

Volume 15
Number 1
Winter
2006



The Santa Clara

BLOCK



Published Quarterly by the South Bay Historical Railroad Society, Inc.



www.sbhrs.org

San Jose Depot Celebrates 70 Years

New Station Secondary to SP Line Realignment in 1935

By Joe Hoffmann
Newsletter Editor and Publisher

The venerable former Southern Pacific San Jose Depot on Cahill Street has just passed its 70th anniversary.

When it was constructed in 1935, the depot and other Southern Pacific track work through central San Jose represented a major shift in the relationship of the railroad and the city. For, in addition to the building of a new, state-of-the-art facility for passengers, the railroad also rerouted its main line from a street-running route down Fourth Street to an entirely new right of way through what at that time was San Jose's west side. And, by approving construction of nine subway or viaduct crossings of the new rail line, the railroad effectively ended a dissection of the city that had existed since 1864.

Overall, the project cost \$3.5 million¹ (that's more than \$49.7 million in 2005 dollars, adjusted for inflation²).

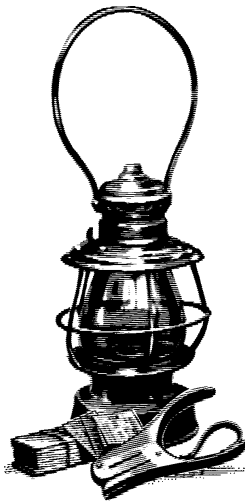
Central to the track realignment project was getting the rails off of Fourth Street, and ensuring that San Jose's east-west streets were not bisected by slow-moving freight trains.

The need to "get the rails off Fourth Street," was recognized as early as 1900, and beginning in 1906, the railroad actually started acquiring lands for a "west side" line through San Jose. It remained the city's dream for 30 years to get the railroad off Fourth Street.

World War I halted any thoughts of development of the new route, as the SP, along with all railroads, was under the control of the federal government. Over the next 10 years, development of a west side line was stalled by political infighting regarding the

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April Dates Set for Spring Model Train Show



The SBHRS' Spring Model Train Show and Open House is set for Saturday and Sunday, 8-9 April at the Santa Clara Depot. In addition to the operating HO- and N-scale model railroad displays, and the historical artifacts available for entertaining visitors, the interlocking control tower is expected to be available for tours.

Also, the SBHRS will hold its sale of model railroad equipment and rolling stock and railroad memorabilia, books and videos, one of the most popular aspects SBHRS train shows.

New entrance donation "fares" of \$5 for adults will be instituted for the first time, along with the caveat that all persons under age 18 are admitted free.

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**United
We
Stand**

The Chairman's Corner

By Bob Dolci, Chairman, SBHRS



Depot of Dreams

I'm sitting here in the SBHRS Board Room deep in retro reflection. In other words, I am daydreaming about the past. Specifically I'm reflecting on the past twenty years. Who ever would have figured that the SBHRS would have survived for the last twenty years let alone been as successful as it has been? More amazing yet, who would have think that I would have been part of it for so long?

With a few minor exceptions, today's SBHRS is stronger and better than anytime in the past. We have more active members, we have a couple of better than average scale layouts, we have an outstanding library, and we have one of the better collections of railroad artifacts on display in the San Francisco Bay Area. As I mentioned in my last *Santa Clara Block* ramblings, about the only issue confronting the SBHRS is the fact that the average age of our membership is approaching ancient. To the few members that we have who are less than 15 years old, they are prone to believe that most of us have at least one foot in the grave. Of course this is far from the truth. On the other hand, currently I feel like I have one foot buried in a grave. I've had my left foot/leg in a cast for the last 16 days. I think that it is made of lead. The cast, not my foot.

The Answer? The Depot

So why am I taking up valuable *Block* space to talk about my cast? You see, I should be home with my foot elevated. Two days ago I had 32 stitches removed from the back of my leg. That's what happens when you have three inches of your Achilles tendon removed and reconstructive surgery on your calf muscle. Again you ask, why is Bob boring us with this non-depot related dribble? Is he looking for sympathy? The real question is, why is Bob at the Depot writing this critical piece of journalism when he should be home with his foot up on a pillow? The answer is the same for all of the questions posed above. The Depot. Yes, the Depot. The Depot and the members of the SBHRS have been an important part of my life for the last 20 years. In spite of the fact that I should be home, I feel compelled to show up at the Depot and hang out with the guys. You see, the Depot in many respects is my field of dreams. Well, at least it influences my daydreams.

Hanging out with the guys is one of the benefits of belonging to the SBHRS.

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Restroom Renovation Set as First Work Priority

Renovation of the two bathrooms adjacent to the library of the SBHRS is the top work priority established by the Board of Directors of the SBHRS for Calendar Year 2006. Work already has begun (in late January) on the project that includes replacement of subflooring and floor covering in both the men's and women's restrooms, and the installation of new plumbing and hardware as required. In addition, new flooring for the hallway will be laid by volunteers of the SBHRS, and the entire area will be repainted.

These restrooms serve the Valley Transit Authority transit operators during the week, and the general public and SBHRS membership during public hours at the Santa Clara Depot.

The restroom project was necessitated when floor tiles in the men's room became damaged beyond routine repair. Also, odors from the rotted subflooring permeated the area around the men's room. The restroom project is expected to be completed in a few weeks.

Other priorities for CY 2006 include 2) painting of the exterior of the Santa Clara Depot, 3) restoration of the tool shed, 4) restoration of the speeder shed, and 5) continued restoration work on the Santa Clara Tower.

Prioritized for CY 2007 at this time are 1) the installation of the VTA wheelchair lift adjacent to the trackside dock, 2) reconstruction of the depot substructure, 3) installation of a video security system, and 4) replacement of the sound system in the meeting room of the depot.

Now, new to the SBHRS Library!



Video

Daylight: The Most Beautiful Train in the World

57 Minutes, Color and Black & White DVD

© 2005 by RK Publishing, Golden, CO

It's Your Library; enjoy it!

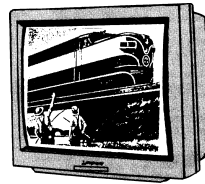
See the Librarian for Checkouts

Gilstrom Elected to Board

Robin Gilstrom has been elected to the Board of Directors of the South Bay Historical Railroad Society in the organization's annual election in December 2005. This is Gilstrom's second stint on the board. He also served multiple terms over a 13-year span ending in 2000.

At the semiannual Board of Directors' meeting on 7 January, Gilstrom was selected to be the secretary of the organization during the current calendar year 2006.

Video Review



Daylight: The Most Beautiful Train in the World

57 Minutes, Color and Black & White DVD
© 2005 by RK Publishing, Golden, CO

Any historian familiar with the Southern Pacific's *Coast Daylight* passenger train from observations made anywhere from 1937 to the mid-1960s recognizes that the title of this video is a most fitting reference to the train that for much of 33 years was SP's premier passenger train.

Even the railroad's most prominent sleeping car trains – such as the *Lark*, or *City of San Francisco* – failed to gain the accolades or capture the imagination of the *Daylight*. Only the *Daylight*, as inaugurated on 21 March 1937, spawned similar trains along its Coast Line route, the Central Valley Route, the Shasta Route and even a route in Texas. For it was the *Daylight* that provided a birthright to the *Noon Daylight*, the *San Joaquin Daylight*, the *Shasta Daylight* and even the *Sunbeam* in Texas.

Now, producer Richard Luckin has brought to a television or computer screen near you a wonderful DVD that uses historic color films – enhanced for video presentation – and a smattering of black and white still photos to allow us to relive the glory days of the Coast Line's premier passenger train.

Luckin has ensured the viewer's enjoyment of this video by using professional narration, specifically noted television (*Family Ties*) performer and railfan Michael Gross. Gross's voiceover and on-screen narration supports the video's use of noteworthy SP workers, historians, passengers, and observers of the train to tell the story of the *Daylight*. Included in the list of those commenting for this program is our own honorary SBHRS member Bill Settle. Included, too, are noted SP historian Richard Wright, railroad filmmaker and photographer Don Olsen, former Western Pacific and Amtrak publicist Art Lloyd, and Stephen Drew, from the California State Railroad Museum in Sacramento.

Through some of the still photos, Luckin's video notes the national radio coverage on NBC and movie-star christening that accompanied the inaugural run of the train from Los Angeles.

The daily service of the beautiful orange, red, black and silver streamliner was an instant success. Its first-class amenities included a parlor observation car, a straight parlor car, and a full-length tavern lounge car. This car, it is noted in the video, attracted enough income to cover the daily



operating expenses of the train during the late 1930s and into the early 40s, until its use was suspended during World War II because it was a "nonessential" car.

The train made more money than any other train in the country, according to filmmaker Olsen. Its success quickly spawned the second *Daylight* along the Coast Line. By 1939, two more 14-car streamliners to handle the record-setting demands of the *Daylights* were ordered. Exclusive of locomotives, the SP spent \$1,000,000 each for the two new trains, which for the first time included the triple-unit diner-kitchen-coffee shop cars.

The addition of these trains necessitated renaming the original train as the *Morning Daylight*, while naming the second train the *Noon Daylight*. In 1941, the *Morning Daylight* was again equipped with two new trainsets, which now allowed the establishment of the *San Joaquin Daylight*, to where the *Noon Daylight's* equipment was assigned.

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Phone Service Cuts will Save Money

To save on operating expenses, the Board of Directors of the SBHRS has elected to cancel long distance service on the telephone at the Santa Clara Depot, and to terminate the telephone service to the Santa Clara Tower. In combination, reductions in costs will save the SBHRS around \$385 annually.

Board members determined that most members now use personal cellular telephone service for personal and long distance calls. The connectivity charge for merely having the long distance service available at the depot was in excess of \$16 per month.



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Political Haggling, Great Depression Delay SP's Project

(Continued from Page 1)

route, particularly by the recently incorporated Willow Glen, whose residents had incorporated in September 1927 with the specific purpose of blocking SP's planned west side route through a corner of their neighborhood. Early in 1931, however, the SP announced that it had quietly purchased an additional right-of-way to make a small jog in its line around the Willow Glen city limits.

While all the political haggling was going on, the railroad began constructing the subways necessary for the grade separations, first at Park Avenue (1931) and later on The Alameda. That subway was completed on 23 April 1932, with a celebration befitting the occasion sponsored by the West Santa Clara Street Development Association.

The nation, meanwhile, was in the bottom of the Great Depression, and SP slowed work on many parts of the realignment project. Delayed were the construction of the San Carlos viaduct and the Delmas Ave. subway. New SP president Angus D. McDonald intervened and soon ordered the resumption of work on the projects. Work on the Julian Street subway, which had been delayed by NIMBY (not-in-my-backyard) lawsuits by local residents, finally started in May 1934, after the state railroad commission approved widening of the street from 23 to 30 feet. Still, for city officials, the project was moving too slowly.

Finally, on 5 September 1934, McDonald told the San Jose city council that the railroad would get off Fourth Street in a year, if financing and cost details could be worked out. Willow Glen residents, meanwhile, were placated with promises of an underpass for the future extension of Minnesota Ave., and negotiations for the Almaden Road subway were started.

Now, construction workers swarmed onto the grade separation projects and roadbed work. McDonald was even reported to have made unannounced visits to the project sites



SAN JOSE DEPOT TODAY -- A major renovation in the 1990s of the former Southern Pacific San Jose Depot today provides local and intercity travelers with a fine transportation hub, always ready to offer rail, bus, and light rail transportation services for Santa Clara Valley residents. At 70 years of age, the depot looks ready for another 70 years of service.

Photo: Joe Hoffmann

to observe the progress of work against his self-imposed deadline of 1 January 1936.

Finally, by the end of 1935, the new track-age and the new \$100,000 passenger depot, which was developed on the site of San Jose's original South Pacific Coast station, were ready. Comparable in style to SP depots in Sacramento and Stockton, the new depot was state of the art. For \$100,000 (a \$1.42 million project in today's dollars), a tapestry brick exterior is enriched with terracotta trim. The roof is red and sunset tile and foundation walls are concrete. The structure has a three-story-high central section flanked by two-story wings. The main facade of the building includes three tall arches that frame the main entry and windows. Inside, steel columns and trusses support the ceiling 38 feet above the 41 by 82-foot waiting room. A handsome historical mural graces the room's north wall. At one end of the waiting room is a refreshment and newsstand, and restrooms. From the concourse, a ramp goes down to a pedestrian subway where ramps go up to tracks 2-5.³

The passenger coach yard adjacent to the depot included 11 tracks, which were used

for the arrival and departure of passenger trains and the storage of the commute passenger cars when not in use. A twelfth, west side track allowed freight trains to bypass the depot and coach yard.

Among the impacts of the project was the provision of jobs for an average of about 200 men each month. In addition, much of the materials for the projects were purchased locally.

The festivities on Monday, 30 December 1935, to open the new line and the depot were divided into three parts. First, more than 950 celebrating San Jose and rail officials boarded a 10-coach passenger train from the old station on Market Street, thence looped the southern end of the city over the old Fourth Street single track and up the new west side double track main line for celebration ceremonies at the new depot. The train consisted of SP 4-6-2 Pacific No. 2467 and cars from the SP's commute fleet of Pullman-Standard suburban coaches. Among the large number of guests were more than 100 SP officials, including President McDonald.

According the San Jose *Mercury Herald*

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Railroad's \$3.5M Project is a Testament to Cooperation

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of 31 December 1935, "the railroad was proud of its \$3,500,000 job here, the city was happy that the job was finished and grateful the road kept faith, and the association jubilant that West Santa Clara Street, its own particular thoroughfare, now stood a better chance than ever of 'marching on'."

At the next stage of the festivities, before an estimated 2,000 celebrants at the depot, McDonald praised the spirit of cooperation among the railroad and the people of San Jose and Santa Clara County in connection with this work. He noted, too, "the patience extended during the darkest days of the depression . . . The delays that occurred were annoying to you and very embarrassing to us but, due to the adverse business conditions, they could not be avoided."

McDonald stated that he was "very sorry I am not in position to say to you that the job is 100 percent complete," noting that the umbrella sheds over the station platforms were not ready for use. This, and other uncompleted details would not, however, delay the opening of the new rail line or the use of the depot. Beginning at midnight on that evening, McDonald stated, all SP trains would be off Fourth Street, one day before the target date of 1 January 1936. Some of the remaining work McDonald alluded to included the razing of the old Market Street passenger station, and the removal of the rails from Fourth Street, in addition to construction of the sheds.

McDonald noted that the line relocation involved construction of eight separations of street crossings, upon which the SP spent \$650,000. The federal government was completing the grade separation program by building the ninth crossing (at Almaden Road), an \$82,000 project funded by state highway department and federal grade separation funds because it was outside San Jose city limits.

"I know of no other city comparable in size which enjoys such freedom from main line grade crossings as the new line gives to San Jose. Your position, I think, is unique with respect to the safety and convenience thus afforded to your people," McDonald concluded.

Paul Shoup, McDonald's predecessor as president of SP, and then vice president of SP's board of directors, had traveled from New York for the festivities. He noted that "this relocation project is one of the oldest and the newest in California." He recalled how it started back around 1900 when the railroad started buying up the west side right-of-way.

'The delays that occurred were annoying to you and very embarrassing to us but, due to the adverse business conditions, they could not be avoided.'

**-- Angus D. McDonald
SP President**

The San Jose *Mercury Herald* declared the operations over the new rails would represent the "safest set of rail facilities in any city of the United States." The newspaper reports also noted that the project was "the largest bit of railroad building to have been completed in America during the depression, and gives San Jose the most modern transportation facilities with which to greet the new tide of progress and economic advance-

ment now rising."

Speaking later at Monday's luncheon at the De Anza Hotel, McDonald noted that, "The Southern Pacific has made a big investment here (in San Jose), but we had no idea that investment would start paying such rich dividends so soon."

"No city in the U. S. has a safer stretch of railroad trackage than the 2.8 miles which the SP is dedicating to San Jose's service today," noted a *Mercury Herald* report. There were the unusual number of grade separations on major streets through San Jose to increase street traffic safety and preserve a free flow of traffic. Plus, the subways were unusually wide, two-lane roadways 30 to 40 feet wide, versus the standard at that time of 23 feet. The Alameda subway, in fact was 60 feet wide, allowing for four lanes of traffic.

As its 70th anniversary is remembered, the "old" depot lives a new life in the 21st century. Beginning in 1992, restoration and seismic strengthening of the station was begun as part of a Caltrain project to rehabilitate all of its Peninsula depots (it being the last one to undergo such work). Work also included construction of a new transit center, and establishment of a landscaped entry plaza and new parking lots, and bike lock-

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Here's What SP, San Jose Got for \$3.5 Million

What did \$3.5 million buy the Southern Pacific Railroad and the city of San Jose in 1935? According to the San Jose *Mercury Herald*, a lot of local materials were used in the construction process for both the track realignment and depot. The dollars provided 13.4 miles of new track into which went 2,750 tons of rail, and 40,000 ties.

In addition, it bought 2.75 million pounds of structural steel, 2 million pounds of reinforced steel, 22,500 cubic yards of concrete, all for structures other than the depot.

One-hundred-twenty thousand cubic yards of dirt excavated from the hills back of the Oak Hill cemetery were only part of the dirt hauled in to bring the rail line and the station site up to grade, and 50,000 tons of ballast were laid.

The new train station required an additional 600 cubic yards of concrete and 70,000 pounds of structural steel, not to mention 3,200 square feet of terrazzo floor tile; 3,700 square feet of steel sash and glass; 315,000 bricks, of which 90,000 were face brick; 7,300 feet of tile roof; 10,400 square feet of built-up roof, and 30,000 square feet of plaster.

Source: San Jose Mercury Herald

Illinois Rail Museum Hosts a Diversity of Equipment

By Joe Hoffmann

Newsletter Editor & Publisher

Real-time train rides through rolling Illinois cornfields, and an extensive collection of rolling stock reflective of most every corner of American railroading are the centerpieces of the Illinois Railroad Museum, a large complex of buildings, equipment and rail excursions located in Union, IL, about 75 miles northwest of Chicago.

Our recent visit to the facility found a family-friendly atmosphere, where docents eagerly explain the workings of the equipment, and operate steam, diesel and electric-powered trains along a stretch of rails that provides a 10-mile, one-half hour roundtrip journey for museum visitors. Our choice of trains on a Sunday in September was a ride in one of a pair of former Long Island Railroad, and Lackawanna coaches pulled by a Milwaukee Road F7, or on electric-powered interurban cars of the former North Shore Line that at one time operated between Chicago and Milwaukee, WI. We chose the interurban cars.

As our train departed the museum's station, we were hit with muggy, humid Midwestern air, which we quickly combated by figuring out how to open the windows in the coach. The museum's rails parallel Union Pacific (nee Chicago & Northwestern)

tracks, which greatly facilitates the movement of rolling stock into and out of the museum property. As the lush farmlands of Illinois passed by, we crossed country roads guarded only by railroad cross bucks, observed tidy farmhouses, and families performing a farmer's Sunday chores.

Meanwhile, around the museum grounds are an array of covered car barns built especially for the IRM. These barns protect the collection from the harsh elements that include frigid winters and humid summers that traditionally destroy collections of railroad rolling stock.

The museum is home to more than 375 pieces of equipment, ranging from horse

cars, cable cars and electric street cars, to modern diesel locomotives including an EMD FP45 (AT&SF No. 92) in the Santa Fe warbonnet paint scheme, and a Union Pacific Diesel-Electric (A unit) / Turbine-Electric (B unit) / Fuel Tender unit, UP No. 18. In between are a variety of steam locomotives, and two of the more unique electric locomotives in American railroad history, a Pennsylvania Railroad GG-1, and a "Little Joe" locomotive which, at the end of its career operated on the Chicago-South Bend, IN, Chicago South Shore & South Bend Line hauling freight traffic. The "Little Joes" were noteworthy for their production intended for the Soviet Union when they



IRM'S MUSEUM COLLECTION -- This electric-powered interurban car of the former North Shore Line (above) that at one time operated between Chicago and Milwaukee, WI is a key element of the Illinois Railroad Museum at Union, IL, northwest of Chicago. In the upper right photo, a Burlington Route switcher, EMD SW-7 No. 9255, handles the *Nebraska Zephyr* consist on the grounds of the museum, which features a large array of operating rolling stock and railroad equipment on static display.

Photos: Joe Hoffmann

were built in the late 1950s. But Cold War concerns of the U. S. government resulted in the prohibition of their export to the Soviets.

Part of the museum of particular interest to this observer was a recently opened display of four stainless steel passenger cars originally built in the 1950s. One is a 1950 Pullman-Standard dining car, *Birmingham*, originally operated by the Atlantic Coast Line. The car actually had been used as an ice cream parlor for several years following its retirement from Amtrak service in 1977.

A second car is a 1959-vintage Budd-built Northern Pacific slumbercoach, *Lock Sloy*. The other two include a 1956 Burlington Route 10-6 sleeper, *Silver Ridge*, and a 1950 Union Pacific 10-6 sleeper *Pacific Peak*, which has been stripped of its

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The Chairman's Corner



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As long as you have some interest in railroading, you will always find someone to swap lies with. Railfans, model railroaders, rail historians and railroad preservationists are like sports fishermen gathered around their favorite fishing hole. They always have tall tales to tell. I think model railroaders are the worst of the bunch. Model railroaders talk about the model railroad that they are going to build someday, or the consist of cars for a train that they are working on (most of which will seldom leave their original box). Of course model railroaders never directly speak of their dream railroad. To refer to them as dreams would imply that they would never become a reality. We tend to put labels on our dreams. We call them track plans or layout plans. We often go so far as to draw up our dreams.

We Could Open a Model Train Store

I bet if the members of the SBHRS were to pool all of our unopened kits we would have sufficient quantity to open up a model train store. The SBHRS fairly frequently gets large donations of model trains, scale buildings, etc., from nonmembers. Most of them are in kit form, untouched in their original boxes. I often wonder how much of it represents unfulfilled dreams? We usually get the large donations from a surviving family member or from an elderly gentleman who states that he never had the opportunity to build the layout that he had been planning for the last 50 years. We frequently get kits in their original boxes that were manufactured 30, 40, even 50 years ago. In many respects it is sad that the Depot is the depository for unfulfilled dreams. I guess that in some respects that is fitting. After all, depot and depository are synonymous.

Most model railroaders have a vision of their scale trains traversing scale miles of a perfectly scenicked layout. That's one thing that the SBHRS provides for its membership. It provides an easy way for members to realize their layout dreams. The members provide the trains and the SBHRS provides the miniature world. One of the wonderful things about our depot is the fact that it links dreams with reality. An active rail yard and passenger station has a way of doing that. Of course this reality doesn't work for everyone. For me, the railroad of my scale dreams has nothing to do with the trains that operate outside of our depot. My dreams end pre post-World War II. There are no diesels in my dreams newer than F7s. There are no intermodal container cars. There is billowing black smoke, clanking brass bells, wailing whistles, and of course the seducing chuff of a powerful steam locomotive. It is truly a wonderful cacophony of sound.

'Life is Grand, Even for the Hobos'

In my railroad vision it is always a warm sunny day, blue sky with a few white puffy clouds. Life is grand, even for the hobos. There is no crime, terrorism, or natural disasters. The biggest calamity is when the local soda fountain runs out of cherry extract for the coke. All the women are beautiful, the men are all brave and the children are all well behaved. There is an apple pie cooling on every window sill, the cats don't cause allergies and the dogs don't bite.

It's not just the scale layouts within the Depot that cause me to daydream. The Depot itself has a way of making me daydream about the past. One-hundred-forty-two years ago, almost to this month, the depot opened for pas-

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Trainmasters Assigned to Public Operations Sessions

A presentation to train operators, and the implementation of Trainmaster assignments, each aimed at improving the operations of the HO-scale model railroad during public operating sessions, have been made by the Model Railroad Planning Committee of SBHRS.

Mike Wagner kicked off the presentations to about 15 HO-scale model train operators, and their parents, grandparents or guardians as applicable on Tuesday, 10 January 2006.

The 20-minute slide presentation, titled *An Overview of the Rules of Operation on the SBHRS HO-scale Museum Layout*, stresses the importance of the HO-scale layout to the function of the Ed Peterman Museum of Railroad History at the Santa Clara Depot. It also reviews general layout usage rules, rules of the road, requirements and desires in the operations of personal equipment on the layout, the preservation and maintenance of static displays on the layout, and the non-storage of personal rolling stock and equipment. The program also discusses important aspects of operations for the semiannual train show and open house programs in April and November.

The presentation also introduces the Trainmaster program, wherein a key member of the organization will act as Trainmaster for the HO-scale layout each Tuesday evening and Saturday during public operating hours. The Trainmaster is chief of the railroad, charged with ensuring smooth operations in compliance with the "Rules of the Road." The trainmaster will assign operators and trains to specific tracks, may limit the number of operators at any one time, and may control train length and train speed. All of these activities are designed to put the club's "best foot forward" to the public.

The presentation is extracted from the *HO Layout Operating Rules*, adopted by the organization's Board of Directors in January 2005. Over the next several weeks, all HO-scale train operators are expected to view the presentation in order to be certified to operate on the HO-scale layout.

Operators of the N-scale layout will evaluate the success of the HO-scale program and may implement a similar program for operators on the N-scale layout in the future.

Video Review

Daylight: The Most Beautiful Train in the World

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“No train trip in the world is more beautiful than the ride along the Pacific,” reports narrator Gross, noting that the *Daylights* followed the route of the California missions along the King’s Highway for its 471-mile route between Los Angeles and San Francisco. The route was most appealing for scenery, 113-miles along the California Coast, not to mention a unique mixture of grades, mountains, valleys, and even the orange groves of Southern California and the lettuce fields of the Salinas Valley.



Richard Wright calls it “a great ride, a great thrill.” The *Daylights* – all versions – were patronized mostly by leisure travelers; the business people generally traveled on the Coast Line’s night trains during this era.

William Kratville notes in this video the superb service on the train’s parlor cars, whose service and decorum remained top notch even until the end of that service with the end of the train’s operation in 1971. In the 1960s, according to this historical account, the railroad added the atrium-like 3/4-length homebuilt dome car, which SP promoted as the “Stairway to the stars.”

‘Nothing Like the Diner’

Richard Wright recounts “there was nothing like eating in the diner” of the *Daylight*, and Olsen goes on to say that the triple-unit diner on the *Daylight* “was one of the finest pieces of equipment on any railroad.”

The program notes several milestones in *Daylight* history, most noteworthy being 10 January 1955, when the beautiful *Daylight*-shrouded steam locomotives that had powered the *Daylight* since 1937 were replaced with diesel locomotives for the 471-mile runs.

With diminishing passenger revenue in the 1960s, SP President D. J. Russell explored ways to reduce operating costs, including the establishment of the vending machine Automat cars in place of dining cars. Russell had noted that passengers on board his trains

were “packing their lunch; there was no need for dining cars.”

Gross notes that it was in 1971 that Amtrak undertook most U. S. passenger service, including most of the *Daylight*’s route between Los Angeles and the Bay Area.

Daylight’s Outgrowth

Amtrak’s outgrowth of the *Daylight*, then, was the *Coast Starlight*, an operation that extended service north of the Bay Area, all the way to Seattle. But that’s a story for another video. This video does, however, expend several minutes on the *Starlight* and its high-end on-board services, including the *Pacific Parlor Car*.

Archival footage from the camera of Jim Holmes, another SBHRS honorary member, as well as that of noted railroad filmmakers and still photographers Francis Guido, Chet Hogan, Stan Kistler, Louis Stein, and Will Whittaker, among others, contributed to this program.

This DVD (only) video is an outstanding addition to one’s personal library and that of the library of the SBHRS.

-- Reviewed by Joe Hoffmann

Illinois Rail Museum Hosts Unique Equipment

(Continued from Page 6)

armour yellow and harbor mist gray paint scheme. The *Silver Ridge* is unique among 10-6 sleepers in that the six double bed rooms are in the center of the car, with the roomettes split four and six on each side of the DBRs. It also still has its Burlington-unique full-length skirting. Both of these also are products of Budd. These four cars represent some of the “youngest” and most modern passenger cars in the IRM collection.

The Illinois Railroad Museum operates an extensive schedule of short-haul excursion trains on its property between April and October. Visitors should consult the IRM’s website at www.irm.org for details and a full schedule. The museum is closed during winter months.

The Chairman’s Corner



(Continued from Page 7)

senger service. The Civil War was still being fought and Lincoln was the President. I can just picture in my mind’s eye the station agent chatting with a local farmer about the status of the war. I wonder what was taking place at the Depot the day that Abraham Lincoln was assassinated? I am sure that the station agent was not talking about prunes on that day. Too bad the Depot doesn’t have eyes and ears. I’m sure that if it did, it would have a few interesting stories to tell.

Trains Fascinate Young and Old

While it is nice that the Depot provides an opportunity for the members of the SBHRS to help realize their scale dreams, it provides much more. It helps to build new dreams. An hour or so ago I stuck my head outside the Board Room and noticed that the layout room had a half dozen or more young families watching the trains run on both layouts. It was mostly fathers with their sons, maybe a mother or two with sons in tow. It is obvious to me that the trains traversing our miniature world fascinated the young boys and occasional young girl (all less than ten years old). I wonder if we are giving them the opportunity to formulate their own dreams? If so, I hope that their dreams are like mine. I hope that they do show up at our Depot 50 or 60 years from now with their dreams still in their original boxes.

Clean Out Your Closet of Those “Junk” Trains!

Donate Your Unneeded Trains to the SBHRS Company Store. Contact a Board Member for Details

SBHRS Okays Support for Tower, Sheds Relocation

A site plan for relocation to an area south of the Santa Clara Depot of the historic Santa Clara tower and two outbuildings was unveiled recently to members of the SBHRS. But as for a timeframe for undertaking any moves, the SBHRS was advised by representatives of VTA and Caltrain to continue with their restoration plans separate from proposed BART and Caltrain projects, since the schedules for any such projects are uncertain at this time.

Relocations of the structures, reported in the Fall 2005 issue of the *Santa Clara Block*, are a part of the plans to enable the extension of Bay Area Rapid Transit System service into Santa Clara County. BART to Santa Clara, which would enable connections to Mineta San Jose International Airport, would require relocation of some existing and con-

struction of new Caltrain facilities. Those actions force the relocation of the three historic railroad structures.

But any development of BART for the south bay is dependent on funding that itself is dependent on voters' approval of a funding measure – such as a sales tax increase, or a bond issue. And even then, the extension of BART will be subject to prioritization along with other Santa Clara County transportation issues – everything from pothole repair, to freeway construction.

Meanwhile, a review of the site plan elicited only minor suggestions. The addition of a track from the speeder shed to a point near the display track was requested (as exists at the speeder shed presently). And SBHRS representatives requested that the three structures be aligned to their back walls, rather than the front wall as illustrated on the diagram presented by Caltrain consultant Stacey Ingersoll of Rail Surveyors and Engineers, Inc.

Representatives of the Valley Transit Authority, Caltrain, City of Santa Clara, and the SBHRS attended the 16 November meeting at Santa Clara Depot.

Bright Future Seen for Former San Jose Espee Depot

(Continued from Page 5)

ers. Following that work, the building was renamed the Rod Diridon Depot in honor of the former Santa Clara County supervisor and long time rail advocate. However, many locals still refer to it either as “the SP depot,” or the “Cahill Street depot.” And following a major tunneling and construction project that ended in 2005, the depot serves as a regional transit hub, hosting Valley Transportation Authority light rail trains, local and regional buses, Caltrain commute trains, Amtrak intercity trains, and Altamont Commuter Express trains. For this old depot, the future is indeed very bright.

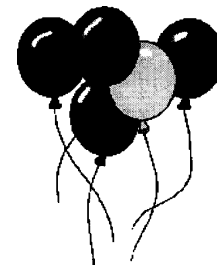
Ed. Note: Noted SP historian Henry Bender contributed to this report. Member Bill Trill contributed source data.

Notes

- 1) SP's employee publication, the *Southern Pacific Bulletin* (January 1936), quoted the project costs at \$3.25 million.
- 2) Federal Reserve Bank of Minneapolis: <http://minneapolisfed.org/Research/data/us/calc/index.cfm>
- 3) Beginning in 2005, the subway connects to the VTA light rail platform adjacent to Track 12 of the Coach Yard.

Want more information on the San Jose Depot and the relocation of the SP line through San Jose in 1935? See issues of the *San Jose Mercury Herald*, 30-31 December 1935; also, *Prune Country Railroad: Steel Trails to San Jose*, by Norman W. Holmes, © 1985 by Shade Tree Books, Huntington, Beach, CA; and *Southern Pacific Bulletin*, January 1936.

Your Donations Support the SBHRS Museum



Host a Youth Birthday Party or other Special Occasion Event at Santa Clara Depot

Santa Clara Depot provides a unique setting for birthday parties, or anniversary, retirement or other special occasion events.

The South Bay Historical Railroad Society offers:

- The Freight House Meeting Room, with space for 45-50 persons, seated
- Folding tables and cushioned chairs
- 32-inch color TV, plus a DVD/VCR combo player
- 5 x 9-foot projection screen
- Small kitchen/serving area with microwave oven, refrigerator and sink
- The Train Room, with model railroad layouts (docent-operated trains, by arrangement).



For arrangements and reservations:

Telephone: 408-243-3969,

or e-mail: Info@sbhrs.org



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.sbhrs.org

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This newsletter is published quarterly as a service to members and friends of the South Bay Historical Railroad Society, Inc., a California non-profit public benefit corporation.



TIMETABLES — A Calendar of Events

SPECIAL EVENTS

Saturday
11 March 2006
9 a.m. to 10 p.m.
Winterail



Scottish Rite Masonic Center
 Stockton

Saturday
11 March 2006
11 a.m. to 5 p.m.
Great Atlantic & Western Train Show
 Expo Center, San Mateo Fairgrounds
 San Mateo



SBHRS Website: www.sbhrrs.org

SPECIAL EVENTS (Continued)

Sunday
12 March 2006
10 a.m. to 2 p.m.

Toy Train Meet
 Santa Clara Convention Center
 Santa Clara

Saturday and Sunday
8-9 April 2006
10:00 a.m. to 5:00 p.m.
Model Train Show & Open House
 Santa Clara Depot

Saturday and Sunday
23-24 September 2006
11 a.m. to 5 p.m./4 p.m., each day
Great Atlantic & Western Train Show
 Santa Clara County Fairgrounds
 San Jose

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, 11 April 2006

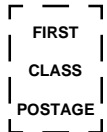
RECURRING EVENTS

Every Saturday, 10:00 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
7:00 p.m.
 Bi-Monthly Meetings
 of the Corporate Membership
 of SBHRS
 Santa Clara Depot

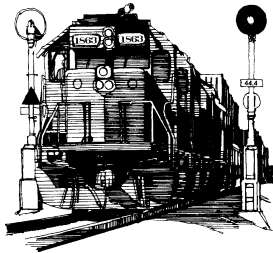
South Bay Historical Railroad Society, Inc.
 Santa Clara Caltrain Station
 1005 Railroad Avenue
 Santa Clara, CA 95050-4319



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SPRING 2006
Model Train Show
and
Open House



Saturday and Sunday,
8-9 April 2006
10:00 a.m to 5:00 p.m.
 Santa Clara Depot