

Railhead

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Depot Receives Redevelopment Grant

The **Historic Woodland Train Depot** received a huge birthday gift in the form of a \$50,000 Redevelopment Grant from the City of Woodland. At their May 17 meeting, the Woodland City Council awarded the grant to the **Sacramento Valley Historical Railways** to help complete the restoration of the depot and allow it to open to the public.

This grant will be primarily used to install water and sewer lines to the depot and to complete the installation of an ADA restroom. Funds from a previous Stroll Through History grant will also be used to finish the interior of the restrooms.

SVHR is currently working with the City of Woodland to determine what is needed for the depot to

receive a certificate of occupancy. Much of the work needed for this certificate is currently in progress or has already been completed.

With this grant, and after years of hard work by dedicated **SVHR** volunteers, the depot restoration is one giant step closer to being done.

Fundraising Under Way for the SVHR Museum Expansion Campaign

In April of this year, the **Sacramento Valley Historical Railways** began a fundraising campaign to greatly expand and improve its museum site located at the **Historic Woodland Train Depot** by removing the foundations of a granary that was once on the site. Our goal is to raise \$20,000 to pay for the costs of this project, and already, enough funds have been raised to begin work in early September. Woodland contractor, Pedroia and Sons, has been

contracted to do the demolition and soil compaction.

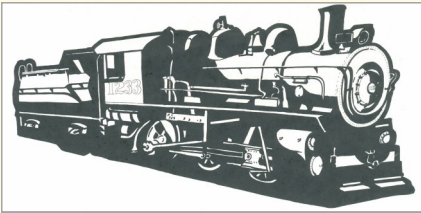
More Funds Still Needed

Although enough funds have been donated to begin this project, more funds are needed to complete it. Donations are still being accepted and we can really use your help. Your tax deductible donation to the **SVHR Museum Expansion Campaign** may be mailed to the **Historic Woodland Train Depot**, 1120 Lincoln Avenue, Woodland, CA 95695, or you can donate online on the **SVHR** website, www.SVHR.org, by clicking on the "Donate Now" button. With additional funding, we can expand the fence line to increase the display area, develop a more comprehensive landscaping plan, and create a picnic area.

We appreciate all donations, and sincerely thank you for your support and generosity in preserving the railroad history of the Sacramento Valley.



A large crowd awaits the arrival of the next train in this early view of the **Historic Woodland Train Depot**. Learn more about the Depot's 100 year history on page 3.



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From the Right Side of the Cab

By: Mike Adams

A Busy Time at the Depot

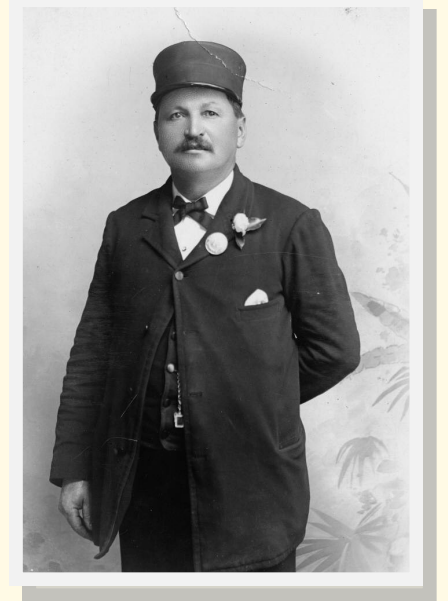
Once again, the **Historic Woodland Train Depot** is the scene of bustling activity. This time it isn't crowds of passengers, but rather volunteers and other workers who are toiling away to complete the depot.

Redevelopment Grant

The Redevelopment Grant will allow us to complete some major projects at the Depot. However, we would not have gotten this grant without the assistance and good will from several people. First of all, I would like to thank the Woodland City Council for its continued support. The Council was one of our earliest supporters when we began the depot project in 1989. I would also like to thank Cynthia Shallit, Woodland's Redevelopment Director, and her staff for their encouragement and help in finalizing the administrative details for this grant. Finally, our thanks go out to BJ Ford, President of the Yolo County Historical Society, and Anita Long and Jim Bohon who are on the Board for the Historic Woodland Downtown Business Association for speaking on our behalf at the City Council meeting.

Museum Expansion Campaign

This project is a real milestone for SVHR and one we have wanted to undertake for years. With the new courthouse going in across the street, we want to do our part to improve the neighborhood. It will also allow us to really improve the experience for peo-



ple visiting the depot. Our Depot Committee chair and VP, Al Van Hoosear has coordinated this fund-raising effort with the help of many SVHR volunteers. Thanks to all who have made this happen. Contractor Pedroia and Sons will begin their part of the project in the very near future. Their patience is much appreciated.

Sewer Line Installed

Another major step toward the completion of the Depot restroom project has been taken with the installation of a new sewer line to the Depot property by the City of Woodland Sewer Department. After much research and trenching, the old sewer line that once served the freight depot on our property was located, but, alas, it had been severed when a new storm sewer was installed. However, the City stepped up and supplied us with a new connection. Thanks to the City crew for their hard work and to new SVHR member Ken Henderson for working with the City to make this happen.

Stroll Through History

Be sure to visit the **Historic Woodland**
Continued on page 5

Woodland Train Depot—100 Years of History

The Southern Pacific Railroad opened its new passenger depot in Woodland on August 7, 1911 with no fanfare. According to the **Woodland Democrat** newspaper, “the order to move into the new passenger depot came rather unexpectedly Monday afternoon. The electrician was here and anxious to get away and it was decided to move right away. The transfer was made about 5 o’clock. The new desks have not yet arrived, so it was necessary to move the old ones over for temporary use. As a result, the interior of the office looks rather shabby, as the old furniture is not in keeping with the spick and span appearance of the building. When the illuminations were turned on the building presented a decidedly attractive appearance.”

During the early years of its operation, this depot was heavily patronized and was a stop for many scheduled and named trains on the West Valley Line. Historic photos regularly show large crowds in front of the depot. When the depot opened, John Fingland was the Station Agent. He was assisted by First Assistant Agent, C.A. King and Cashier, F.W. Weaver. The telephone number to the depot was “1”, and up to 14 sacks of mail arrived daily on the morning train.

Initially, there were 12 scheduled passenger trains that stopped at the depot daily, six headed north and six headed south. These included the San Francisco Express, Marysville Passenger, Oroville Passenger, Portland Express, Red Bluff Passenger and motors to and from Hamilton, Tehama and Sacramento. The Shasta Limited went past the

depot but did not stop. On Sundays during the summer of 1911 there was a special motor from Sacramento to Orland and return to accommodate baseball fans and other business.

In 1911, the **Woodland Democrat** documented the arrivals and departures of prominent Woodland citizens at the depot in its “Railroad Notes” column. Among those mentioned as the first passengers at the new depot were well-known local residents George Merritt, P. N. Ashley, Gus Schluer, Clarence Porter, Sheriff Monroe, Miss Mary Bemmerly, Mr. and Mrs. Joe Germeshausen, and Mrs. A.S. Abele.

By 1920, the “Railroad Notes” column had been discontinued and there was little mention of the Southern Pacific depot in the newspaper. However, stories about automobiles and automobile crashes dominated the headlines as cars began to compete with the railroads for travellers. As noted in Shipley Walters’ book, **Woodland, City of Trees**, by 1926, there were eight car dealerships in Woodland with several located on Main Street not far from the depot. The Apartment Auto Campgrounds was located south of depot.

Travel by rail to Woodland remained steady and the depot continued to be used extensively by the public. In February 1922, two new trains, the northbound Dunsmuir Passenger and the southbound Sacramento Passenger, were added to the schedule and stopped in Woodland. These trains were popular with the public. Routine events at the depot were also occasionally

documented such as in August 1930 when Woodland police arrested a man on a freight train as it pulled into the depot. A telephone call from Davis alerted them that he was trying to loot a piece of well drilling machinery being shipped on the train to Willows.

The depot was also witness to several historic events. Two presidential candidates stopped at the Woodland depot and gave campaign speeches, Charles Evans Hughes in 1916 and Franklin Roosevelt in 1932. On November 16, 1916, according to an article in the **Daily Democrat** by Larry Schapiro, Woodland National Guard Company F returned from the 1916 Punitive Expedition in response to Mexican revolutionary Poncho Villa’s attacks on U.S. soil and detained at the depot to a large public welcome. Less than 5 months later as the United States entered World War I, this same company left Woodland by train, only this time from the Northern Electric depot.

As US involvement in World War II became more immanent, the first 3 Yolo County men to be drafted for military service boarded a train on November 18, 1940 after a brief ceremony at the depot. Others would soon follow after the US entered the war. Then on May 20, 1942, 418 Yolo County citizens of Japanese ancestry were required to board a train to the Merced Assembly Center. The majority were then sent on to the Granada Relocation Center in Colorado for the remainder of World War II. Famed Depression era photographer Dorothea Lange captured this emotional moment.

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On the Platform

By: Al Van Hoosear

A WINDOW IN WAITING

They say good things come to those who wait. That should be the motto of our organization. Several years ago (I am too embarrassed to disclose just how many), Bob Ziegenhirt of Valley Wood Window fabricated a complete double hung window frame (including the four windows). This window set was a copy of the original sets still extant in the depot and was ordered as part of our long term plan to remove the double door entry in the women's waiting room (or known in SP lingo as the women's retiring room) and replicate the original "as built" specifications for this room. The original window frame was replaced by utilitarian double entry doors when Greyhound Bus Company used the two passenger waiting rooms as the Woodland bus station. Well, we were all younger back then, back in the era when volunteers were full of heart, enthusiastic, invincible but rather lacking in the area of time and resource realities. And so the new window frame, so accurate in every detail, was stored in front of the decrepit "Greyhound doors", attesting to their predecessors' impending demise, but remaining quite "uninstalled".

This year we started the long anticipated restoration of the women's waiting room. Still, the proud window frame sat in silence. We started with the stabilization of the chimney and flue which originally vented the stoves for both the waiting rooms. We enlisted the masonry skills of Mark Hutchison, who reinstalled the bottom three feet of brick (removed when the depot was moved (yikes)) and restored the upper brick tiers to a historic configuration. Substantial progress has been made in repairing the large holes in the wall that were cut by the movers, and the ceiling and the upper portions of the walls have been repaired and patched. Replacement and restoration of the wainscoting has begun. AND finally, during recent work sessions, the demolition of the "Greyhound doors" has been undertaken with vigor (think Winston Churchill) and the "new" double hung window frame has been installed and awaits only finishing carpentry and painting. Many thanks to Jim Scott, Terry Schmidt, Pete Zuniga, Ken Henderson, Brandon Leathers, Mike Adams, Christopher Van Hoosear, Ron Burch, Richard Wheeler, and Al Van Hoosear for all their hard work in the demolition and window installation. A special thank you goes to David Herbst, who generously fabricated and donated eight 8 pound steel window weights.

A big thank you also goes to Mike Gove, Ron Burch and all the other

hard working volunteers who have spent many work days installing a comprehensive underground electrical system that will provide power for our tool shed, speeder shed, and lighting for our outside railroad collection.

From the Yard

By: Mike Evans

The equipment weathered the winter without serious damage. Restoration can continue this dry season.

Engine 50 continues to be readied for a startup but its batteries need replacing. The old batteries have been sold for scrap and the scrap value will go a long ways toward purchasing new batteries. Once the new batteries are procured the battery charger will be reinstalled.

Caboose 1156 barely leaks. The holes in the car body are being filled and painted, and the smoke jack is ready to be installed. The Southern Pacific lettering on the sides can be painted now that we have stencils. The permanent electrical hookup is complete. In addition, other restoration work, such as spot and floor painting is planned.

Steam engine 1233 will continue to have its rust treated and removed. Spot painting to retard rust and enhance the appearance of the engine continues. The plugs on the boiler are going to be removed, labeled and stored. This will enable air to circulate within the boiler thus reducing condensation and rust. The running gear has been oiled and coated with grease. Plans are being developed to install

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Recent Acquisitions

The Sacramento Valley Historical Railways museum collection is growing with generous gifts and other acquisitions such as these listed below:

Liberty Dairy milk can with a lid and chain, **by gift of Dennis Dingemans of Davis, CA.**

Two Safetran Systems Corp. signal lights, **by gift of Thomas and Michelle Southard of Woodland, CA.**

Four brass Southern Pacific switch lock keys, Royal typewriter used in Woodland SP depot, pocket watch used by SP brakeman, adding machine, and cast iron parlor stove, **by gift of Naomi Barrow of Woodland, CA.**

Four wooden Pullman Company coat hangers, **by gift of Mel Ehresman of Woodland, CA.**

Portable American Flyer toy train layout, track and accessories, **by gift of Dave Thomsen of Woodland, CA.**

Holgate Toys Playroom Railroad #630 wooden toy train, c. 1948 – 1950, **by gift of Dave Emmons of Woodland, CA.**

If you would like to donate an item to the SVHR museum collection, contact us at: Sacramento Valley Historical Railways, 1120 Lincoln Avenue, Woodland, CA 95695 or visit our website at: www.SVHR.org.



From the Yard Continued from page 4

the rods. Oil will be placed in the cylinders to maintain them.

Nobody has volunteered to restore our speeder, but I am still hopeful that someone will find this project a labor of love. It sure would be great to use the speeder on a rail excursion.

From the Right Side of the Cab Continued from page 2

Train Depot during the Stroll Through History on September 10 and get your special t-shirt commemorating the Depot's 100th birthday. Dave Thomsen's neat American Flyer train layout will be on display in the baggage room.

New Member

The Sacramento Valley Histori-

cal Railways welcomes the new member below:

Ken Henderson of Woodland

If you would like to become a member of the Sacramento Valley Historical Railways, contact Mike Adams at SacValRR@gmail.com or visit the SVHR website at www.SVHR.org.

Depot History Continued from page 3

ment in a series of black and white photos.

After World War II ended, things began to change at the Woodland depot as fewer people travelled by train. In the next issue of the **Railhead**, we will cover the depot's decline and near demolition.

The Sacramento Valley Historical Railways thanks the donors below for their generous contributions to the SVHR Annual Fund.

Up to \$50

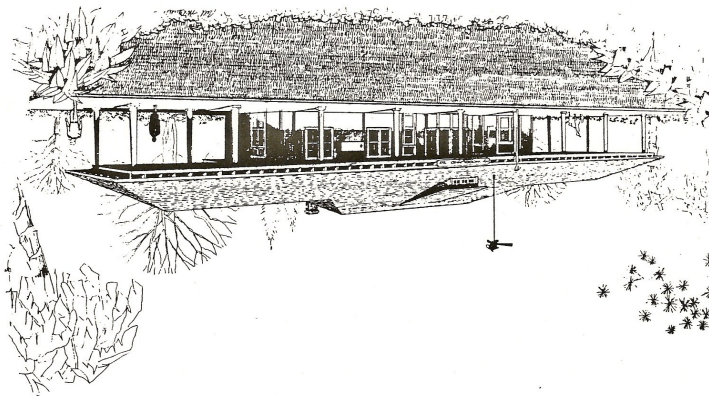
Judy Nicholson Woodland

If you would like to contribute to the SVHR Annual Fund, send your tax deductible donation to: Sacramento Valley Historical Railways, 1120 Lincoln Avenue, Woodland, CA 95695. Donations can now also online by going to our website at: www.SVHR.org

Visit our website at: www.SVHR.org

Happy 100th Birthday to the Historic Woodland Train Depot
Tour the Depot during the *Stroll Through History* September 10, 2011

Courtesy With & McConless AIA Architects



SACRAMENTO VALLEY HISTORICAL RAILWAYS
HISTORIC WOODLAND TRAIN DEPOT

1120 Lincoln Avenue
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