

Volume 18  
Number 3  
Summer  
2009



*The Santa Clara*

# BLOCK



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



www.sbhrs.org

## Historic Rail Car Rolls into Santa Clara

**T**wo-and-a-half years from the original announcement, a historic railcar has become part of the static displays of the Edward Peterman Museum of Railroad History at the Santa Clara Depot.

The car is a former business car from Union Pacific heritage railroads. It was built in December 1912 by the Pullman Car & Manufacturing Company as Cafe Parlor Observation car No. 496 for the Oregon-Washington Railroad & Navigation (OWR&N) Company. The car is on loan from Ralph Domenici.

Since 2002, the car has been stored at the Port of Redwood City, along with a number of other private cars of historic significance. Over the past seven-plus years, Domenici and several supporting persons have slowly worked to restore the car to its appearance after the OWR&N had converted the car to a business car, No. 184, in 1922. This included painting the car's exterior Pullman green, the truck sideframes, underside and roof in black, and adding gold lettering on the car's letterboard above the windows, as well as the car numbers on either side.

*(Continued on Page 4)*



**ROLLING OUT OF THE PORT OF REDWOOD CITY** — Here's Oregon-Washington Railroad and Navigation (OWR&N) Business Car No. 184 at the Port of Redwood City shortly before the car was lifted on a truck and a bogie wheelset for transport down El Camino Real to the historic former Southern Pacific Depot at Santa Clara. See more photos on inside pages.

— Photo: John Dietrich

**Elsewhere  
in the  
*Block* . . .**

● **Book Review:**  
*Tehachapi Today!*

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Scheduled for December**

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● **Chronological History  
of OWR&N Car No. 184**

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# Book Review

## *Tehachapi Today!*



By George and Katherine Melvin  
 112 Pages, Color Photographs and Supporting Text  
 Landscape Format (11 x 8-1/2 inches)  
 © 2009 Katherine Melvin, Readfield, Maine

From the front dust cover photo of a brilliant sunrise at Warren on the eastern edge of the route, to the aerial view of the loop that graces the back dust cover, *Tehachapi Now!* is a magnificent new offering of color photographs that captures the scenery, the trains, many structures, and in some cases, the people of the railroads that traverse the Tehachapi Loop route.

A husband and wife team, George and Katherine Melvin, are both experienced at photography and in the publication of photos and books.

### **Book Follows Historic Rail Line**

Their book follows the historical rail line of the Southern Pacific Railroad from Bakersfield across the flatlands east of the city and into the slowly ascending foothills that crest at the summit just east of the town of Tehachapi.

Along the way, the reader is treated to a mix of color photos and text as the tracks pass the famous names of the route. On the west side of the town, moving west to east, is Edison, Sand Cut, Bena Siding, Ilmon, and the hairpin turn at Caliente. Then it is up steeper grades, to Tunnels 1 and 2, a siding at Allard, the locale of Bealville, from where one can watch the end of a train while watching the front of the train at a much higher elevation, but at a distance of less than three miles east. The short Tunnel 3 follows, then the inaccessible Clear Creek Canyon, Tunnel 5, Cliff, Tunnels 7 and 8 and Rowen. After Tunnel 3, the rail line in this area is difficult for the average person to reach without a very good hike.

The Melvins' book, however, covers all these areas, as well as such locations as the community of Keene, the siding at Woodford

before finally arriving at the world famous Tehachapi Loop.

Various access points around the loop provide countless photo angles, as the trains of today's Union Pacific and the BNSF (exercising it's trackage rights between Kern Jct. and Mojave) loop over themselves at Tunnel 9 (the start of Walong siding) before entering Tunnel 10.



As eastbound trains exit the second tunnel, they pass the ranch of the late Dave Burton. The book is dedicated to Burton, who lived on Woodford-Tehachapi Road on the south side of the track just east of the Loop. Dave was noteworthy in the area for his love of trains, and his passion for rail photography, which eventually led to his production of several of the Tehachapi Loop railroad calendars. Shortly after his death in 2004, locals installed a sign to signify Burton's Curve along the route.

The Melvins' photos follow the route past Marcel, Cable and into Tehachapi (passing several other tunnels enroute). A stop at the summit east of town allows the capture of helper power being dropped off before the eastbound trains move on toward Monolith (a large cement plant), Eric, Cameron, Warren, Fram and the town of Mojave.

*(Continued on Page 7)*

## **E-mail Address Updates**

SBHRS members and recipients of the electronic edition of the *Santa Clara Block* newsletter are reminded to maintain a current e-mail address on file with the SBHRS.

Over a three-to-four month period, many subscribers change internet service providers, or personal e-mail addresses. Unfortunately, hosts do not automatically forward the e-mails that include this newsletter. Revisions to any personal data for SBHRS records may be submitted using the pink form available in the kitchen at the Santa Clara Depot.

## **Available Now!**



*The SBHRS Club Cars,  
with graphics designed  
by an SBHRS member,  
and manufactured  
by Accurail, celebrate  
the 20th Anniversary  
of the South Bay  
Historical Railroad Society*

These HO-scale 40' reefers are reminiscent of the billboard reefer era and are representative of the refrigerated cars that moved fresh fruits and vegetables from the Santa Clara Depot to markets all over the United States beginning in 1864. Two different car numbers are available, 1985 and 2005.

**PRICES CUT!  
SAVE \$3; \$6 ON TWO!**

**One Car: \$12.95. Two Cars: \$25**  
 (California Residents add 9.25% Tax)

Assembly by an SBHRS member is available for an additional cost of \$5.00 per car for those who prefer a ready-to-run car.

For an Order Form (Acrobat format), see the SBHRS Website:  
[www.sbhers.org](http://www.sbhers.org)  
 Click on button  
 "HO Club Car For Sale"

## Caltrain's Annual Holiday Train will benefit Toys for Tots Drive

The tentative schedule for Caltrain's 2009 Holiday Train has the train stopping at historic Santa Clara Depot on Saturday night, 5 December at 8:15 p.m. The stop will be for 20 minutes. The train will depart at 8:35 p.m.

According to Caltrain's Janet McGovern, the Holiday Train will be leaving San Francisco about 15 minutes later than in previous years because of new weekend schedules for regular service trains.

The annual Holiday Train is one that is colorfully decorated with thousands of Christmas lights. It entertains citizens at trackside with holiday songs and music along the 45 mile San Francisco Peninsula route, and marshals the collection of toys on behalf of the annual U. S. Marine Corps Reserves Toys for Tots Foundation.

McGovern stated that "This will be the ninth year of the Holiday Train and we are busily working on getting everything organized for another successful year, and in particular making efforts to generate as many toy donations as we can."

Watch for an announcement in the Fall issue of the Santa Clara Block for more information on the 2009 Caltrain Holiday Train.

## Holtzinger Accorded Honorary Membership in SBHRS

George Holtzinger, a member of the South Bay Historical Railroad Society since December 1990, has been selected as an Honorary member of the society following his planned relocation to Newberg, OR, late this summer.

Holtzinger is retiring (again!) to a retirement community in the Beaver state as a more cost effective area. He and his wife planned to move from their Santa Clara home in August.

The consummate example of community volunteerism, Holtzinger, who had no interest in model railroading, was a regular feature around the historic Santa Clara Depot. During his nearly 19 years with the organization, he regularly undertook the control of weeds throughout the property of the interlocking control tower and the adjacent out-buildings, the Caltrain station platforms and parking lots, as well as the historic depot.

Each Saturday, he personally checked each light bulb in and around the building to ensure they were working, and either changed them himself, or made sure another member did so.

Holtzinger and his contributions to the SBHRS will be sorely missed.

## Marine Toys For Tots Foundation



## Now, new to the SBHRS Library!

### Book

*Tehachapi Today!*

By George and Katherine Melvin  
(112 Pages, color photos)

© 2009 Katherine Melvin

A colorful look at the current Union Pacific and BNSF railroads operating in the magnificent Tehachapi area of Southern California



*It's Your Library; enjoy it!*

See the Librarian for Checkouts

**Clean Out Your Closet of Those "Junk" Trains!**

**Donate Your Unneeded Trains to the SBHRS Company Store.**

**Contact Steve Costa for Details**

**Donations to the SBHRS Company Store Ensure a Profitable Train Show**

# Despite Minor Problems at the Port, Relocation goes Smoothly



*(Continued from Page 1)*

**PREPPING FOR RELOCATION** — The OWR&N business car (left) destined for the Santa Clara Depot is moved into place by a switcher at the Port of Redwood City prior to the task of lifting the car onto a heavy lift truck from Taylor Heavy Hauling in Sacramento. Meanwhile (below), the car is moving out of the port's railroad facility by the heavy lifting equipment. Note that the railcar's trucks have been removed. The front end of the car rests on the wheels of the heavy lift cab, while the rear end of the car rests on bogies that facilitate maneuvering the 83-foot, 8-inch car around corners. Most of the trip, once outside the port, was southbound along El Camino Real until the truck and train combination arrived in the City of Santa Clara, about one hour, 45 minutes after departure. Altogether, the relocation from Redwood City to Santa Clara required 21 hours.

— Photos: John Dietrich

*(Continued on Page 5)*



# Heavy Haulers Bring Car to SC

(Continued from Page 4)

The car is 9-feet, 10-inches wide and measures 83-feet, 8-inches over the buffers. The car rides on six-axle trucks. A three-foot obs-

## A History of OWR&N Business Car No. 184

- **December 1912** — Pullman Company delivers Cafe Parlor Observation Car No. 496 to the Oregon-Washington Railroad & Navigation (OWR&N) Company.
- **December 1915** — Car continues as a OWR&N Cafe Parlor Observation Car No. 1589.
- **December 1922** — Car is rebuilt as OWR&N Business Car No. 184.
- **October 1932** — Car is sold to the Oregon Shortline (OSL) Railroad, which continues to operate it as a business car (No. 157).
- **Mid-World War II** — Union Pacific Railroad, which had acquired the OSL, loaned the car to the American Red Cross for service in the acquisition of blood donations for American servicemen.
- **October 1953** — Car number changed to No. 124.
- **September 1965** — UP changed the Car number to 125 (1st).
- **July 1966** — UP sold car to Stockton Terminal and Eastern Railroad. Later (date unknown) car was donated to the Golden Gate Railroad Museum at Hunters Point.
- **2002** — Ralph Domenici acquires car from GGRM. He begins a restoration of the car.
- **June 2009** — Restored exteriorly to OWR&N Business Car No. 184, car is placed on loan by Domenici to the South Bay Historical Railroad Society at historic Santa Clara Depot.

ervation platform rounds out the car.

The railcar arrived at the Santa Clara Depot on Friday afternoon, 26 June 2009 following an all-day effort.

Heavy lifting equipment and a professional crew from Taylor Heavy Hauling in Sacramento arrived at the Port of Redwood City around 9 a.m. and began the task of loading the car on a heavy lifting truck with bogie wheels at the rear to support the car. Problems during the loading of the car delayed the departure from the port until nearly 3 p.m. With pilot vehicles guiding the way down El Camino Real, the trip took about an hour and 45 minutes. The crew backed into the south parking lot of the Santa Clara Depot, then broke for dinner.

### Archival Video Recorded

John Dietrich and Robin Gilstrom of SBHRS traveled to Redwood City to make an archival video recording of the transport task and to observe the operation from start to finish. They also reported by cellular phone the progress of the move to a cadre of SBHRS members eagerly awaiting information at the Santa Clara Depot.

Later in the evening, the crew from Taylor undertook a specialized training course presented by Kevin Boles of Caltrain regarding safety on and around Caltrain's active rail line.

Around midnight, the crew began staging a heavy lifting crane for the final move. At 1:35 a.m. (after the last Caltrain of the night from San Francisco), the Taylor crew began the operation. The crew placed the six-wheel trucks on the vacant (not in service) siding track adjacent to the Santa Clara Depot. After placing the trucks in a specific location, the Taylor crew lifted one end of the car onto one of the trucks.

### Not Without Minor Problem

Unfortunately, a problem unfolded when the crew discovered that the pin from the bolster that goes into the truck was bent. Crewmen used an acetylene torch to heat the pin and straighten it out to allow it to fit in the railroad car's truck.

Now the crewmen repositioned the heavy lifting crane and lifted the other end of the car from the front of the heavy lifting truck

onto the second railroad truck positioned at the north end of the track. This action took a little more than an hour.

The car was then pushed into its final place by the crew. The car was in place by 6 a.m., in time for the resumption of regular Caltrain service Saturday morning.

Overall, the move from Redwood City to the final placement of the car required 21 hours by the Taylor Heavy Hauling company (not including their drive time from Sacramento on Friday morning).

Support was provided by the SBHRS rep-  
(Continued on Page 6)

## Hard Work by Members, JPB Representatives Leads to Relocation

The railcar relocation project has been the work of several SBHRS members, especially when it was learned that the relocation schedule would be cranked up in March due to the requirements of the Port of Redwood City. Working many hours on the project were Al Senzatimore, project manager; Bob Dolci, Bob Marshall, and John Dietrich, coordination with Caltrain/Samtrans/JPB; Ralph Domenici, car owner; and George Delucci, coordinator for fund raising with the Mission City Community Fund in Santa Clara. Also supporting the effort was Joe Hoffmann, who coordinated various details, including such issues as special insurance requirements, protective fencing, acquisition of storage containers, and media issues. Robin Gilstrom provided administrative support.

In addition, the SBHRS received support from Caltrain's Kevin Boles, who monitored the relocation on behalf of the JPB and presented a Railroad Safety Program presentation to the crew from the heavy lifting company. Also instrumental in supporting the project were John McLemore, former member/president of the board of directors of the JPB; Gary Cardona, senior real estate officer for Samtrans; Ian McAvoy, Chief Development Officer; Mike Scanlon, executive director of the JPB, and Mary Knuckles, editor of the *Caltrain Connection* newsletter.

# Interior Restoration Work Undertaken by Members

*(Continued from Page 5)*

representatives and Caltrain personnel to ensure the relocation project was carried out in a safe manner that didn't interfere with Caltrain operations.


The SBHRS, thanks to a financial grant from the Santa Clara Mission City Community Fund, is paying a significant portion of the cost to relocate the car.

Now that it is in place adjacent to the freight dock of the depot, further restoration work — specifically the interior — will be undertaken by members of the SBHRS.

This work includes restoration and paneling of the walls, restoration of several cabinets, and the installation of carpeting, the latter of which is being donated by SBHRS member Dave Jansson. In addition, installations for electrical, plumbing and possibly air conditioning must be completed, as well as the acquisition of appropriate furniture. Dinnerware, flatware and glassware also must be purchased or acquired by donation

for display and use in the car. Once the interior is completed, it is planned to rent the car for on-board events, including catered dinners in the dining area, and cocktail parties in the observation lounge.

It is estimated that at least two years will be required to restore the car's interior. The primary goal is to have the car completed by 2012, in time to celebrate the unit's 100th anniversary.

In the meantime, the SBHRS will provide tours of the car when it is safe to do so, and it doesn't interfere with the interior work. 

## Warning!

SBHRS directors request the cooperation of members and guests to not enter the fenced off area around the railcar, or enter the railcar without the escort of an authorized member of the organization. The car is not owned by the SBHRS, but is owned by Ralph Domenici at this time.

## Orders for Club Shirts, Hats Being Accepted

Orders for SBHRS club shirts and hats are currently being accepted by Woody Rider. The current ordering period ending Saturday, 19 September 2009 will ensure that all orders will be available for pickup prior to the SBHRS Train Show and Open House that is scheduled for Saturday and Sunday, 31 October and 1 November.

The shirts, either long or short sleeve, are available in sizes as follows: Youth: YS, YM, and YL; and Adult; S, M, L, XL. The cost for these sizes is \$20.00 each.

If a shirt size needed is greater than Adult XL, there is an additional charge of \$1.50 per each additional X size (e.g.: XXL = \$21.50, or XXXL = \$23.00).



The embroidered logo (shown above) is 3" x 1-7/8" .

The shirts can be personalized with your name on the right side. The cost is \$5.00 extra per shirt for personalization.

Members also can purchase a baseball type hat with the SBHRS logo embroidered on the crown. The hat will be black with an adjustable buckle closure. The cost of the hat is \$9.00.

All prices include Santa Clara County sales tax (9.25%) in the price.

Woody Rider is taking the orders for the shirts and hats. Rider can be reached by e-mail for requesting an order form. Rider's e-mail is woody@notra.org. Members may pay for their order by cash or a check made out to the SBHRS.

## SP's Chameleon of Color

Historically, Southern Pacific passenger equipment was a chameleon of passenger cars. The cars of no one era were beyond the application of ever-changing paint schemes.



**EARLY RESTORATION WORK** — This is how a former OWR&N Company platform observation business car looked in January 2007 during its exterior restoration at the Port of Redwood City. Now, with the exterior restored as shown in other photos in the newsletter, the car occupies the dockside rail track at the Santa Clara Depot. The interior will be restored over the next few years to enable rental to the public for dinners and cocktail parties.

Photo: From SBHRS Archives by Joe Hoffmann

## New Tehachapi Book Captures Wealth of Scenes

(Continued from Page 2)

As those of us who have photographed the Tehachapi route know, the area presents a wealth of scenery and changing climatology. Most of the Melvins' photos were made during Spring-like conditions, when the hills of the mountains are green, and Tehachapi Creek actually contains water.

After an initial visit to the area in 2004, the couple have returned to the area five more times to make the photographs that germinated their book.

Key elements of the book are the aerial photographs that are annotated with the location names, and provide the reader with an orientation to each segment of the route. One of this reviewer's favorite such photos is of the area from Caliente through the now daylighted Tunnel 6 (Page 37), clearly showing Bealville, Tunnel 3, the shoofly that was built following the earthquake in 1952, and the north entrance to Tunnel 5.

### "Real Draw of the Tehachapis is the Geography. . ."

In the foreword, Brian Jennison notes that ". . . the real draw of the Tehachapis is the geography, and the railroad engineering that conquered it in the 1870s." He also states that one of the draws of this area is that the terrain is such that ". . . you can often see two or three trains at once, all on different terraces as the railroad climbs the hill."

In addition to the many Springtime photos, the Melvins have several unique sections. One is entitled "A Hard Day on the Mountain," which follows both BNSF and UP freight trains as the crews fight cold, wind and snow across the terrain. The Melvins also captured an April 2005 wreck of a BNSF train at Woodford, and the follow-up work to put the line back in service.

This book is not a tome about any particular railroad. Instead, it is a collection of photos that covers a particular region of railroading in California. It makes an excellent addition to one's railroad library.

— Reviewed by Joe Hoffmann



THE SBHRS WEBSITE IS AT

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

## A Glossary of Railroading 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.



**PELICAN POND** — Place outside a roundhouse (down South) where there is much ooze and slime, cause by the fact that many locomotives are run 30 days without the boilers being washed out. The boilers are kept clean by blowing them out with blowoff cocks

**RIDIN' THE POINT** — Riding a freight train's head end, which is the *pointed* or *peaked* or *sharp* end

**RUN-IN** — Collision or argument

**RUN LIGHT** — Go with only the engine

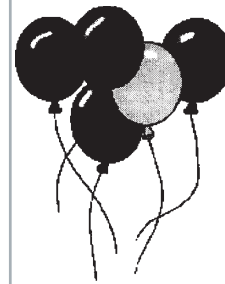
**PIN GREASE** — Butter

**POOR BOY** — Bowl of chili

**POP** — To let safety valve on boiler release and when engine is working hard, raising water in boiler, thereby causing locomotive to work water

**RAILROAD MAN'S BIBLE** — Rulebook. Same term is sometimes applied to *Railroad Magazine*

**RATTLE HER HOCKS** — Get speed out of a locomotive (*iron horse*)



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](mailto:Info@sbhrs.org)

## Meeting Facilities . . . at historic Santa Clara Depot

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

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,

E-mail: [info@sbhrs.org](mailto:info@sbhrs.org), or phone 1-408-243-3969, or write:

South Bay Historical Railroad Society,  
Attention: Special Events Coordinator

1005 Railroad Ave., Santa Clara, CA 95051-4319



# TIMETABLES — A Calendar of Events

## SPECIAL EVENTS

**Saturday and Sunday  
19-20 September 2009**

*Pacific Coast Region (PCR) Layout Tours  
in the South East Bay Area*  
Obtain a List of Open Layouts  
at the 13 September Coast Division Meet  
Coordinator: Bob Osborn -  
[bob@cmrailroad.com](mailto:bob@cmrailroad.com)

**Saturday and Sunday  
26-27 September 2009**

**10 a.m. to 4 p.m.**  
*Great Train Expo*  
Santa Clara County Fairgrounds

**Saturdays and Sundays  
24-25 October 2009**

**and 14-15 November 2009**  
**10:00 a.m. to 5:00 p.m.**  
*2009 Annual Fall Show*  
*Black Diamond Lines Model Railroad Club*  
425 Fulton Shipyard Rd.  
Antioch, CA

## SPECIAL EVENTS (Continued)

**Saturday and Sunday  
30 October and 1 November 2009**

**10 a.m. to 5 p.m. each day**  
*Fall 2009 Model Train Show  
of the SBHRS*  
Santa Clara Depot

**Saturday and Sunday  
14-15 November 2009**

**10:00 a.m. to 5:00 p.m./4 p.m.**  
*33rd Annual International Railfair*  
Placer County Fairgrounds  
Roseville, CA.

**5 December 2009**

**8:15 p.m. (Tentative)**  
*Caltrain's Toys for Tots Holiday Train*  
at Santa Clara Depot  
(Final Details to be Announced)

[www.pcrnmra.org/pcr/calendar/mastercalendar.htm](http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm)

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, 13 October 2009**

## 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

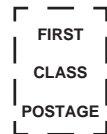
**Second Tuesday  
in February, April, June,  
August, October & December  
7:00 p.m.**

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



SBHRS Website: [www.sbhhs.org](http://www.sbhhs.org)

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



**First Class Mail**

**Date Sensitive Material**

**Fall 2009  
Model Train Show  
at Santa Clara Depot**



**Saturday and Sunday,  
31 October  
and  
1 November 2009  
Santa Clara Depot  
10 a.m. to 5 p.m. each day**