



South Bay Historical Railroad Society

The Santa Clara BLOCK

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S

-scale Modelers

Do It on the Road

It was with a great sense of pride that Ed Peterman showed off a new Southern Pacific 2-8-0 Consolidated steam locomotive and a Tidewater Southern 50-foot box car when he sat down recently to discuss his interests in S-scale model railroading.

Along with other club members George Rea and Keith White, these men represent a small minority of SBHRS members who enjoy S-scale model railroading. But unlike the SBHRS's HO and N-scale enthusiasts, their scale of choice means practicing many activities of their hobby away from Santa Clara Depot.

As stated in the title words of Willie Nelson's country and western music classic, this frequently finds the trio "On the Road Again" in pursuit of their S-scale interests.

But for them, it's worth the extra effort. As Peterman says, S-scale represents "something you can see, something you can feel." Rea adds simply, "Bigger is better!"

Unfortunately, the size requirements of S-scale railroading (1:64 scale) does restrict pursuit of large home layouts. None of the

can Flyer trainsets, and we would take over the dining room for two or three weeks at a time, and we could have a pretty good empire.

"In 1957, my dad talked us into selling and going into HO-gauge. But then in the 80s, I got to thinking that 'Hey, that

SBHRS participants has a home layout — yet. Instead, each is a member of the Bay Area S-Scalers (BASS), a group of about 30 S-gauge enthusiasts scattered throughout Northern California who meet every other month, generally at the home of a member who does have a layout. But that means hitting the road most of the time. Recent BASS meetings have been hosted by members as far away as San Rafael and Lodi. The head of the group, Lee Johnson, is planning to relocate to Roseville.

'Bigger is better!'

—George Rea

BASS' participation in SBHRS' Fall 1995 Open House as the guest operating model railroad helped ignite the interests of both Rea and White in S-scale.

For Peterman, his interest dates to his fifth year, when his father presented him an American Flyer trainset for Christmas. Then, "every Christmas, I'd get additions, like a set of switches, or a little more track. Then he got my brother and I both a trainset one year. Well, that gave us three Ameri-

was really a nice scale; I'd kinda like to get back into it, 'cause there's not a heck of a lot in it (in quantity).' I'd seen American Model (S-scale) kits down at a local hobby store, and noticed the attention to detail, hand rails, and individual grab irons, and I kinda liked that.

"I felt that if I got into S-scale, it would force me to *really* model, I'd be forced to build things, to scratch build. Of course that never came to pass, as I buy mostly the shake-the-box type of stuff which, basically, taxes my skills enough, sometimes. But they have some really nice (kitted) stuff out nowadays, and I enjoy building them."

White says, "I started to go into O-gauge, but I was at a local hobby store one day and the store had an S-scale brass GP7, and it was inexpensive, \$199 or something. Then another day, I was talking to someone at that store, and he suggested I come around and look at what he had for sale. Well, I ended up buying about \$1,600 to \$1,700 worth of S-scale. That collection included a GS-4 4-8-4, an SD40, and a GP9. I've had the GP7, the GP9 and the SD40 painted already.

(Continued on Page 3)

The Chairman's Corner

By Bob Dolci, Chairman, SBHRS



Two Issues Merit Special Consideration

During the September corporate meeting, several very important issues were discussed. Two of them warrant special consideration. The first issue can potentially cause unrest within the rank and file of the collective. Many of our corporate members no longer meet the requirements to retain their corporate membership status.

Situation Raises Concern

This situation is of considerable concern to the Board of Directors. Unfortunately, there is little we can do about it. Earlier in the calendar year, corporate members ratified new bylaws. The bylaws clearly define what the requirements are to become a corporate member and what is required to retain corporate membership status. We have a significant number of members who will likely lose their corporate privileges if they do not do something to ensure that they meet the minimum requirements. If you are one of the individuals who is in jeopardy, you have between now and the end of the year to meet the requirements. Please recognize that if you are in this category, it is because you made a conscious decision to be there. I hope that you all take the opportunity to either catch up on your dues and/or put in the required time. It is my belief that we are a more effective organization when we have a full corporate complement.

I recognize that not all members have an interest or desire to work on the depot or tower. I, as well as the other Board members, understand and accept

an individual's right to make that decision. If your only desire is to come down and drink coffee with the "guys," that's okay. If you just want to work on the layouts, that is also okay. As you know, we have a membership category that allows just for that situation. But, if you want to be a corporate member you must be willing to perform your fair share of the work. As long as we have a depot to meet at, all members and nonmembers will be welcome.

Peterman Played a Key Role

The other issue of great importance to me is our loss of a dedicated Board Member. Ed Peterman's term of office is about to expire and he has elected not to run for office for another five-year term. Ed has been a board member for over 12 years. He has served as both secretary and treasurer. During his time in office, Ed played an instrumental roll in the development and growth of the SBHRS. Not only was Ed instrumental in the renovation of the depot, Ed contributed countless hours to the development of our museum, and in addition he put in the extra effort to serve on the Board. We are fortunate that Ed has agreed to retain his responsibilities as the Museum Curator. I will miss the fact that Ed will no longer be on the Board. I won't know who to pick on at the Board meetings. I want to personally thank Ed for his years of service as a Board Member. Thanks Ed, you did a great job and I mean it sincerely when I say that I am proud to have served with you.

Board Raises Concerns over Personal Storage

Directors of the SBHRS expressed their concerns at the September corporate meeting over the storage of personal items under the HO and N-scale layouts. These locations are not the place for the storage of train kits, personal tools, or other personal items without the consent of the respective layout manager. The same holds true for storage of items in the museum room, where the consent of the curator is required. In the future, Corporate Administrator Peggy Freed will be notified of all items stored in the facility. . . . **TOOL STORAGE** — Many members have complained about the inability to find tools in their proper location in the depot. All members are asked to return tools to their proper location. Also, the dockside exits at the east end of the depot are being blocked by power tools which could result in problems in the event of a need for emergency exit from the building. These exits must not be blocked. . . . **TRACK DAMAGE** — Layout facilitators Bob Freed and Robin Gilstrom remind all club members that the tops of the layouts are not a place to put tools and other hardware. These actions are causing damage to the tracks on both layouts. . . . **2000 NMRA CONVENTION** — The year 2000 National Model Railroad Convention is scheduled for San Jose. Ed Peterman asks members to consider what the SBHRS may want to do while the convention is in town. Members are encouraged to present their ideas to any board member. . . . **TOWER RESTORATION** — Facility Manager John Dietrich reported at the September meeting that two sides of the interlocking control tower are almost ready for a coat of primer paint. . . . **OPEN HOUSE PUBLICITY** — Flyers were mailed to more than 50 hobby shops and railroad-related clubs and organizations throughout the greater Bay Area announcing the SBHRS Open House, according to Peggy Freed. Railroad magazines, and local newspapers and television stations also were notified of the event. Mrs. Freed also announced that door personnel will survey attendees when they enter the facility to determine the demographic patterns of Open House visitors.

Increased Detailing is an Attraction for S-scalers

(Continued from Page 1)

"I basically got more involved in it because Ed and (former SBHRS member) Ron (Orlando) were in to it," White says.

The increased attention to detailing of larger scale modeling is what piqued Rea's interest. "It's more detailed, and there's more realism to the engines, the cars, and all the models. You can get so much more detail as you go to the bigger scales."

'With the size and the cost of S-scale, you can't buy two of everything like you can for HO-scale and N-gauge. So what you've got, you really savor.'

—Ed Peterman

One problem brought about with S-scale, however, is product availability. Peterman notes that S-scale represents about one-half of one percent of the total model railroad market. And many of the manufacturers traditionally have been mom and pop, or one-man manufacturing operations by persons who hold down daytime jobs and produce S-scale products as a sideline. Long waits for advertised merchandise are common, too, as producers await orders suffi-

cient in quantity to ensure a profit on a product before actually tooling up and producing it. A wait of one year is not uncommon for many S-scale products.

Peterman notes that "with the size and the cost of S-scale, you can't buy two of everything like you can for HO-scale and N-gauge. So what you've got, you really savor. And, you have to live with the long waits if you want the equipment."



Gettin' Ready for the Show

BASS members held their bi-monthly membership meeting at the Santa Clara Depot on Saturday, 20 September. Several members of that group assembled their portable S-scale modules in the meeting room, their presence that day serving as a preview to the group's participation at the SBHRS' November Open House.

SBHRS members Ed Peterman, Keith White, and George Rea hosted the S-scale enthusiasts.

Several of the modules that will be used in the November Open House have been constructed by SBHRS members. As the Open House date approached, these members, along with local S-gauge expert Rusty Rustermer, could be observed at the Santa Clara Depot, or at their homes, putting various finishing touches on their individual modules.

Things have gotten better in recent years, Peterman says, because a lot of the smaller manufacturers are selling off to larger operations.


"Des Plains Hobbies (in Illinois) has bought out a lot of little, one-man manufacturers, and so now we are getting new and improved products. And Bill's Train Station in Florida has bought other small operations, and he seems to have the capital to maintain an inventory," says Peterman. "It's improved vastly in the last five years."

Rea adds that now, "It seems like every three months there is something new coming out," including various accessories and even laser cut kits for structures.

Like most modelers, each of these SBHRS members have their special modeling interests. According to Rea, "Most of my rolling stock is still in boxes, not put together yet. But if I see something on the hobby shop shelf that looks interesting and

(Continued on Page 8)


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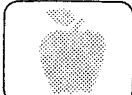
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Vacation Time Takes Club's Curator to . . . Museums

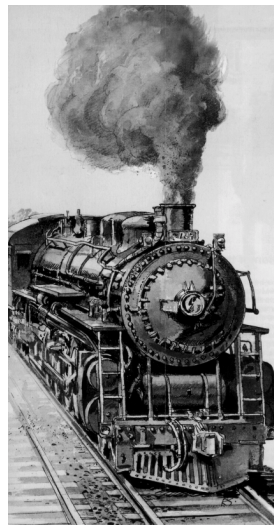
Ed Peterman used portions of a 1997 summer vacation to Michigan and Pennsylvania to take in a number of railroad related sites. Particularly in Pennsylvania, he came upon virtual gold mines of railroad activity.

A midweek trip to Scranton in eastern Pennsylvania enabled Peterman to visit the Steamtown National Historic Site. Its location is a former Delaware, Lackawanna and Western Railroad yard and roundhouse situated on approximately 62 acres.

"The roundhouse is divided into different sections," according to Peterman. "There is an active roundhouse, where steam locomotives are maintained and restored. A second portion of the roundhouse is a movie theater; a third portion is the entrance and houses various displays; and a fourth is for artifacts."

There are several static displays, Peterman reports, including a UP Big Boy steam locomotive, a Reading 4-8-4, a Delaware and Hudson steam engine, and several other

larger locomotives situated randomly throughout the parking area of the museum. In all, the museum is host to 29 steam locomotives and 78 other items of railroad rollingstock.



The museum also offers excursions of about a half-

hour duration behind steam locomotives. Although he didn't partake of the ride, Peterman particularly enjoyed watching and photographing the operations of two steam trains because, "Being from the west, it's always nice to watch steam power back east, where they burn coal," versus the oil burners inherent of western railroads.

As curator of the museum of the South Bay Historical Railroad Society and one who has spent many hours on the restoration of the Santa Clara Depot, Peterman pays particular attention to old structures as well as railroad artifacts. Thus, he noted with interest that "the roundhouse in Scranton is different because it was built in stages. Some stalls are 60-feet, then some are 65-feet, then others are 80-feet in length. These reflect the growth in steam motive power, and the consequent increase in the length of steam engines as the technology evolved during the past century, he says.

One of the best pieces of restored rolling stock, Peterman noted, is an old Pennsylvania Railroad X28 wood-sided box car, "obviously from the 1920s, fully restored. It looks just like it was built yesterday. And there was an Erie-Lackawanna caboose on site also, with window shades."

Peterman spent about three hours at the Scranton site, walking around, and taking pictures. "I walked around like I owned the place. Of course it helped that I was there in the middle of the week," he says.

Having visited other railroad museums, it's natural for Peterman to make comparisons. "Scranton is much different than the California State Railroad Museum in Sacramento, or even the Baltimore & Ohio Railroad Museum," which he visited in 1983.

' . . . It's always nice to watch steam power back east, where they burn coal.'

—Ed Peterman

Later the same week, Peterman visited the Strasburg Railroad in Strasburg, PA. This is a tourist line, where operators were running two ten-car trains, one every 15 minutes. One of these was pulled by a 2-10-0 steam locomotive. Peterman noted that tickets were \$7.50 for adults, and that the trains were fully occupied for a half-hour ride.

Across the street in Strasburg from the tourist line is the Railroad Museum of Pennsylvania, a state-managed museum which Peterman first visited about 14 years ago. Major additions and improvements have been made since his previous visit, he notes.

Among its rolling stock, the museum includes a Virginia & Truckee narrow-gauge steam engine. "Completely out of place with the rest of the Pennsylvania stuff," Peterman says.

At this museum, "everything shows its age." Many items of equipment are only cosmetically repainted, not restored. At least most of the artifacts are covered, he noted. There is even a round-end observa-

(Continued on Page 7)

**How
We
Spent
Our
Summer
Vacations**

Siskiyou's Last Semaphores are the Draw for Editor

By Joe Hoffmann
Newsletter Editor

The double arm, lower-quadrant semaphore that dominates the east end inside the Santa Clara Depot has been a fascination of mine since Ed Peterman accepted the artifact from an anonymous donor in 1993. Such signaling devices are a testimony to the ingenuity and imagination of engineering technologists of the early 1900s, when these stately 30-foot devices were developed. The SBHRS' semaphore at one time stood as sentry to the single track rails of the Southern Pacific's Siskiyou Line. That line still runs between Black Butte, CA, north of Dunsmuir, to Springfield Jct., near Eugene, OR. The twisting, curving mountain rails are a part of the rich legacy of early railroading between northern California and Oregon.

So it was with semaphores and the signals that replaced them in my mind, plus a keen sense of railroad history, that I departed in mid-August on a journey targeted at photographing the Siskiyou rail line and its present operator, the Central Oregon & Pacific Railroad (CORP).

Semaphore from Gold Hill

The semaphore in the SBHRS museum once stood guard at Southern Pacific MP 458.5, just north of Gold Hill, Oregon. At the time that SP abandoned operations over the Siskiyou Line in 1992, the railroad also began dismantling the line. This included selling off hardware assets for whatever the market would bear. Thus, semaphore signals, for one example, first offered for around \$1,000-\$1,200, soon were demanding as much as \$1,500 for a double arm unit. Because the semaphore signals on the Siskiyou had become an icon of historical significance, it was with great fortune that Peterman, as museum curator, obtained the one from near Gold Hill for inclusion in the society's collection of artifacts.

As for my travels, it was in Weed, CA, my first night's layover, that I first encountered the Central Oregon and Pacific. Near 8:30 p.m., under the darkened skies of a northern California summer evening, the melodic sound of a diesel horn turned my attention to the nearby tracks. In this re-

gion, some older highways, and certainly the small way towns, are little more than a half a mile from the tracks of what was SP's first line between Oregon and California. Driving quickly to the rear of a small shopping center complex, the first CORP unit



to fall under my eyes rounded a curve heading into the tiny lumber community. With two other units, the train was hauling mostly 50-foot box cars, picked up from various locations along the 303-mile Siskiyou route. The night sky was too black for pho-

tography here. Instead, I would await the morning light.

Emerging from breakfast the next morning, the plaintive wail of the diesel horn again called me. Only minutes later, I located three locomotives, the same ones I had seen the previous evening, idling on the rails adjacent to the railroad's sheds and its small Weed headquarters building. Several photographs in the long shadows of an early morning light were made.

I was on Interstate 5 on the south edge of town half-an-hour later when a quick glance to the north revealed these engines again, this time in action, it appeared. Back into town I drove (this takes, maybe, three minutes in a city of 3,000). This time, the trio of locomotives was switching fully-loaded CORP-owned log cars and several 50-foot FMC-built box cars on a spur that curves around the property of a forest products processing plant. The morning light was better now, and a series of memorable photographs from head-on and three-quarter profiles, was made.

Returning to I-5, I traveled at 70 mph to other station stops along CORP's Siskiyou Line. The Siskiyou mountains in this region, while unimposing from a distance, are nonetheless a formidable mountain barrier. And, travel along Interstate 5 provides only

a rare parallel to the rail line. But the communities listed in the current edition of Altamont Press' *Pacific Northwest Region Timetable No. 4* are the same as those listed in the SP's 1947 *System Timetable*: Montague, Hornbrook, and Hilt, CA, among others. These all required leaving the interstate and traveling up to six miles to sight the railroad town.

Traveling north from Black Butte to Medford, the rails carve a unique profile. From an elevation of 3,903 feet at Black Butte (the base of Mt. Shasta), the route actually descends over the next 49 miles, where it reaches Hornbrook, elevation 2,156. This 1,747-foot drop is quickly succeeded by a rise of 749 feet over the next eight miles (Hornbrook to Hilt), followed by an increase of 1,217 feet between Hilt and Siskiyou Summit, elevation 4,122 feet, the latter segment in a railroad distance of 11 miles. There, the rapid descent to Ashland begins, with numerous tunnels and switchbacks engineered to enable the rail line to drop 2,248 feet over a 17-mile route to reach the floor of the Rogue River Valley at Ashland (1,874 feet). Another 504-foot drop brings the rail line into downtown Medford, Oregon, elevation 1,307 feet.

Six-Percent Highway Grade

Just north of the California-Oregon state line, by comparison, an automobile driver first ascends, then descends six-percent highway grades on either side of Siskiyou Summit (Elev. 4,310 feet on I-5) to Ashland (Elev. 1,874 feet) in a space of about 12 miles. An appreciation of the tasks faced by heavy freight trains and their motive power is quickly gained. During the descent into Ashland, the rail line twice crosses the interstate before railroad and highway separate at the southern entrance to the Rogue River Valley. Within the valley, the rail line parallels old U.S. Highway 99, while the interstate is perched across the valley floor, about two miles east.

Thursday evening found me in Medford, which was to be my base camp for four days. During an evening-hour search for rail traffic, I stumbled into a heritage Burlington Northern GP40 switching carloads at indus-

(Continued on Page 6)

Seven Locomotive Lashup is Trip's Highlight

(Continued from Page 5)



trial sites along the CORP right-of-way. The next morning, however, turned up the real golden nugget when CORP's Medford facility, with its neatly maintained headquarters building and three RIP tracks, was discovered. Here, around 9:00 a.m., eight locomotives were lined up on service tracks, mechanics busily moving from one to another. Finally, one locomotive slid onto the main line to move down the route to begin assembling a consist of loads.

I returned later to CORP's Medford facility to use an afternoon sun on the colorful array of motive power that was tied up in the small yard.

Locos of Various Heritage

CORP's locomotives all are of another railroad's heritage. Only a few of a stable of GP38s and GP40-1s have visited the paint shop. Consequently, in addition to the railroad's color of what is reported to be SP scarlet and a shade of gray that is "close to UP's harbor mist," many other locomotives clearly show their heritage: black and white hand-me-downs from the Norfolk Southern, and green and white units late of Burlington Northern. Scrubbed of the symbols of their background (the NS stallion, and the traditional BN logo, for example), the word CORP is painted in a crude, stencil-like font under the cab side windows of many locomotives. Others carry the letters MNA for Missouri Northern & Arkansas, another regional operation of parent owner RailTex.

Mid-day Friday found me in Ashland, 12 miles south of Medford, encountering a lengthy southbound CORP consist. Again, the sound of a diesel horn had alerted me to the presence of rail traffic. A few minutes later, I caught up to a lead locomotive.

I parked my car adjacent to a grade crossing. With early afternoon sunshine bathing the consist in photo-quality light, I grabbed my camera and both lenses. The lead ex-BN unit was about 60 yards away — perfect for using a 35-70mm zoom lens. I set my longer zoom lens on the ground while the locomotives were getting underway.

As black exhaust smoke belched from the string of locomotives, the train moved toward me.

Vulnerable Targets

As I'm clicking a series of photographs, I suddenly realize that directly behind the locomotive were two tank cars, one with a serious leakage problem! This car is spewing geysers of liquid from the near side of the car — weed poison, I surmise — and I, and my extra lens that by now is on the ground beside me — are vulnerable targets. I grabbed my equipment and quickly backed away from trackside. The threats to myself and my property, however, were serious distraction to my observation of what was going on. At this site, then, I forgot to count the locomotives!

After watching the rest of the train pass, I jumped into my car and began a drive on I-5 that in about 20 minutes would find me at Hilt, CA., a community which I had surveyed briefly the previous day as a potential photographic site.

In my naivete about the area, and without a good local area map, I was unable to intercept the train at any of several possible locations between Ashland and Hilt, a distance that is about 12 highway miles on I-5, but due to the rail line's numerous switchbacks, is 28.7 railroad miles.

The train crosses the summit between these two locations at an average speed of about 15 mph. My watch read 2:55 p.m. when I finally heard the distant chimes of a diesel hornset. This time, I was a safe distance from the rail line, and I arranged my short zoom lens (35-70mm) to enable me to switch to it quickly as the train crept past my position.

As the first locomotive thundered from behind a clump of trees that I had targeted for its contribution to photo composition, the lead engine's headlights and ditch lights provided a sharp focal point. I began shooting, slowly at first, while the train approached.

CORP's Colorful Fleet Noted

Now I could count them — seven locomotives on this freight! And the set was clad in all the colors that comprise the CORP power fleet. I decided then and there

that this display of motive power, and the opportunity to photograph it under the bright sunlight of an azure northern California sky, would probably endure as the highlight of my trip. It has.

Behind the locomotives, again, were those two tank cars, the lead one still spewing liquid on my side of the tracks. It was not until I returned to my motel room with a book about the Siskiyou Line that I had purchased earlier that day that I learned that these cars were the railroad's *water cars*, used during the summer months to water the ground trackside in defense of sparks from the locomotives. Passing engines have been known to ignite fires along the right-of-way in this region. So much for my weed-patrol theory!

(Continued on Page 8)

Colorado Narrow Gauge Featured in Program

November's general membership program of the SBHRS will feature slides from Bob Dolci's summer vacation to Colorado and the narrow-gauge railroading activities he observed and photographed there. The one-hour program will begin at 7:30 p.m. on Tuesday, 11 November.

The three part presentation will include the Florence & Cripple Creek Railroad, including a brief history of the railroad, photos from around the areas served, and pictures of the original right-of-way. His review of the Cumbres and Toltec Railroad will include photos of the Chama yard and engine facilities, and engines and rolling stock in the yard.

Numerous pictures taken from the train and more photos made while chasing the train, will be included. Dolci was able to photograph at least five different Mikado locomotives under steam on this line.

The final segment of Dolci's program will feature the Durango & Silverton Railroad, including pictures of facilities and equipment both in Durango and Silverton. Again, his program will include pictures from the train and those made while chasing the train. On this line, Dolci observed at least six different Mikados under steam.

Around the Property

New Welded Rail, Friendly Capitol's Horns Mark a Changing Scene

The summer of 1997 has seen a number of noteworthy events around the Santa Clara Depot.

WELDED RAIL — A series of Saturdays beginning in August and continuing into October saw work crews contracted by the Joint Powers Board (Caltrain) install-



HAND LABOR — Even in the age of increased electro-mechanical technology, gandydancers, like those illustrated here, remain a part of a track laying crew.

ing new welded rail on both JPB lines. The effort through Santa Clara was just one portion of the project to install welded rail between San Jose and Sunnyvale this year. Fascinating it was to watch a mix of electromechanical technology (the spike drivers, for example) with old-fashioned gandydancer labor (some spike extraction, and the removal and installation of tie plates, for example) in this major effort. According to the dates on the rails that were removed from the line, the rails in front of the Santa Clara Depot were made in 1953.

... **BECKERT'S HORNBLAST** — Junior club member Joe Beckert's father, Bill Beckert, an engineer for Amtrak's *Capitol's* between San Jose and Sacramento, provides some extra play with the diesel horns of the P59PHI locomotive, or the cab cars when his mid-day train travels to San Jose, and on its return leg at about 12:40 p.m. each Saturday. The special salute to SBHRS members on the dock of the depot is warmly received by all. Members certainly know whose train is coming past. The senior Beckert also presented a wonderful slide show at the depot in early July.

Board Seeks Bids for Window Restoration

The SBHRS Board of Directors will solicit bids from qualified contractors for the restoration of the windows in the Santa Clara Depot.

Several society members have worked on renovation of the depot's double-hung windows. The work, however, has proven to be labor intense and very time consuming, and takes away from labor on other projects.

Society Chairman Bob Dolci proposed out sourcing the window renovations, partly to enable the shifting of labor hours to the performance of work on the interlocking control tower and the planned renovation of the board room at the east end of the Santa Clara Depot.

Following a lengthy discussion at the September corporate meeting, the corporate members of SBHRS voted unanimously to authorize the board to accept a bid not to exceed \$3000 to repair and restore the depot windows.

Peterman Declines Board Candidacy

Ed Peterman has announced that he will not be a candidate for the Seat 1 he currently occupies on the board of directors of the South Bay Historical Railroad Society when its term expires in January. Peterman announced his decision during the September meeting of the directors and corporate members of SBHRS.

Peterman has been a member of SBHRS and the board of directors since the society's inception in 1985. He has served the society as its treasurer or secretary throughout his tenure on the board.

Peterman will continue to serve the organization as curator of the SBHRS' museum.

Rail Museums Targeted by Curator's Vacation

(Continued from Page 4)

tion car from the Reading Railroad's *Crusader* passenger train.

Peterman sums up his visits to the museums at Scranton and Strasburg simply: "If one is visiting that region of the country, I heartily recommend setting time aside to visit Scranton, and the Railroad Museum of Pennsylvania at Strasburg. And since it's not far away (in Baltimore, Maryland) you should see the Baltimore and Ohio museum, too." ■

Library Adds Books, Videos, and Audiotapes

A variety of new books and videos, as well as a pair of audio tapes, have been received by the South Bay Historical Railroad Society's library during the past quarter.

In his report filed for the Board of Directors meeting in September, Librarian Russ Danley reported the receipt of two audio cassettes from a donor. These were *First Generation Diesels*, and *Diesel Super Power*. Both are produced by Arkay Enterprises of San Jose.



Videotape purchases made by Danley on behalf of the library included *Rails Around the Bay* and *Cascade Crossing*, both from Kalmbach Publishing. In addition, a pair of video tapes by Charles Smiley, *Southern Pacific — The Missing Years*, and *Southern Pacific — By the Bay*, also were purchased by Danley on behalf of the club.

Included among several books acquired by the library were *Railroad Timetables and Travel Brochures*, by Brad S. Lomazzi, *Nevada County Narrow Gauge*, by Gerald M. Best, and *Trackwork Handbook for Model Railroads*, by Paul Mallery.



Look to the SBHRS' Company Store for some great Christmas Gifts

Siskiyou Semaphores Finally Sighted

(Continued from Page 6)

As predicted, I never again on this venture found the combination of location, light, or trainset to equal the photographs I made on Friday, 15 August 1997. Saturday saw some shots of a lashup of Geeps moving cars from the industrial sites near the Medford facility, and while impressive in its workmanlike manner, the scene did not compare to that at Hilt.

Replacement Signal

Saturday was not to be without its rewards, however. A travel venture from Medford to Grants Pass, 30 miles north, was in order. Naturally, a stop at Gold Hill was a must, too. At I-5 Exit 36, I entered the town of Gold Hill, named for the gold that was mined briefly from the surrounding hillside in the 1850s. In the "downtown" area, I located and photographed one triangular signal, framing it against one of several steel bridges built throughout this rail line in 1905. A little more than one Highway 99-mile north, I made photos of an other pair of back-to-back triangular signals, these clearly labeled MP 458.5. It was only when I returned home that a look at the historical information Peterman had provided me several years ago verified that this signal had replaced the one that today is a centerpiece of the South Bay Historical Railroad Society's museum.

Up until this time, I had seen no semaphore signals along the CORP rails, so I

was pleasantly surprised to discover a pair of lower-quadrant signals in Grants Pass.

Photos of these units, bathed in an afternoon sun that enhanced the brilliance of their yellow and red arms, were of course in order. Later, while returning to Medford, I spotted two more semaphores guarding the line north of Central Point, a few miles north of Medford. The double arms northbound were at 90-degrees, indicating the block was occupied. But, alas, I never found a train north of that point.

It was with a bit of sadness that my return journey for home began on Monday, 18 August. Unfortunately, I saw not a single train during the 420-mile trip back to the south bay. And, although confirming the semaphore location and recording our semaphore's replacement provided a pleasurable experience, the trip's highlight remains those seven Geeps thundering through Hilt. ■

Election Date Set for Board Seat No. 1

Corporate members of the SBHRS will vote on Tuesday, 11 November, to fill Seat No. 1 on the society's Board of Directors. Nominations for the seat were accepted through 14 October. Seat 1 is presently occupied by Ed Peterman, who declined to run for reelection. The new five-year term holder takes office in January.

Rea Prefers Modeling Burlington Northern's Heritage Railroads

(Continued from Page 3)

falls into the time frame I'm interested in, then I buy it.

"My railroad rolling stock is those roads that comprised what until recently was the Burlington Northern: the Great Northern, Northern Pacific, Frisco, SP&S, and Burlington Route. My era probably is up to the mid or late 1960s. The most modern diesel I'll have is GP9 or a GP18. I don't envision going anything more modern than that because then you have to go to brass."

White models "anything that I see out on the yard here. Basically, I'm a Southern Pacific modeler," he says.

Peterman models Western Pacific and Southern Pacific. "My ultimate goal is to run a side by side railroad, like the SP and (former) Western Pacific in Milpitas, where the lines run parallel, and you can interchange traffic."

Meanwhile, in the absence of their own home layouts, all three are working to build modules for BASS' modular layout.

BASS members started building new modules when their leader, Johnson, thought he might have to relocate to Omaha, NE, as a result of the merger of Southern Pacific with Union Pacific. His modules, built in 1963, have been the backbone of the BASS modular railroad. So while thinking he was going to be transferred to Omaha, he suggested that the other members should start building modules if they wanted to continue their modular program.

BASS Layout at NMRA Meet

BASS members started in the summer of 1995 to build new modules, with a goal to finish so as to be represented at the NMRA national convention in Long Beach in July 1996.

"We had an 11-foot wide by 22-foot long set of modules for Long Beach," Peterman says proudly. Since then, there have been grandiose plans to expand. But the problem is that if you get much bigger than 11 x 22-feet, then you're not going to fit into many places, including the meeting room in the Santa Clara Depot.

(Continued on Page 9)



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SBHRS Members Add to BASS Modules

(Continued from Page 8)

Peterman will have three modules, all being the legs of a wye into the layout's yard. "Someone else will be responsible for the remainder of the yard modules," Peterman says.

NASG Standards

These new modules are going to be constructed to standards established by the National Association of S-Gauge (NASG), according to Peterman, whereas the previous ones were to NMRA standards which are more in line with hi-rail, or American Flyer standards.

Each of the planned modules is at least 24" deep by 48" in length, with some being made up to 36" deep to accommodate special characteristics.

While Peterman's three modules are one example, Rea's module will feature a straight section 48" x 30" that will work in conjunction with two or three other modules. It will include a siding, and a track that is angled off the back so that a train can be set up in the back and brought out to the siding and the main line.

"I'm going to model the Jamestown area, a rural country area, with country store, and a small diesel fuel or heating oil supply

store. That way," he explains, "I can move in a tank car and then unload oil for transfer to trucks."

White's new modules will include a siding into a warehouse or manufacturing plant, from which he can load or unload products from his S-scale flat cars and box cars.

While the modular operations, and the camaraderie with other S-scalers are significant of themselves, another benefit of BASS membership has been the organization's group buying power. It is that which enabled Peterman to buy at significant savings the consolidated steam locomotive mentioned earlier.

For the record, Peterman remains the most outspoken proponent of S-scale modeling within the South Bay Historical Railroad Society. He reminds all listeners, proudly, that, "If the club had listened to me back in 1990, we'd have cashed in the N-scale and HO-scale and made the whole thing S-scale, and we'd have one heck of layout now, and be featured in national magazines and TV." ■

SBHRS
Presents Its
FALL OPEN HOUSE
Saturday and Sunday
1-2 November 1997

Newsletter Deadline
... is Tuesday, 6 January 1998

Molds	CAROLAN TOOL	Consult
Dies	Brian Carolan Proprietor & Master Toolmaker	Design
Prototypes	640 Giguere Ct., San Jose CA Phone: 408-254-4610	Build

Coast to Coast TOTAL HARDWARE <i>Family Owned and Operated</i>	Don Von Raesfeld, Owner 950 Monroe Street Santa Clara, CA 95050 408-247-2950
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The Santa Clara BLOCK

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: 408-243-3969

SBHRS Board of Directors

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Joe Hoffmann
Newsletter Editor and Publisher

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CALENDAR OF EVENTS

RECURRING EVENTS

Every Saturday, 9:30 a.m. to 4:00 p.m.
 Open House at Santa Clara Depot
 Depot and Tower Maintenance and Restoration

Selected Saturdays (See Postings)

9:30 a.m.
 Work Parties
 for Depot and Tower Restoration
 and Facility Maintenance
Wear Appropriate Clothing

As Required
(See Postings in Depot)
 HO-scale Layout Meetings
 N-scale Layout Meetings
 Santa Clara Depot

2nd Tuesday, Quarterly, 7:30 p.m.
(March, June, September, & December)
 SBHRS Board of Directors Meeting
 for Corporate Members
 Santa Clara Depot

SPECIAL EVENTS

Saturday and Sunday
1 and 2 November
10:00 a.m. - 5:00 p.m.
 SBHRS Fall Open House
 Santa Clara Depot

Saturday and Sunday
8 and 9 November
10:00 a.m. to 5:00/ 4:00 p.m.
21st Annual International Railfair
 Placer County Fairgrounds
 Roseville

Tuesday
11 November
7:30 p.m.
 Bob Dolci Presents
Railroading in Colorado
 Santa Clara Depot

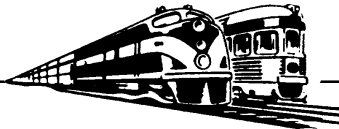
SPECIAL EVENTS (Continued)

Saturday and Sunday
22-23 November
11:00 a.m. to 5:00 p.m.
 Great American Train Show
 Alameda County Fairgrounds, Pleasanton

Fridays through Sundays
28-30 November and 5-7 December
2:00 p.m. to 10:00 p.m. Fridays
11:00 a.m. to 6:00 p.m. Weekends
Holiday Train Show
 Walnut Creek Model Railroad Society
 (Diablo Valley Lines)
 2751 Buena Vista Ave., Walnut Creek

Saturday and Sunday
6-7 December
11:00 a.m. to 5:00/4:00 p.m.
 Greenburg Train Show
 San Mateo County Fairgrounds. San Mateo

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, 6 January 1998



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

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