that provided daily passenger service between the

bi-level "California cars" and a dining car that serves both cold and microwave-heated breakfast, lunch and snack foods and hot and cold beverages.

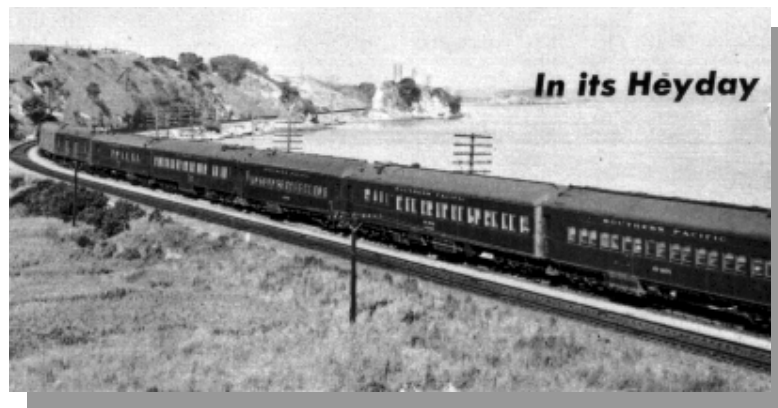
her last run on May 31 (1962) after 35 years of continuous daily operation.

Discontinuance of the train (Nos. 223 and 224) was authorized by the Public Utilities Commission of the State of California.

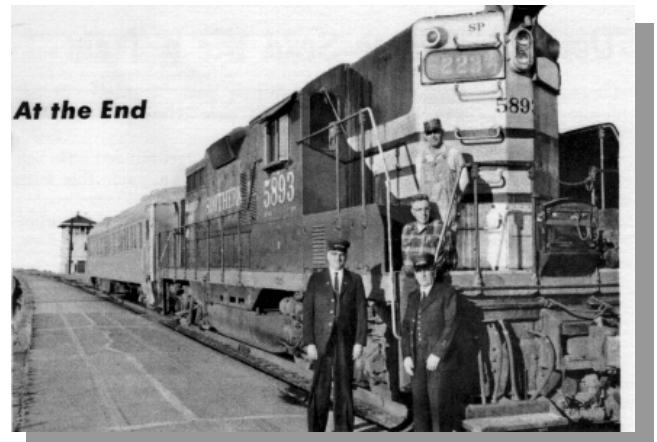
Reason for the demise of the *Senator*: lack of public patronage.

This wasn't always so. In the old days the *Senator* was a long, lively, passenger-filled train rolling to Sacramento each morning, returning to Oakland each evening.

During the carefree days of the Roaring Twenties there were 11 local trains running each way each day between the two cities — and the *Senator* was the most useful and elegant of them all.



Oakland Mole and Sacramento. The Bulletin's report on the *Senator*'s demise is provided here. Ironically, nearly 30 years passed before Amtrak and the State of California joined forces in 1991 to establish Capitol Corridor service between the San Francisco Bay Area (San Jose for some trains) and Sacramento with three trains each way. Today, Capitol Corridor service includes nine weekday trains (fewer on weekends) between Oakland and the capital city. Services feature specially designed



Until 1927, these trains, which had been in service since 1879, were merely identified by number. But in 1927 they were given names befitting their status as carriers of the law makers and public servants of California — names like the *Senator*, the *Legislator*, the *Governor*, the *Statesman*, and the *El Dorado*.

Now all of these colorful locals have faded into history, victims of a trend they were powerless to stop: the emergence of new and better automobiles and wider, safer highways to drive them on. Private automobiles became the preferred mode of travel for Americans.

The *Senator* did not give up easily. During the '30s she handled as many as 16 cars, *(Continued on Page 5)*

Now, new to the SBHRS Library!

Books

Western Pacific Color Pictorial — Volume 2

Vintage views, circa 1950s to 1970s, of WP's diesel power throughout the railroad's system. There is coverage of WP's classic F-units, EMD GP35s, GP40s, GP40-2s, and the road's specially painted bicentennial diesel locomotives. Coverage also includes the rainbow of power operated on the Highline because of run-through service with the Burlington Northern.



The Passenger Car Library

Volume 5 — Santa Fe - Southern Pacific

Photos and floor plans for head-end and passenger cars built by the Budd Company and American Car and Foundry (ACF) between 1937 and 1957. Included are SP's *Sunset Limited* cars, SP's bi-level gallery commute cars, and Santa Fe's hi-level chair cars built for *El Capitan*.

It's Your Library; enjoy it!

See Russ Danley for Checkouts

Senator's Patrons Forsake Train for Travel by Cars, Buses, Planes

(Continued from Page 4)

including a luxurious dining car that was popular with state officials.

SP old-timers recall that during this period the *Senator* often ran in five sections, each train with a consist of 15 or more cars.

But with the gradual loss of business to the automobile, the *Senator's* consist dwindled car by car until by 1950 there was an average of six cars, and a combination café-lounge car which had replaced the full dining car service. Business continued to decline and in 1956 the snack car was removed from service.

The *Senator* this past year consisted of a diesel locomotive and usually only one coach.

Through 1961 a daily average of 21 revenue passengers — about half a busload — patronized the train in each direction. Gross revenues of the train failed to make up even half the wages of the 4-man train crew.

In an effort to stimulate patronage of the train, SP spent more than \$100 a day on local advertising during the first four months of 1961 alone; but to no avail.

The public did not patronize the *Senator*. It was much easier and more convenient to go by automobile or bus on the new fast non-stop freeway between the Bay Area and Sacramento.

And there are now 26 local buses running each way between San Francisco and Sacramento, 16 of them non-stop express; and for those preferring to fly between the two points, airline service is offered.

The *Senator* was not patronized simply because she was not needed. For 35 years she carried on faithfully and well, still working after the passengers had deserted her. Now she bows gracefully into retirement.

— From the *SP Bulletin*, June 1962

A Glossary of Railroad Terms

(Another in a Series)

Reprinted from *Lingo of the Rails*, originally published in the June 1940 issue of *Railroad Magazine*.



Here is a variety of terminology in vogue in the railroad industry during the 1940s. See how many of these are still common today.

GREASE — Graft or tip, such as money paid to hasten the orderly routine of car movement

GRUNT — Lineman's ground helper. *Grunting* is working as a lineman's helper



Plaque Presentation Made at February Meeting

SBHRS Chairman Bob Dolci (left) and Ed Peterman share the joy in recognizing Peterman for his role in the establishment in 1985 and continuing maintenance of the railroad museum at the Santa Clara Depot. A plaque commemorating his role and naming the museum in his honor was presented to Peterman at the Corporate membership meeting of the SBHRS on 12 February. The plaque is on permanent display in the Freight House Meeting Room of the depot.

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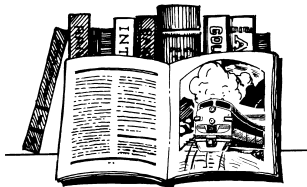
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Book Review



Sacramento Northern Gallery
 By James H. Harrison
 96 Pages

© March 2002 — Shade Tree Books

Presented in a scrapbook format, *Sacramento Northern Gallery* portrays this unique regional electric interurban railway through the photographic lenses of several noted Bay Area and northern California photographers, including Will Whittaker, Dick Dorn, Fred Matthews, and Art Lloyd, among others. As its subtitle states, this is a photographic journey from San Francisco to Chico. The range of SN's route was only 180 miles between those two cities.



Only two pages of text data, plus one page devoted to a system map created specifically for this book, are used to introduce the reader to the subject matter. But there's a lot to learn from those brief words.

We are told by author Harrison that at one time, SN's services included mainline passenger services, and commute trains into Sacramento, as well as into San Francisco and Oakland. And the line operated street-car service in Sacramento, Chico, and in and around Marysville-Yuba City.

For a brief period in time — three years to be exact — a passenger could actually board a train in San Francisco, traverse the Bay Bridge on which rail service was inaugurated in 1939, and travel the streets of Oakland before encountering severe grades and disappearing into a tunnel through the Oakland hills, emerging in the then sparsely populated lands around Moraga, Walnut Creek, and Concord.

From the Contra Costa County locations, the SN's trackage sped across the valley toward Sacramento, passing through Rio Vista Junction where today a museum is home to many artifacts and rolling stock

from the Sacramento Northern.

But its mainline passenger service was terminated in 1941, we are informed, and the SN became an electrified freight-only line.

During its electric years, a variety of passenger motors were used, some of them home-built. For the freight trains under electric power, homebuilt, General Electric, and Baldwin-Westinghouse locomotives were the power options.

Dieselization came to the railroad just after the end of World War II, due in part to increasing concerns over the liability of using unprotected third rail in the regions north of Sacramento.

While heavy in photographs and light in text, the pictures are well captioned with dates and locations, making this soft cover book a welcome addition to the library of the SBHRS.

—Reviewed by Joe Hoffmann

Passengers Car Books Top Library Additions

Volume 5 of the *Passenger Car Library* series, which features Santa Fe and Southern Pacific passenger cars built by the Budd Company of Philadelphia, is one of the feature additions to the Library of the South Bay Historical Railroad Society.

Another significant addition is Volume 2 of the *Santa Fe Heritage* series written by Stephen and Cynthia Priest.

Donated to the library during the last quarter were two volumes on *Union Pacific Passenger Cars*, which deal with all the UP cars before and after the 1950s.

Map from 1904, Playing Cards Added to Museum

A copy of a map from the California State Railroad Museum in Sacramento that shows the tracks and building locations around the Santa Clara Depot highlights the recent additions to the Peterman Museum of Railroad History at the Santa Clara Depot. The map is dated January 1904.

Also added to the museum collection during the past three months have been a deck of Southern Pacific playing cards in new condition, and a cast aluminum sign admonishing railroad workers to "Attend to Derailing Switch."

An Adams & Westlake locomotive number display board containing SP locomotive number 2150 also was added to the museum.

Another addition is a black and white photo made in 1903 of the San Jose Depot on Bassett Street, the station used in that city by Southern Pacific prior to 1935 when the Cahill Street Depot was opened.

A telegraph resonator box with extender arms that was manufactured by O. C. White & Co., with a patent date of 7 August 1911, was loaned to the museum collection by SBHRS member Will Anderson.



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

CLEAN OUT YOUR CLOSET OF THOSE "JUNK" TRAINS!

Donate Your Unneeded Trains to the SBHRS Company Store. Contract Store Rep for Details

Loans, Donations Bolster Museum

(Continued from Page 2)

The JPB went for the concept with great enthusiasm; and advertising and promotions fell into place, especially after John was able to talk ESL to be the corporate sponsor of the historic event. ESL provided a large tent, which was placed in the south parking lot to house the many booths of antique dealers and railroad group displays (including Amtrak, Feather River Rail Society, Pacific Locomotive Association, and Golden Gate Railroad Museum to name a few. Ralph filled two baggage wagons with railroadiana, which were displayed in the middle of the meeting room; politicians, including then Congressman Norm Mineta, gave political speeches and added stature to

the occasion. The weather was clear and warm over the weekend, and over 10,000 people viewed our facility and Engine No. 2472.

An Instrument of Education

A lot of loans, donations and purchases have been made to and for the museum in the last ten years. By far, Ralph Domenici and Bob Dolci have the edge on the quantity of items loaned. Because of the variety of hand lanterns, switches, semaphores, and marker lamps on hand, as well as the CTC boards and signal mechanisms (both static and operational), I see that the museum has drifted towards being a signals museum. I am also striving toward more displays that tell the work history of railroad employees to give a more human touch to the artifacts. Either way, the museum is an instrument of education for the members and the public.

The next unique museum exhibit about to go on line is our tower. After a great two-year group effort to restore the exterior, Chuck Catania took on the task of interior renovation in 1999. All interior work is nearing completion save for the second story flooring and one half of the tower's first floor. The interlocking display board has been redone to represent the track and signal layout of the tower's control area during the 1966 to 1988 era.

World Class Exhibit

The next task will be to renovate the interlocking machine and to combine its function with computer equipment that Chuck has obtained. Soon the tower operator will be able to simulate any train movement through the interlocking machine and display board. When all is completed in 2003, this museum piece will be a one-of-a-kind

world-class exhibit.

I want to give recognition and thanks to all the members who have given me both help and input for the displays. Now that I have retired from my job (19 April 2002), I will hopefully have more time to devote to the museum.

Right Time, Right Place . . .

A great deal of right time, right place, right people and luck has brought fruition to this museum. I was completely surprised and overwhelmed by the Board of Directors' action, taken in February 2002, of naming the museum after me. I sincerely thank the Directors and membership for this honor. I know that, even though the museum may be named after me, the museum belongs to all of us. 🏠

Frees Named Honorary Members

In recognition of their long-term service in support of the South Bay Historical Railroad Society, Peggy and Bob Freed have been named Honorary Members of the organization. The recognition was awarded at the semiannual Board of Directors meeting in January.

The Freeds relocated to Modesto last year, necessarily reducing their participation in the activities of the organization. However, their contributions have been significant over many years. Bob Freed has served in various capacities in support of the club's HO and N-scale model railroads, as well as in support of facility operations and maintenance, and in operating the SBHRS Company Store.

Peggy Freed for several years has served as the corporate administrator of the SBHRS, where her responsibilities included many of the day-to-day requirements and activities of running a small business. Peggy also managed and operated with Bob the Company Store, and has been responsible during several Open Houses for highly successful operations that netted significant revenue for the SBHRS.

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

SBHRS Board of Directors

Bob Dolci, Chairman of the Board
Rick James, President
Michael Wagner, Vice President
Chuck Catania, Secretary
Joe Hoffmann, Treasurer

Joe Hoffmann
Newsletter Editor and Publisher

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SAN JOSE

Subject to change without notice
September 16, 1974

TIMETABLES — A Calendar of Events

SPECIAL EVENTS

Indefinitely, Tuesdays through Sundays

10 a.m. to 4 p.m.

Journey to Work:

Pioneering Patterns of Growth

San Mateo County History Museum
777 Hamilton Street, Redwood City, CA

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
California State Railroad Museum
Sacramento

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

Sunday, 30 June 2002

9 a.m. to 3 p.m.

26th Annual

Great Pacific Railroadiana Show and Sale
Scottish Rite Masonic Center
Sacramento

SPECIAL EVENTS (Continued)

Sunday, 24 November 2002

9 a.m. to 3 p.m.

9th Annual

*Gold Coast Railroad Antique
Show and Sale*
Napredak Hall
770 Montague Expressway
San Jose

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 July 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



SBHRS Website: www.sbhhs.org

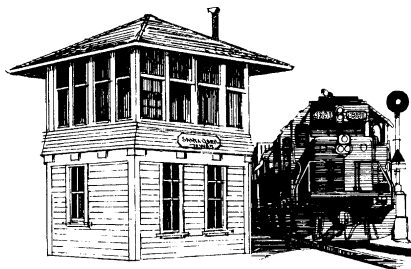
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**FALL 2002
MODEL TRAIN SHOW
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