

HOLIDAY WITH STEAM

On the Southern Pacific

ANOTHER



RAIL ADVENTURE

JANUARY 1, 1958

Sponsored by the

Central Coast Railway Club, Inc.

Welcome Aboard...

It is with great pleasure that we welcome everyone aboard the "Holiday With Steam" special train today. Fitting indeed, is the use of a steam locomotive over our route, one of the pioneer rail lines in our state.

Through the cooperation of the Southern Pacific, locomotive 2475, a P-8 class Pacific built by Baldwin Locomotive Works in 1921, has been made available for today. This will in all probability be the last steam engine to leave SP's San Jose depot with a passenger train, ending an era begun on January 16, 1864, when the first steam-powered train arrived.

Our route today will take us over freight-only lines. Leaving San Jose our train will travel via Milpitas to Niles, thence through Niles Canyon, Livermore Valley, and Altamont Pass to Tracy. Returning we will cover the same route as far as Niles, thence via Centerville, Newark, Aiviso, and Santa Clara to San Jose.

The line from San Jose to Niles was constructed during 1865 and 1866 as part of a western connection with the then building transcontinental Central Pacific, under the title Western Pacific Railroad, having no connection with the present day road of that name.

The line between Niles and Sacramento, over a portion of which we will travel, was opened to traffic in 1869. Historically,

that portion of our travels from Centerville to San Jose is over rail lines originally built by the South Pacific Coast as a narrow gauge route from Alameda to Santa Cruz, service commencing between Alameda and San Jose in 1878.

Gracing the rear of our train is the club-owned observation car 2901, "Ferroequinologist," donated to the Central Coast Railway Club by the Southern Pacific. The facilities of this car are available to everyone, and it is requested that a voluntary rotation be affected by those on the platform to insure that everyone so desiring receives the opportunity to enjoy this feature. In addition, throughout the day, instant Hills Bros. coffee for adults and milk for the children will be dispensed free from the observation car galley.

We are deeply grateful to all those members of the Southern Pacific organization who have participated in making this trip possible, and especially to Bob Bryant, City Passenger Agent, San Jose, who has guided and coordinated our plans through the necessary channels to the successful culmination of this trip.

A souvenir set of eight photographs, similar to that on display in the observation car, only of today's trip, may be ordered through the club's photo chairman, George Fitzgerald, 568 Matadero, Palo Alto, Calif. Sets are \$1.75 postpaid.

SCHEDULE

Briefly, our schedule calls for leaving San Jose at 11:30 a.m. with arrival at Tracy at 2:40 p.m. Here our train will be turned and the locomotive serviced, with one hour and thirty minutes allowed. During this time everyone is free to wander up town for lunch, to watch steam engine servicing (truly a rarity these days), or to stay aboard the train. Departure time is set for 4:10 p.m. with arrival in San Jose at 6:30 p.m.

Every effort will be made to maintain this schedule, but our program and engine servicing may cause delays. To this end we ask everyone's indulgence in the matter of photo stops.

SAFETY FIRST

There is no doubt that everyone aboard would like to have a ride in the cab today, and the good-natured engineer would be happy to oblige us all. Unfortunately, company rules and federal law prohibit unauthorized persons from riding on the locomotive and tender. We also call your attention to the fact that it is dangerous to open vestibule doors and traps while in motion or to extend any part of the body from a moving train. Special care should be exercised in the baggage car and on the observation platform. Adults are expected to exercise diligent supervision over the children in their party.

PHOTO OPPORTUNITIES

Inasmuch as this may be the last ride for many behind a

steam locomotive on the Southern Pacific, numerous stops have been planned for photographers to record the event. Briefly, the plan works like this: The train stops, unloads those desiring to get off, backs up, makes a run past the firing line, returns to pick up the photographers, and then we're on our merry way again. To maintain our schedule it is requested that those planning to detrain be alert to these movements. Announcements of all stops will be made through the train in advance. Those detraining without cameras are requested to remain behind the firing line of photographers.

At all times, in detraining and entraining, do not do so while the train is in motion. In movements on the ground, take time to move safely.

These are the eight photo opportunities as set up by the committee:

1. Leaving San Jose depot.
2. Milpitas. MP 41. Detrain on the left side of the train entire train's length. Train will back up, run past firing line, and then return to pick us up.
3. Dresser. MP 30.9. Detrain from head coach on the right side. Watch your footing. Excellent shots from all angles and also down the road by the bridge.
4. Farwell. MP 31.7. Also known as Stonybrook Park. Detrain left side entire length of train. Excellent shots from all areas. This stop follows hard on the heels of the stop at Dresser, so remain ready to unload.
5. Altamont Pass. MP 53.5. Stop will be made under the highway bridge. Detrain from right side from rear cars of train. A nice

curve and overpass with plenty of room to fan out. Watch your footing.

6. West of Midway. MP 62.2. Here the train is descending through the foothills into the San Joaquin Valley. Unload from left side all along the train. Wait until train backs up before crossing right-of-way.

7. Tracy. Train will stop short of depot, allowing those wishing to do so to detrain and walk ahead to take pictures of the train arriving at the station.

8. Tracy. Leaving Tracy train will stop about 1000 feet after leaving the depot to allow photographers to entrain.

From this point on darkness will take over, giving everyone aboard one of the greatest thrills of riding a train, peering ahead through the window and watching a steam locomotive curving through the hills, the flash of the firebox against the darkened countryside, the wail of the now-lonesome steam whistle drifting across the valleys and echoing against the hillsides.

IN THE FUTURE

Our future rail adventures include the Western Rail-a-rama on March 8 and 9, with steam power on the Western Pacific from San Jose to Marysville, Sacramento Northern electric freight locomotive through Yuba City, and SN diesel power into Chico. The only place remaining in California, and possibly the western United States, where steam and

electric power can meet on a passenger train. Spend the night in Chico and return on Sunday over the same route. A photographers field day.

Memorial Day weekend will be spent covering the Nevada Northern Railway in eastern Nevada and visiting the open copper pits at Ruth and Kimberly. Motive power to be used will be the Nevada Northern's remaining coal-burning steam locomotive, which will be placed in service for this trip. A special Pullman train will be operated from San Jose and the bay area over the Western Pacific to eastern Nevada, with a return option of continuing on for a full week of rail riding on Colorado's narrow gauges and other western lines, or of returning directly to the Bay area.

Labor Day weekend plans call for a junket into western Oregon, covering the 40-mile Valley & Siletz Railroad through some of the state's most rugged and beautiful terrain. A special train will be operated over the Southern Pacific from San Jose and the Bay area, covering the Siskiyou line by daylight.

And, of course, next New Years Eve will be celebrated with another special rail party with a limited number of tickets available.

Information on all of these trips will be mailed to those on the club's mailing list. If your name and address is not now on our list please give it to one of the committeemen or drop us a postal card after returning home.

CENTRAL COAST RAILWAY CLUB, INC.

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