



*Celebrating our 61st Year*

# *THE HERALD* eZine

Official Publication of the Sacramento Model Railroad Historical Society, Inc.

*Spring 2009*



# CENTRAL CALIFORNIA TRACTION CO.

A California Shortline

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THE SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY is a Non-profit Educational Organization under the tax section 501(a) as described in section 501(c)(3) of the IRS Code. The SMRHS is incorporated as a Non-profit California Corporation under section 23701d of the California Revenue and Taxation Code. We are dedicated to advancing the understanding of railroading and its history and impact on the development of our nation, as well as developing an understanding of railroad operations and technical skills through model railroading.

THE HERALD accepts advertising with the proceeds going towards the production of this publication and maintenance of the [Society's Web Site](#). Contact the [Editor](#) for advertising rates and mechanical requirements.

Manuscripts and photographs dealing with model railroading or railroading in general are welcome. Materials submitted for publication are assumed to be gratis and no payment will be made to the author, or his representative. Articles and correspondence relative to THE HERALD should be directed to the [Editor](#).

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Visitors are always welcome.  
The Society's regular hours of operation are:

Tuesday nights 7:30pm - 9:00pm  
Friday nights 7:30pm - 10:00pm or later

**1990 Grand Ave. Sacramento, CA 95838**  
**(916) 927-3618**

## ON THE COVER

Central California Traction Company's No. 50 sits on a shop track in Stockton, Ca. Scott Inman has provided us with a fantastic history of this 100+ year old California Shortline. The article begins on page 9

Photo by Unknown: Scott Inman Collection



# EDITORIAL

Life throws us challenges, some say, to keep us on our toes. Others say these challenges keep us young. Presently, I say hogwash to both those and feel that these so called “life’s challenges” do nothing but put us behind schedule. Such has been my case for about the last four months.



Dave  
Good  
Editor

At this point, I'd like to offer an apology to all who contribute to and look forward to each issue of The HERALD *eZine*. The last several months have prevented me, for

various reasons, from keeping a regular schedule for our publication. That has hopefully changed for me now.

Suffice it to say that in order to get “back on schedule” I have skipped the Winter 2009 issue which would have covered the January through March quarter and have produced the Spring 2009 issue covering the April, May and June quarter.

Though my schedule is somewhat back in order, only one thing will keep me from putting together another phenomenal issue of The HERALD *eZine*: lack of material. I have only a few tid-bits of information in my possession and that just ain't enough to put a newsletter together. I need your help.

Since I resumed the Editor's position just over a year ago, there have been many who have said “I'll write something for you” and only a few who have delivered. HEY! You others out there with information or fun stories to share, now's the time to put pen to paper and scribe out those articles.

I am looking for history articles on both model railroading and the prototype. How-to modeling articles. Switching puzzles to

get our members trained in proper train operating techniques. And what ever else you thing the membership and our other readers would find interesting or informative.

Again, writing for our publication is not difficult and I am here to help where necessary. If you have an idea or want a writing project assigned to you, please find me and let's see what can be done.

I also need pictures, trivia, little bits of information to fill the empty spaces, and so on. Not every article needs to be a novel. Something that takes up a good full page to a page and a half of a word document would be considered a large article once you add images or graphics to it. Scott Inman's article on the CCT in this issue is a behemoth article. Don't feel you have to be able to write like that to be of help to your eZine.

I can't and really don't want to do this alone.

This is your Society! ~ This is YOUR *eZine*!

- THE HERALD



# INFORMATION BOARD

## QUICK CONTACT FEATURE:

To easily contact one of the Board Members or any of our Key Personnel simply click on their name and your e-mail program will do the rest!

## Society Officers

### Board of Directors

|                |             |
|----------------|-------------|
| President      | Bob Rohwer  |
| Vice President | Scott Inman |
| Treasurer      | Dave Good   |
| Secretary      | Don Butler  |

### Board Members at Large (Terms Remaining)

|         |              |
|---------|--------------|
| 1 year  | Dave Megeath |
| 2 years | Joe Melhorn  |
| 3 years | Dave Vipond  |

## Our next two Board Meetings

Will be held on  
**April 10, 2009**  
**May 8, 2009\*\***

At 8:00 PM  
Unless indicated otherwise.

\*\* date and time may change due to  
Sierra Division Meet on the 9th



## Our next general Business Meeting

Will be held on

**May 29, 2009**

At 8:00 PM

Please be sure to attend.

Submissions for the  
**Summer 2009**  
Issue of **THE HERALD**  
Are due no later than:

**May 29, 2008**

Contact Dave Good  
For electronic and content requirements.

## KEY PERSONNEL

These folks, along with our Board of Directors, are the key people in the Society who can best answer your question of...

*“What can I do to Help?”*

### STANDARD GAUGE LAYOUT:

|                    |               |
|--------------------|---------------|
| Construction       | Dave Megeath  |
| Electrical         | Don Butler    |
| Scenery            | Scott Stickse |
| Operations         | Scott Inman   |
| Industry Committee | Tim Grover    |
| Member Training    | Joe Melhorn   |

### NARROW GAUGE LAYOUT:

|              |            |
|--------------|------------|
| Supervisor   | Dave Good  |
| Construction | Lu Good    |
| Electrical   | Ken Martin |

### OFFICIAL SOCIETY PHOTOGRAPHERS:

|               |           |
|---------------|-----------|
| Dick Dennison | Dave Good |
| Bob Rohwer    | Joe Minor |

**OUTREACH PROGRAM:** Dave Megeath

**THE HERALD EDITOR:** Dave Good

**SMRHS AUXILIARY:** Penny Zine

# THE PREZ SEZ

Beginning in 2009 the Sacramento Model Railroad Historical Society began a long construction period lasting most the year. The members have accomplished a great deal so we are well on the way to completing our construction objectives.



**Bob  
Rohwer**  
President

After numerous switch building sessions at Dave Megeath's house all of the switches needed to complete the projects have been built. This was a collective effort of many of our members. Just take a look at "R" Street. All of the switches are either installed or pinned in place.

One of the best parts of the construction period is the level of involvement of our members. As a result we have many projects taking place at the same time. Just to mention a few – the Marysville bench work, the backdrop for the lower level under the Keddie "Y", the track in Martinez, the scenery around the Davis Causeway, and the turntable rebuild.

We still have a lot to do. Contact Dave Megeath to see what you can do to help. If you have any interest in the electrical part of the layout, you may want to attend the clinic on April 11<sup>th</sup> on the electronic/computer system used by the Society. We are looking for more members who want to understand and get involved in the electrical part of the layout. I would also attend if all you want to do is to understand the technologies we are using.

During Our November open house we should have a lot to show the public. We have already had some people drop in. They have been very impressed with our progress.

On May 9th the Society will host the Sierra Division of the NMRA. During the session we will put on three clinics:

- History of the SMRHS
- Building prototype signals and what's out there now
- Building caboose marker lamps in HO

We will also have an operating session for the group on the narrow gauge division as the standard gauge layout will most likely not be operable by that date. We will also prepare lunch for the group the same way we do it for open house.

There will also be a structure contest which we encourage our members to participate in even if they are not in the NMRA. See Scott Inman for more details.

We have finally gotten approval from the Secretary of State on our modifications to the articles of Incorporation. The modified documents will be on the [Society Web site](#). I am in process of preparing our resubmission for a tax free property tax status with the Board of Equalization.

With everything that is going on I want to be sure that our members feel that they have the opportunity to make their feeling known. Please feel free to contact me or any member of the board if you have concerns or comments.



# COMMITTEE REPORTS

The big news is our R Street Sacramento track alignment has been approved now for installation. We had quite a time adjusting the alignments, that is now behind us and the

arduous tasks of wiring, leveling, putting in switch machines and controls can now take off. Jeff Loose is working in parallel to develop the scenery, buildings, etc. for this scene – if you want to help with this effort please reach out to Jeff and offer your services!



**Dave Megeath**  
Standard Gauge Construction Supervisor

The Sacramento turntable has turned into a total replacement. The old plaster-cast pit and related bridge assembly just was not meeting our quality standards. The solution is now to replace with a donated Walthers turntable (thank you Ed Zeis!) – work is underway to install the turntable and garden tracks.

Martinez industrial spurs (5 new switching spur locations for operations!) are underway – Daryl Muck has been working diligently to get the track and switches fitted and aligned.

Keddie Wye is under construction; scenery is progressing east from Davis; Marysville branch is growing – lots of things going on! Come down and join the excitement.

## ***\*\*Call for Volunteers\*\****

We all appreciate and stand in awe of the electronics and software magic that Don Butler has led and mostly soloed for the Society's CTC and signaling systems. Now we need members with interest and skills to step forward to study and

provide redundancy to Don's skill sets. If you have a background in software coding, electronics design, PLC (programmable logic controller) or are just flat out curious how that stuff works and interested in maintaining it, please join us at a training session that will begin the process of immersing you into the technology. This will definitely drop you into Geekdom and the world of Ohm's law.

**Saturday April 11<sup>th</sup>, 9:30 AM** we will hold the first class, lasting approximately 3 hours. At the last Board meeting I offered to head this up with Joe Melhorn's help – we will work on documenting and providing a methodical training program. If you have any suggestions please get them to us as soon as possible by [email](#).

Please reserve your spot in this important effort – contact [Dave Megeath](#).

Expanding our electronics and systems maintenance team is crucial to maintaining the Society's stature in the model railroading community – our use of technology has been one of the reasons we have greatly expanded our membership.

With your help we can push on with these tasks:

- Continue westward installation of detection on the SP mainline
- Debug C-MRI software code to improve reliability
- Integrate the CTC control panel with the C-MRI system
- Assure the knowledge of how the system works is
  - 1) documented and
  - 2) supported by more than one individual in the Society for troubleshooting

Thanks for listening! (reading)





# COMMITTEE REPORTS

Effort spawns progress! With the standard gauge crews working their tails off during this most ambitious and important construction period, the guys back in the narrow gauge have had their own bits of excitement and accomplishments.



**Dave Good**  
Narrow Gauge Supervisor

Scott Inman has begun scenery around what will be our oil fields at the far west end of the new extension. The derricks that will be used are the same animated models that have been a part of our railroad layouts for 35 or 40

years. Based on a design used prior to the turn of the 20th century in southern California, these pumps will not only bring a piece of history to our new extension, but some fun animation.

Yours truly has picked up the paint brushes to begin the process of coloring the mountain flats that I have been installing at the Camp 7 scene on and off over the past two years. These rock formations and general terrain will resemble the geography around Tuolumne, Ca. where the West Side Lumber Co. once operated. It is this area that we've based our own Western Flume & Lumber Co. portion of the railroad on.

Last, but most certainly not least, the team of Ken Martin, Tim Grover and Lu Good have been diligently working on the Owenyo extension for the past several months to get switch machines in and track power working. I received word just this past Tuesday (March 31) from Ken that the entire length of the extension from Ridgeway yard, through Stephenston, Owenyo and ending at Oildale is now fully functional! Way to go gang!!

This comes on the eve of our hosting the Sierra Division meet where the Narrow Gauge will be holding operating sessions for our guests. We now have another entire length of layout to occupy an engineer's time!


Congratulations to the Narrow Gauge! Now I really have to complete my Camp 7 scenery so I can resume building a full-size, scale replica of the Southern Pacific Narrow Gauge transfer trestle for the new scene at Owenyo. I have only a year to complete that before the SPH&TS invades our home again for their convention in 2010.

As always, we remain open for operations most all the time (most recent history excepted as I have the main line blocked with scenery material and we've removed most our rolling stock for cleaning and maintenance) and anyone with an interest in narrow gauge is more than welcome to come in and operate with us.



## *Railroad Hobbies*

*100% Trains ~ Est. 1989*



*119 Vernon St, Roseville CA 95678*  
*(916) 782-6067*

# *SOUTHERN PACIFIC NO. 2472*

## *In the Canyon, March 28, 2009*

All photos by: Bill Hough

Please be sure to check out Bills many railroad photographs in his on-line photo album [here](#). The Herald wishes to thank him for his graciousness in allowing us the use of his images.

Niles Canyon, a very picturesque location, is made even more breathtaking when a fully restored, vintage Southern Pacific steam locomotive plies the rails.



The 4-6-2 Pacific pulls its train along in Fremont, Ca. above.

At left, the 2472 is seen splitting the Semaphores on approach to the Niles Canyon Railway station at Sunol, Ca



*Over 100 Years of  
Shortline Service*



**By Scott Inman**

*Photographs provided as Noted*

**F**rom the visions and aspirations of railroad tycoon Howard Henry Griffiths, the Central California Traction Company was incorporated August 7, 1905 to provide interurban electric rail service to Stockton California and outlying areas. Central California Traction, or CCT, and fellow narrow gauge railroad Stockton Electric provided rail service throughout Stockton's growing streets and roads through a new form of transportation that would supplement carriages. This relatively new concept of electric street cars soon became the predominant source of public transportation in the valley's port city of Stockton. The CCT also operated an agricultural shipment service to and from local industries.

Together the electric railroad service and agricultural shipment would help to form the central valley's produce empire. Clearly, the CCT was instrumental in the agricultural development of the San Joaquin Valley.

With connections to the Southern Pacific, Santa Fe, and Western Pacific Railroads, the short line CCT began to thrive upon grape, sugar beet, livestock, and other agricultural industries in the area. With this revenue and other private investors, the CCT expanded its electric trolley line to Lodi and in September of 1907, the first interurban passenger run was completed between the two junctions. To aid in further expansions with timely deadlines to meet, the CCT purchased its first and only steam locomotive was purchased from the Southern Pacific. Number 51, a 4-4-0, with its builder's plate reading "1" was the first steam locomotive to be constructed at the massive Central Pacific General Shops in Sacramento. It began life as Central Pacific #55 and was later renumbered to Southern Pacific #1516 then #1272 before coming to the CCT

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as #51. Unfortunately, this locomotive was believed to participate in a state's fair demonstration, and was a casualty of a head on collision. With the steam locomotive and its roster of electric cars, the CCT reached Sacramento in July of 1910 offering both freight and passenger services.

As the number of daily passenger runs from Stockton to Sacramento approached fifty, the company was slowly loosing voltage ratings over the line depending on how many trains were using the third rail. The solution to this problem was to install a General Electric 1,200 volt generator. It was the first system of this magnitude used anywhere in the country on a railroad. General Electric sent a team of engineers to implement the system and convert the railroad's equipment from 550 volts DC to the unprecedented 1,200 volt system. This also increased reliability in freight operations because trains carrying agricultural products could travel with greater efficiency to their destinations without the possibility the produce spoiling.

In 1925 the Southern Pacific Railroad had intended to buyout the CCT, but with huge public resentment and lawsuits from both the Santa Fe and Western Pacific filed to the Interstate Commerce Commission over monopolization of the central valley by the SP, the ICC cited the Sherman Antitrust Act and the decision was made to split the shares between the three railroads. The Southern Pacific would then be in charge of maintaining the track, Santa Fe would control signaling, and Western Pacific would provide the communications infrastructure.

Interurban passenger service between Stockton and Sacramento ended in 1932 due to lack of ridership caused from the great depression and Southern Pacific's competitive traffic on the San Joaquin Valley line which ran parallel to CCT trackage. CCT then only used its terminus shared between the Sacramento Northern and the San Francisco-Sacramento Railroads at Sacramento's Union Station located at 12<sup>th</sup> Street and Terminal Way for local service. All other passenger platforms from Stockton to Sacramento were abandoned in 1932 so they would not be taxable property.

The Traction Company was instrumental in establishing passenger thoroughfare for riders from Stockton to Sacramento. Even though they would end passenger operations early, the railroad can be credited for establishing a ridership that helped to create business transactions for local industry.

World War II brought changes to the operations of the railroad including the shielding of signal lights and head end lights on all equipment for wartime precautions, and the discontinuance of less-than-carload operation. These changes were profitable moves for the Traction Company that lasted until the 1960's. Certain pockets of the Sacramento street car operation were also sold to the Sacramento City Lines for a substantial \$42,500. 1945 also brought the decision by the board of directors to fully dieselize the railroad over a year. In 1946 the electricity for streetcar operation was turned off and the diesel hauled in a new chapter in the Traction Company's life.

In September of 1946, the Central California Traction Company ordered two General Electric 44-ton class locomotives, numbers 25 (b/n 28339 blt. 12/46) and 26 (b/n 28333 blt. 11/46), and one 70-ton class, number 30 (b/n 28512

*(Continued on page 11)*



Photo by: Steve Hoskins



blt. 1947). The three diesels were put to work hauling agricultural traffic on the system. In 1947 CCT was forced to acquire two more 70-ton class, numbers 31 (b/n 29082 blt. 8/47) and 32 (b/n 29083 blt. 1947) because of the growing interchange at Lodi with the Fruit Growers Exchange. These five locomotives would be the first and only new diesels ever to be owned by the Traction Company. With the growing amount of diesels needed on the system, also came the growing need for cabooses. To solve this problem, CCT bought Yosemite Valley number 16 for \$350 and also converted street car number 6 into a caboose as an experiment the day the line was dieselized. More scattered cabooses were later purchased from the Western Pacific, who seemed to be an endless supply of equipment; plus the Santa Fe and Southern Pacific contributed some pre-war cabooses.



Photo by: Peter Arnold

When the original diesel locomotive fleet began to age in the mid 1960's the CCT retired number 31 and 32 and bought two ex-Alameda Belt Line ALCO S1 engines for replacements occupying roster numbers 40 (b/n 69678 blt. 1942 as ABL #D-1, CCT acq. 1963) and 41 (b/n 69679 blt. 1942 as ABL #D-2, CCT acq. 1964). During this period, CCT also leased one 70-ton switcher from Tidewater Southern; a Stockton to Turlock

subsidiary of the Western Pacific, and two EMD SW1 units numbered 502 and 503 from the WP. In 1965, CCT purchased from the Northern Pacific Terminal Company of Portland Oregon, ALCO S1 numbered 42 (b/n 69610 blt. 1942 as NPTOP # 34) and shortly after retired 44-ton number 26, leaving only two of the original diesels remaining in active service. Not long afterward, in 1966 70-ton number 30 was retired and finally in 1970 original number 25 was retired after a quarter century in active service hauling produce and woodchips to and from Lodi industries.

Photo by: Peter Arnold



The mid 1960's would include drastic changes in the trackage of the CCT. In 1966 CCT was granted trackage rights over the Southern Pacific at 21<sup>st</sup> Ave and Stockton Blvd in Sacramento to travel to Sacramento Northern's Haggin Yard near Haggin Junction. This then allowed CCT to operate trains in less than half the time compared to their trackage through downtown Sacramento, and did not require pick-up from the SN. This was significant because the faster the service was provided to a connecting railroad, the larger commission rate the CCT would receive. Lastly, this enabled the CCT to be able to better control their timetable operation to and from Sacramento.

Over the next decade the old ALCO switchers and other units on the CCT needed to be replaced. The railroad decided to trade its number 50, an ALCO S4, back to the Western Pacific for Tidewater Southern ALCO RS1 number

(Continued on page 12)



746, thus also retiring ALCO S1 number 42 from active service. The RS1 served as CCT number 80 (b/n 77840 blt. 12/49, Ex. TS 746, Ex. UP 1218, Ex SI\* 207, CCT acq. 1976) and was able to haul more freight cars than any other locomotive on the railroad. This was an advantage to the railroad because they were able to acquire contracts with distributors in Fruitridge. In addition they also began serving the Campbell Soup Factory in South Sacramento. For the next four years, the line was operated by two ex-Reading EMD GP7's numbered 60 (b/n 16906 blt. 8/52 as RDG 607, CCT acq. 1976, sold to SERA #47 1999) and 70 (b/n 18418 blt. 5/53 as RDG 618, CCT acq. 1976, to EUKA 70; to NCRR #70, 1992; to NWP #70, 1996) along with RS1 number 80.



Photo by: Peter Arnold

1977 saw the end of a long tradition of night operations on the railroad. On February 20, 1977 the railroad switched to daytime shifts and changed their service contracts with all customers the same day.

Beginning in 1978 the company took the large task of rebuilding their caboose fleet. Ex Santa Fe cabooses numbers 24, 25, and 26 were overhauled one at a time in the Stockton servicing facilities. While the cabooses were being rebuilt, CCT leased WP caboose 437 for two months so the railroad could continue to operate using three cabooses.

In the late seventies the railroad found itself with a lack of motive power due to the occasional 50 car unit trains

\* SI = Spokane International

that CCT had to haul from the Santa Fe interchange in Stockton to the Port of Sacramento. These unit trains consisted mainly of woodchip loads and grain trains being exported to Asia via the Port of Sacramento. The solution to the motive power deficiency was to purchase two EMD GP18's, formerly from the bankrupt Rock Island, from locomotive scrapper Chrome Crankshaft for \$70,000 each. The two units were numbered 1790 (b/n 25683 blt. 1960 as CRIP #1343, CCT acq. 1981) and 1795 (b/n 26938 blt. 10/61 as CRIP #1349, CCT acq. 1981) with the prefix of 17 representing a horsepower rating of 1700. This numbering maneuver began with these units and remains the standard used on modern locomotives and new acquisitions.

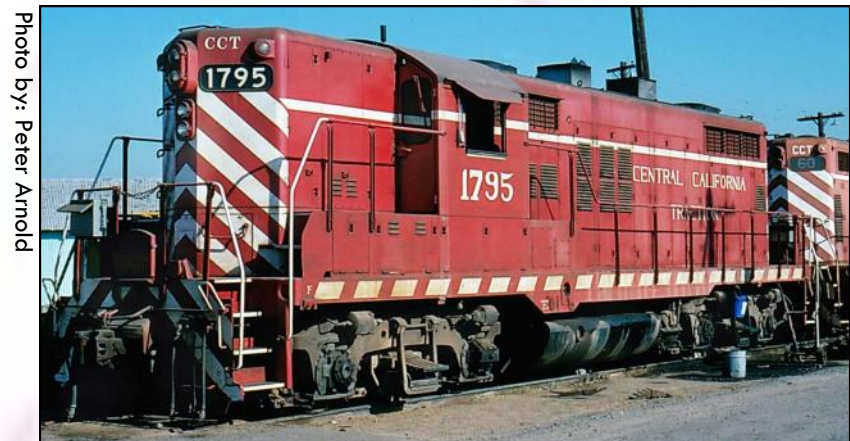


Photo by: Peter Arnold

In 1982 the Western Pacific Railroad and one-third owner of the Central California Traction, was merged into the Union Pacific Railroad. Union Pacific then became the third owner of the shortline.

In the mid 80's with freight traffic falling considerably, the Fruitridge and Stockton Locals were abolished and consolidated into one train that ran to Haggin yard over the SP interchange. To generate extra revenue, in 1983 the railroad sold the sidelined ALCO S1 number 54 and the aged ALCO RS1 number 80 to Richard Reynolds and James Bruggere of Great Western Tours.

By 1988 the Traction Company had lost its last unit

(Continued on page 13)

train from the Santa Fe and trackage rights over the SP were dissolved. The Port of Sacramento contracts were lost due to Santa Fe establishing contracts with the Port of Los Angeles and the only operations north of Fruitridge were cars hauling tin to the Campbell Soup Factory. The biggest customers for the CCT were then Proctor and Gamble at Fruitridge and the Pacific Coast Producers in Lodi. Conclusively, there was a period of seven years when the company was not sure it was going to continue operations on a tri-weekly basis or even at all. In 1991 SP wanted desperately to rid itself of the shortline, since it only caused a huge burden to officials. SP was sure that partner railroads Union Pacific and Santa Fe would want to throw away the line as well, but the other railroads were not about to concede to the SP.

In 1994 the shortline was reclassified as a switching carrier from a line-haul carrier. This increased the revenue generated from each car load drastically because they did not have to send their profit to the parent railroads. With this came the responsibility of maintaining their own track and equipment, but the money was there for such operations. New customers also signed on in the mid 1990's with the addition of several plastics suppliers at Fruitridge requiring loads of plastic pellets. In 1998 Union Pacific and merged



Photo by: Un-

Burlington Northern Santa Fe reached an agreement where the UP would switch the trackage at Fruitridge and carry it to interchange with the BNSF. The CCT would only provide service from Stockton to Lodi three times a week. This practice was implemented on June 12, 1998. On this day, the CCT made its last mainline run to Sacramento and ceased operations past Lodi Junction. Immediately after the abandonment of that portion of the railroad, the Pacific Coast Producers moved its loading facilities from downtown Lodi to the mainline and ended the almost century long street-running



Photo by: Un-

operations on the CCT.

The 21<sup>st</sup> Century Central California Traction Company operates a very profitable railroad serving the Port of Stockton as their biggest customer and operating locals to Lodi and servicing packaging plants all over the system. Today, they operate with seven total locomotives: Two GP7s: Number 44 (Ex ABL\* 44, Ex ATSF 2144, EX ATSF\* GP7 2868), and number 700 (Ex HBL\* 102, Ex C&NW\* 4296), both of these units still wear their previous owners paint schemes. CCT GP18 number 1790 still roams the rails with four former Southern Pacific SW1500s

*(Continued on page 14)*

\* **ABL** = Alameda Belt Line, **ATSF** = Atchison, Topeka & Santa Fe, **C&NW** = Chicago & North Western, **HBL** = Harbor Belt Line



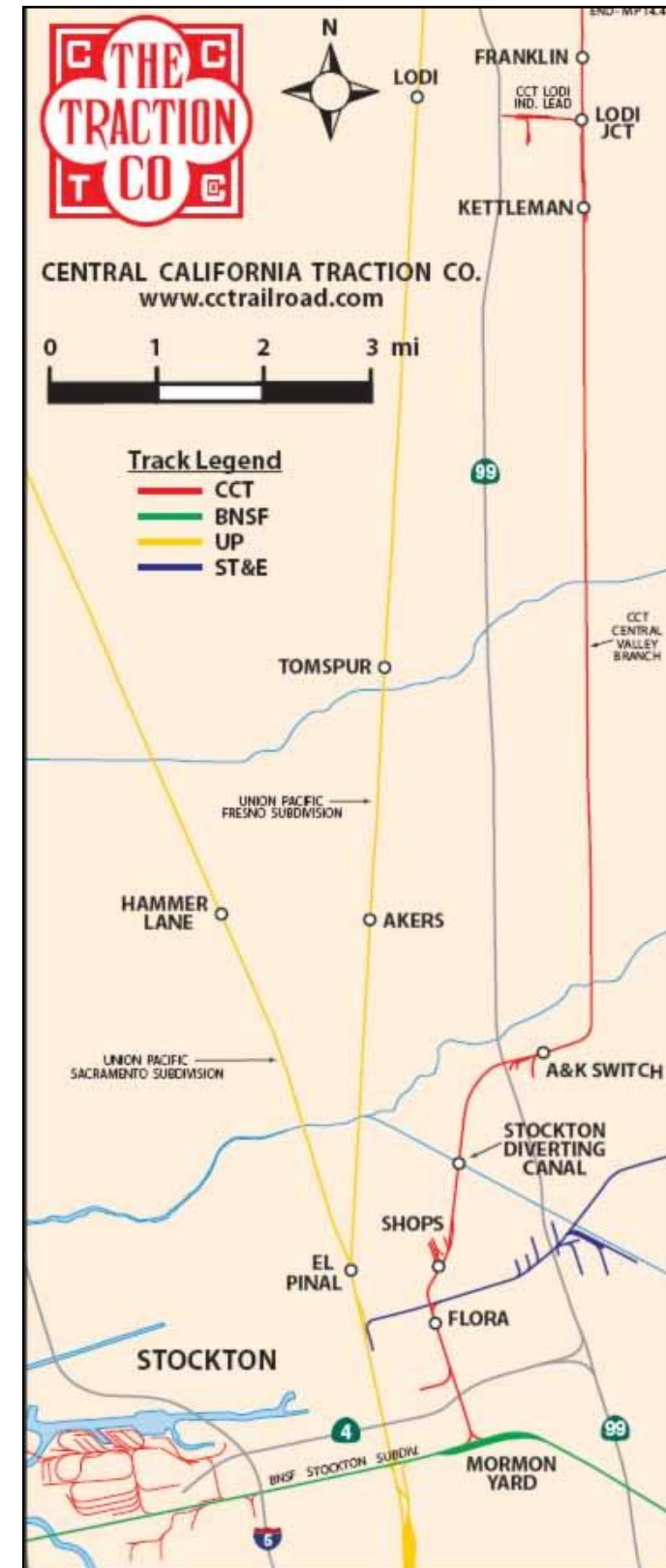
acquired from the Union Pacific covering the Port of Stockton duties. These are **CCT 1501** (Ex UPY\* 1178, Ex SP 2610, acq. 9/04), **CCT 1502** (Ex UP 1174, Ex SP 2606, acq. 6/02), **CCT 1503** (Ex UP 1172, Ex SP 2604, acq. 7/99), **CCT 1504** (Ex UP 1146, Ex SP 2567, acq. 7/99). All of the SW1500 are wearing the latest CCT paint scheme and are extremely difficult to get pictures of.



Photo by: Un-

Their agricultural heritage continues and the Pacific Coast Producers remain to supply the railroad with fresh wine grapes from local vineyards. The future of the shortline looks promising and with rich history, hopefully the Central California Traction Company will be serving the central valley for another hundred years.

By relating the history of railroad operations, with locomotive and caboose acquisitions and retirement, the Central California Traction Company's relevance to agricultural growth in the San Joaquin Valley can be fairly justified. For a century the railroad's profitable operations have impacted producers, shippers, and manufacturers who have dealt with the CCT at some point in their history. Because of the railroad's presence throughout the central valley, the Central California Traction Company has been a vitally important asset to California's agriculture and production. With continuing efforts to service customers, the CCT will continue to impact the industries and people they serve as long as they remain Central California's traction company.



\* UPY = Union Pacific Yard locomotive





## Railway Art



A stack of rail, a dead plant and a thriving weed.  
Art? Or a pile of junk?



The interior of the Martinez Amtrak station. Colorful. Great lines and angles. Super detail. Is it art? Don't know but it's sure pretty.

**CAN EVERYDAY**, ordinary railroad equipment, buildings, locations or even railroad people be artful? Well, given we've had such notable photographers such as Richard Steinheimer, Dick Dorn, and Ted Benson creatively documenting the industry for over 50 years, and artists such as Howard Fogg, Ted Rose creating innumerable paintings about the subject, I suppose you can say that anything can be considered artistic. It just depends on how it's presented to you.

Not that I even claim to be in the same league as the above named legends, here are a couple of samples on how I look at our favorite subject and how I capture a moment to last a lifetime. Is it art to you? Only you can say.

Both Photos by Dave Good

# WINTERRAIL 2009

**Mike  
Tisdale**  
Guest  
Commentator

Another Winterail has come and gone and Vic Neves and his roadies have put on another good show. I didn't see all of the afternoon shows, as I got a later than normal start and had to take an alternate route due to road work on highway 99, but what I saw was good. One show was a vintage film of the Mt. Lowe railway in southern California, now long abandoned, accompanied by the music of a theater organ. The railroad was an engineering and scenic marvel.

Also of note were a show about Hong Kong's railways by Gordon Glattenberg (which, with its wrapped double decker trams, was probably the most colorful show of the day), an amusing look at 25 years of the Feather River Rail Society's Portola museum, the Cal-P (Oakland-Sacramento) by night, and a PBS video about America's past and present passenger trains. As I said, I missed a couple of the other afternoon shows while checking out the sales area, and chatting with people

The evening shows started with one of Jim Shaughnessy's photos. Jim was the recipient of the year's Winterail hall of fame award and he certainly deserves it for the wonderful photos he has taken over the years. Some of my favorite Shaughnessy shots are his night photos at St. Albans, Vermont that feature the magnificent old train shed that stood there until the mid-1960s.

After Jim's photos, we saw John Roskoski's tribute to the final years of SP's train order station at Surf, along the California coast. John's photos showed the station and its people by day and night, in sunshine and fog, and also covered the history of the line and the branch that runs from Surf to Lompoc. It is hard to believe that everything in those photos was over 20 years old, but we don't see SP SD9s any more.

The penultimate show was Elrond Lawrence's Route 66 Rails, the highway and the Santa Fe across California, Arizona and New Mexico. The Santa Fe and the Mother Road of "The Grapes of Wrath" are tightly intertwined and Elrond's photos captured both to perfection. He has a new book out about US 66 and the Santa Fe that is well worth it.

Immediately following was another book tie-in show, Western Pacific's Final Decade, with black and white photos by Ted Benson, Dick Dorn, Dale Sanders and Dave Stanley. The show took us west from Salt Lake City across the deserts of Utah and Nevada, down the Feather River Canyon to the Central Valley, then over Altamont and through Niles Canyon to the Bay Area. 1972-1982 postdated the California Zephyr and saw WP turn from orange and silver to "Perlman green", but the line kept running by hook and crook and was a fan favorite. The book will be out soon.



That's Mike Tisdale on the left, Ted on the right.

Ted Benson saw me in the afternoon and asked me stop by his table as he had something for me. It turned out to be a bottle of wine. He's seen it at the store for \$4 and couldn't resist the joke. Poor Anne. When we were in high school, there was a brand of rotgut called Annie Greensprings, and, as Anne's maiden

*(Continued on page 17)*

## WINTERRAIL 2009 (CONTINUED)

name was Greene, she was dubbed Annie Greensprings. Now she married me and the names of cheap wine continue to haunt her like a specter hanging over Europe.



We haven't opened it yet, but are waiting for that special occasion when Modesto Merlot will complement the meal du jour. I guess as it just had to go across town from the winery to the store where Ted bought it, the wine did not begin its journey to Orangevale on the M&ET, but I guess we can imagine boxcars of the stuff being switched to the UP and BNSF for distribution nationwide, and my name can be found on the shelf next to the Thunderbird, "from Tucson to Tukumcari, Tehachapi to Tonopah."

Instead of grabbing something from a roach coach and going to Stockton Tower, I went to dinner with a few folks at a decent Mexican restaurant. Just to show I'm not the only person who makes bad jokes in other languages, the place was dubbed by a certain Modesto photojournalist "Carne del Gato", and if you don't speak Spanish, putting that phrase into Google might put you off your feed!



(916) 485-5288  
2752 Marconi Avenue  
Sacramento, CA 95821

### Did You Know?

New York Central owned the largest roster of 4-8-2 type steam locomotives (600). They were known as Mohawks on the NYC.

Provide by: Daryl Muck



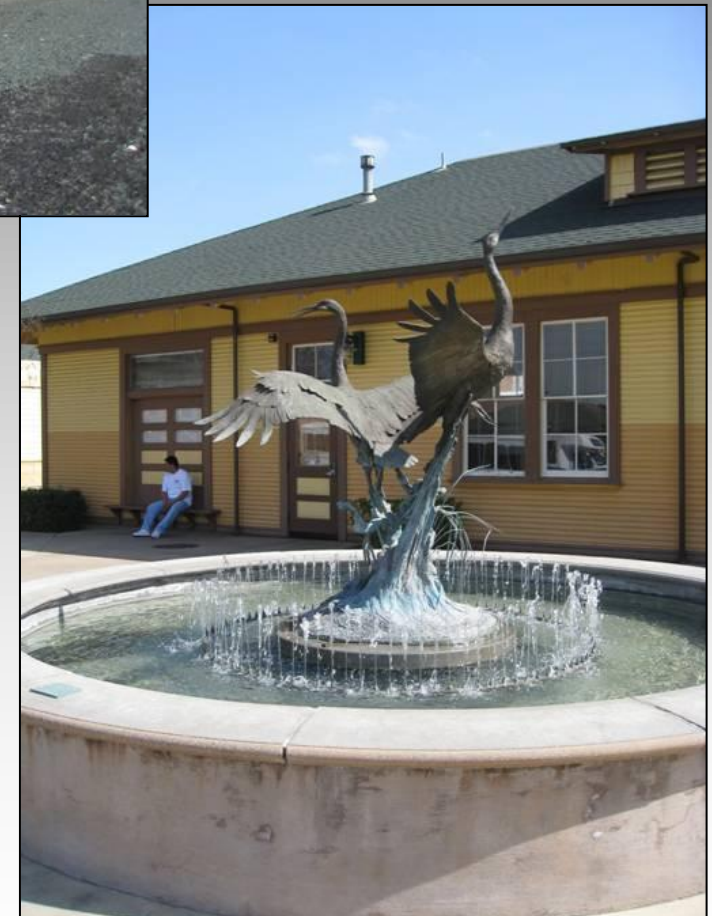
## Mike Tisdale Photo Album



SO THE SHOT ABOVE IS A TRIBUTE to Lucius Beebe in angle, but at least the little tower gives it a sense of place. Lodi looks different with the little yard by the station all gone. It vanished in the past few months. In prior years, UP had been using it to store MOW equipment.

I shot this en route to Winterail. If those GE's were any grungier, you might almost think they were SP grey. When I worked for UP as a shop laborer for 13 days in 2005 (I got a computer job paying twice as much and had to go for the money), I helped hand wash several units. It took a team of 3 or 4 guys about an hour to get a locomotive clean. Running it through the wash rack did NOT do the trick, we had to have one guy spray detergent and 2 or 3 of us come along behind him with brushes to get the unit yellow again.

At right, I'd had not noticed this fountain before on the other side of the Lodi depot. It is called "Arrivals and Departures"



## SP 4449's going to TrainFest!

The "World's Most Famous Steam Locomotive" will travel from it's home in Portland, OR., 2500 miles to Owosso, MI for America's Largest Celebration of Railroading in July. Southern Pacific steam locomotive no. 4449 known as the "Daylight" will appear at TrainFestival 2009 in Owosso, MI July 23-26.

### Real News about Real Railroads

For those who enjoy learning about what's going on in the realm of Rail Transportation.

TrainFestival 2009 is America's Largest Celebration of Railroading and will include 8 steam locomotives under steam, vintage and modern diesel/electric locomotives, various train rides, huge model train layouts, miniature train rides, art exhibit, locomotive cab tours, railroad vendors and much more. This family event is being held as a fund raiser to keep operating Pere Marquette steam locomotive no. 1225. This locomotive owned by the Steam Railroading Institute of Owosso, MI is due for Federal Railroad Administration re-certification in 2010. This locomotive is best known as the steam locomotive portrayed in the animated movie "The Polar Express".

The Southern Pacific Daylight no. 4449 will travel across country on an Amtrak sponsored trip hauling thousands of passengers on this rare excursion. The locomotive and train will travel through many cities along the way including Spokane, Fargo, Minneapolis, Milwaukee, Chicago, and Lansing. A special excursion will be operated on July 24 originating from TrainFestival 2009, tickets are available online. The locomotive will be on display during the event for visitors to photograph, visit with the crew as well as explore the locomotive cab.

Southern Pacific no. 4449 was built in 1941 as a GS-4 "Northern" type locomotive. A 4-8-4 wheel arrangement, she is 110' long, 10' wide and 16' tall. The locomotive and tender weighs 433 tons, and it operates with a boiler pressure of 300 psi. Her eight 80" diameter drivers and unique booster truck can apply 5,500 horsepower to the rails and exceed 100 mph.

More information and tickets are available

online at [www.trainfestival2009.com](http://www.trainfestival2009.com)

or by calling (989) 725-9464.

## Save Tidewater Southern's first diesel Locomotive!



[Tidewater Southern GE 44 tonner 735](#), the first diesel owned by the railroad, has been donated to the [Feather River Rail Society](#), contingent upon being able to move the locomotive from Kansas City to Portola, CA.

The amount needed to transport the 735 back to California for preservation at the Western Pacific Railroad Museum at Portola is presently at \$12,000. There are only a few months left to make this happen or the locomotive will likely need to be scrapped on site. This is a historic engine from a local railroad!

Please go to the [Tidewater 735 Donation](#) site to read more about the project, the locomotive's history and what you can do to help "bring her home".





## The “Crummy” Gallery



CCT 24 is a former Santa Fe steel caboose (originally ATSF 1547). This car is from a group of the 150 original steel cars built for the Santa Fe in 1927 by AC&F. This image was taken on July 15, 2004 and shows the car in CCT's Stockton car barn prior to donation to the [Western Pacific Railroad Museum](#) in Portola, CA .

Photo by: Michael Mucklin: Source [rrphotoarchive.com](#)