

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor



NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

Little Buttercup is home: Note in the following articles that this tiny former Santa Fe Locomotive has been provided to CTCR on permanent loan and reside now in the CTCR Trolley Barn at History San Jose in Kelly Park. This 1899 locomotive is in wonderful condition and will be a favorite for both young and not so young to view as part of the CTCR rolling stock collection. This took a tremendous coordinated combined effort by the trolley volunteers to reorganize the trolley collection and clear the way for Little Buttercup and by the locomotive volunteers to prepare the LBC for shipping, move it by truck and trailer from the State Rail-

road Museum in Sacramento and wiggle that 25 ton baby into the narrow fit on trolley track #1 at the Barn. The details are in the newsletter but special thanks must go to CTCR VP Ken Middlebrook for arranging the donation by CSRM to CTCR, to CTCR VP Bob Schneider and the Trolley crew for preparing the Barn, to CTCR VP Jack Young and the Locomotive crew for preparing the LBC for the move and arranging the transport and especially John Ezovski for being the straw boss of the gandy-dancers who placed LBC in the Barn.

Locomotive 1215 also moved again:

Amidst the entire bustle supporting the LBC move the volunteers repositioned our small switch engine tender located in the History San Jose employee's parking lot. The move allows 1215 to be better observed and clears more space for parking. Good job all!

San Jose Steam Railroad Museum:

During the past quarter, 16 significant organizations have unanimously endorsed the dedication of the Coleman and the Park of the Guadalupe site for our San Jose Steam RR Museum.

Endorsing organization include the Santa Clara Valley Water District Board, the San Jose Parks and Recreation Commission, the San Jose Historical Landmarks Commission, San Jose Chamber of Commerce and many more. Those endorsements and a full operating and marketing plan and capital and operating have been presented to Councilmember Liccardo and the City



and RDA staffs as well as congress member Lofgren. Additional organizational endorsements are being sought and preparation are in process to seek federal funding assistance to acquire the land from the UPRR during the 2009/10 federal fiscal year.

Happy Hollow Line Electrification Project proceeds: Guided by Gene Martin, the Happy Hollow Trolley line's 32 telephone poles and over 3,000 feet of copper conducting wire are on order and meetings with the contractors and engineers have been held to begin the project. The County Historical Heritage Commission granted \$10,000 last year and is considering another \$15,000 this year while the San Jose Rotary Club granted \$13,000 to complete all of the cash needed for this \$100,000 plus project. The remaining design and construction support is being provided pro bono by Stacey and Witbeck, Mass Electric and Hatch Mott McDonald Engineering for which CTCR is sincerely appreciative.

Other projects continue to progress: Locomotive 2479 continue to be prepared for operation as the volunteers work weekends and some week days to do all of the work possible yet some funds will be required to refurbish the main pistons and connecting rods. The CTCR History San Jose trolleys continue to operate each weekend with volunteers, motormen and the great volunteer maintenance staff. Meg Fitts, our new staff support has, with CTCR Board Member Dr. Annette Nellen, reorganized the QuickBooks program, moved our time deposit to Wells Fargo with a sizable interest rate increase and is preparing for the annual audit by Berger Lewis, our pro bono accounting firm. Yes, it's surely been a busy and productive time for all!



CTRC BOARD MEETING MINUTES

CTRC Board of Directors

Board Meeting Minutes

Pacific Hotel, History San Jose

February 21, 2008

Meeting was called to order at 8:40am.

Attendance: Alida Bray, Rod Diridon, Sr., Marv Bamburg, David Ginsborg, Mike Kotowski, Joel Maniaci, Gene Martin, Larry Murchison, Annette Nellen, Gary Ross, Bob Schneider, Dave Sylva, Jack Young, and Meg Fitts (staff).

Minutes: (Diridon) that the minutes of the November 15th, 2007 CTRC Board meeting be approved without correction.

Chair's Report: President Rod Diridon announced the San Jose Rotary Grant approval for the Happy Hollow extension for \$13K and the \$10K from HHC is in negotiations now. An acquisition report for Little Buttercup from California State Railroad Museum has been prepared. We can make room for it in the trolley barn.

Current Projects:

A. Trolley Barn/HSJ-VP Bob Schneider presented the Happy Hollow Line Electrification Grant Status of \$10k approved by HHC but still not signed off (pending resolutions of wording by county), \$15K Grant submitted to HHC for Hanging Hardware, and \$10K Grant submitted to Rotary for Wire. We have most of the underground pipe information for the design; the City Parks people were very helpful. The ridership has been light due to weather, lost 2 days of operation due to rain. Birney people catcher is almost done! As for the 1923 Fire Engine, the engine was tested, it needs some tuning; the radiator leaks; and the wiring is well along toward completion. Due to the cold weather and holidays, less work than usual has been accomplished which is normal. Schneider

reported the special visit of Susan and Meg Fitts to the Barn to help Meg get more familiar with the operation. They treated the lucky few present to a nice surprise lunch. Also brought up was the HHC contract's three year time line which started last August will be put on hold for us on the past 6 months (in writing was requested).

B. Locomotive 2479/1215 - VP Jack Young reported on the Locomotive's progress. Regarding SP 2479, they will finish the shoes and wedges in the next month or so which will make it able for the workers to work underneath. They are working on the springs and the boiler (the water column) and the brake system (levers reinstated). The volunteers have been working on the fair grounds keeping the site clean, cutting the grass etc. Jack mentioned the passing of a remarkable volunteer, Les Galihorn in December. As for locomotive 1215, they have worked on the cosmetic restoration for viewing and mid January made efforts to move. Also mentioned was that since 1986 CTRC has had over 54,000 volunteer hours put in. On a side note, Joel Maniaci mentioned showing a video of our work of the volunteers on the Discovery Channel.

C. SCC Rail Museum – VP Marv Bamburg reported that we're in the process of trying to acquire Union Pacific land to build the museum (9-10 acres of land). We have the Parks & Rec support to acquire the land (10th action/endorsement). We are asking the Water District to ask for government support. They won't do it unless they have the City's support. Special thanks went to Gene, Bob, Jack and Ken for all of their hard work.

D. Happy Hollow Rail Electrification – Gene Martin reported they're trying to find where the utilities are. They received an updated quote on the poles; they are just waiting for Rotary money for quoting the rails. Great appreciation for Gene for filling out all the grant applications, great work!

New Business

A. Acquisitions – Little Buttercup is a 1890's locomotive

(Continued on page 3)

(Continued from page 2)

offered as a donation by California State Railroad Museum. CSRMs March deadline for moving the LBC will be a challenge. Acceptance of the locomotive was approved by the board.

B. Historic Heritage Commission/Grant Applications – Gene Martin and Jack Young put in a request for \$120K. Over the years CTRC projects, including the locomotive, have received prior HHC grants totaling \$225k.

C. Fundraising Efforts – \$10K avg/year.

* City Council Meeting second week of March, please attend.

Next Meeting – The next CTRC Board Meeting will be May 15, 2008 at 8am

Meeting was adjourned at 10am.

Respectfully Submitted: Meg Fitts



1215 NEWS

New steps have been installed on both the Locomotive and the tender. This is to facilitate egress to and from the equipment during cosmetic restoration work. Bill Jump (left) was instrumental in designing and fabricating the new steps. John Zielinski (right) assisted in the installation of the new steps.



The picture below depicts 1215's Tender being positioned into its final location at History San Jose 4/2/2008 – Thanks to the Steam crew and A tool Shed for providing the equipment to make this move possible. The Locomotive is being ready for its move next to the tender. In preparation a section of panel track has been positioned behind the locomotive which will allow 1215 to be pushed back next to the tender and clear up the employ parking area at History San Jose.



Area Maintenance



LOCOMOTIVE NEWS

By Jack Young

SHOES, WEDGES, and WHEELS

Work continues on the shoes and wedges. There has been 100's of hours spent measuring and re measuring the locomotive frame, driver boxes, shoes and wedges. This is tedious work as most measurements span the locomotive frame and require measuring multiple points on the pedestal jaw's of the locomotive to do these measurements the team enlist the use of the 6' calipers. As of the writing of this newsletter 4 of the 6 shoes have been machined to there final dimensions.

SITE MAINTENANCE

As always site maintenance is a big part of the routine for the weekend work party. It is not uncommon to find two volunteers cutting grass with the lawn tractor or using a weed eater to knock down grass around the round house equipment.

VISITORS TO THE SITE



In early February we had the pleasure of showing two of the Historical Heritage commissioners around the locomotive restoration site. At that time we were on of the projects being considered for funding by the commission. Thanks to all who participated in the work day it made a great impression on the commissioners.

(Continued from page 6)

Within a six month span, a second steam locomotive moves to San Jose!

CTRC's Central Valley Chapter volunteers Hugh Crawford and Terry Johnson offered to witness Buttercup's loading in Sacramento on Wednesday, April 2. A late start and longer-than-anticipated preparations resulted in missing Caltran's curfew for passing through Livermore and meant unloading the following day. In keeping with traditions experienced during previous CTRC equipment moves, an April rain was showering San Jose that afternoon and evening; thus, a delay was welcomed.

Unlike the previous day's grey weather, Thursday morning was blue skied. To facilitate unloading, John E, John B, Jack, Gene and Bob, had spent the previous days gathering tools and materials at the historical museum. Larry Pedersen and A-Tool Shed provided two large forklifts which would prove invaluable. Weeks of discussions, calculation, and preparation would soon be tested.

Near 11 am, a school group attending History San Jose's Transportation Experience received an unexpected lesson as the Taylor's trucks arrived outside the museum's gates carrying a 109 year old steam locomotive and tender.

Moving slowly, the first truck with the engine cautiously backed into the unloaded area. The truck handling abilities of Taylor's driver was simply amazing as he passed the blacksmith's shop and through a gate without any difficulty. Rolling off the trailer meant disconnecting the truck and positioning a panel track for the straight shot into the trolley barn. Time was taken to ensure rails were aligned and ties were properly supported.



Using Taylor's truck for braking, Buttercup was rolled off the trailer. For the final positioning in the trolley barn, a special extended reaching forklift from A-Tool Shed was utilized. The special ramp constructed by John Blaine performed flawlessly as the height clearance at the barn door was near zero!

With the engine in the trolley barn, attention was focused on the tender. Since the tender would remain in the barn backyard unloading area, the tender posed logistical problems for the trucker who needed every inch of the empty yard to move in and out.. After the tender was unloaded onto its new storage track, the trucker's quandary became apparent. Would this truck and trailer become permanent display fixtures for the museum? Once again, a solution would be developed...both heavy duty A-tool shed forklifts would be used to lift and rotate the trailer. Taxed at their lifting capabilities, the forklifts were able to save the day. By 4:00, Taylor's trucks were on their way home.

All the careful preparations had paid off as exemplified by the uneventful unloading of both engine and tender in a tight area. A special thanks to everyone involved in relocating the engine to San Jose and special recognition to Kyle Wyatt and Ellen Halteman of the California State Railroad Museum for providing this unique opportunity. Lastly, acquisition of this unique artifact would not have been possible without the cooperation of the trolley barn volunteers and History San Jose. Thanks to all.

TROLLEY BARN NEWS

From Bob Schneider

Happy Hollow Line Electrification: Things are moving forward. This quarter we have;

1. Revised our Operating Plan (“Book of Rules”) with input from all our motormen.
2. Written a Maintenance Plan for the new line.
3. Worked with the city Park people on details as requested.
4. Completed a preliminary survey of the underground utilities to make sure pole placement was OK.
5. Done a detailed pole location study.
6. Defined a cross arm design that maximizes use of our existing parts.
7. **Ordered poles and wire as of 4/16.** Approved grants will cover these costs.

1923 American LaFrance Torpedo Fire Engine: All



of the wiring has been completed and documented. Work on the engine has been completed and the engine runs. Various components have been polished, painted and installed on the body. This work is being sponsored by and done for the San Jose Fire Museum. Three members of the Fire Museum are participating in work.

Bean Orchard Sprayer: A new project was brought into the Restoration Shop in February. It is a gas engine powered Bean Orchard Sprayer. The Los Gatos History Museum is the owner and sponsor of the restoration. The restoration will be for appearance, but not function.

The name of the sprayer comes from its inventor, John Bean who developed it in the late 1880s. His company evolved through time and eventually became Food Machine Company.

Birney: After much effort and learning, the people catchers on the Birney have been installed once again.

Little Buttercup: A number of activities were done in and around the Barn to enable us to receive the locomotive (see page 6) to include:

1. Moving the Port Huron steam tractor out of the way using compressed air from a commercial unit.
2. Moving the Kleiber truck to a new location to make room for the Porto Car.
3. Moving the Ford truck to the D4 warehouse.
4. Moving the Portuguese car (168) to track 3. This led to a derailment going in to the Barn that was caused by poor track curvature. Other cars have done this in the past, but we never had the time to pinpoint the cause.

1215: The dirt pile behind Locomotive 1215 and its tender were removed by the 2479 team. Recently the tender has been moved back one track section to regain lost parking space. Moving of the locomotive will be completed soon.

Helping Others: During the cold days we helped various museum people by installing shelves and white boards. We also trimmed branches around light poles while doing overhead pruning around our spur section wire.



THE LITTLE BUTTERCUP

By Ken Middlebrook

While a second Southern Pacific locomotive was desired and ultimately fulfilled with the acquisition of 0-6-0 switch engine 1215, an even smaller steam locomotive has been sought as a demonstration exhibit and/or possible use on the trolley trackage in Kelley Park. In mid-November, Kyle Wyatt, Chief Curator of the California State Railroad Museum (CSRM) contacted me about an unexpected opportunity. Due to an imposed deadline to reduce their collection, CSRM had been actively seeking new permanent homes for selected artifacts. Included in their list of deaccession candidates was Santa Fe Railroad 0-4-0 steam locomotive number 5, the "Little Buttercup" (LBC).

Background on the locomotive

Little Buttercup began life in 1899 as an 0-4-0 tank engine built by



The original "Little Buttercup" before it was a Little Buttercup

Baldwin as Santa Fe Terminal #1, for operation in San Francisco's China Basin. Afterwards, it served as the shop switcher at Needles. In 1948 the Santa Fe rebuilt the locomotive to an "old timey" appearance for historical display at the Chicago Railway Fair. The saddle tank was removed and replaced with an oversized tender. To complete the appearance, a large smokestack, headlight, and color paint scheme were added.

After the Chicago fair the Santa Fe kept the locomotive for promotional

Little Buttercup On Display At Chicago Railway Fair



purposes and occasional special events. In 1986 the Santa Fe presented the locomotive as part of a large historical collection to the California State Railroad Museum.

To ensure the continuation of the locomotive's protective care over the last 50 years, CSRM's offer however carried a caveat...the LBC's new owner must provide indoor storage.

It is Cute but where to put it?

Various storage options were considered. Two inspection trips to Sacramento were made to take measurements. While LBC's wheel profile inhibited use of the trolley trackage, its overall dimensions would enable use of the trolley barn for storage/display...just barely. Bob Schneider and Gene Martin explored the various trolley barn physical constraints and determined that track 1 could be used. This concept would enable a roll-off unloading and avoid the need to traverse any trolley switch work. However, the use of track one for LBC would require repositioning stored/displayed equipment in the trolley barn, most of which were owned by History San Jose. Several chess-like moves and permission would be required. Due to track space, only the locomotive and not the tender could be accommodated in the barn.

For CTCR's quarterly board meeting in February, an acquisition report was created and acceptance letter was drafted. Soon thereafter, CSRM was informed of CTCR's acceptance of the LBC offer and intent to move the engine by April.

Careful Preparation was required

Jack Young and Steve Raby provided needed logistical support to determine 'how' to move Buttercup into the trolley barn. Several items, including the headlight, smokestack, whistle and safeties, would be removed to facilitate transportation and, more importantly, ability to fit into the trolley barn door.

Site and locomotive dimensions were shared with Taylor Heavy Hauling of Roseville who responded with confidence of unloading in the backyard area. A move date of April 2 was planned with loading and unloading done on the same day.

Access to the backyard required the temporary relocation of History San Jose's Port Huron Steam Tractor. Steve determined that the tractor could be moved by compressed air. Utilizing a mobile compressor provided by Larry Pedersen of A-Tool Shed, the steam tractor was relocated on March 23.

Bob and Gene coordinated the automobile shuffle in the trolley barn to free up space on track 3. With the space available, Portugal trolley car 168 was relocated from track 1 to track 3. In the process, the car derailed, requiring an additional manpower and time to get on track.

On Saturday March 29, six CTCR volunteers, John Ezovski, Tom Anderson, Jack Young, Larry and Denis Murchison, and I went to Sacramento to prep LBC for the move. Upon arrival, John Ezovski commented "Little Buttercup is NOT that little!" In a few hours, the crew accomplished the planned tasks and headed back home.



CTCR's resident welder John Blaine built a custom ramp to cross the threshold at the trolley barn door. However, the ramp would reduce the calculated 7" height clearance to less than 2 inches. The crew discussed a potential need for a chain saw! Nonetheless, it would be tight.

(Continued on page 4)

Information

Membership Meetings: First Monday of each month at 7:00pm at the Santa Clara Train Depot.

Work Schedule: Saturday and Wednesday after work of each week.

CTRC Office: 1600 Senter Road, San Jose, CA 95112.

Mailing Address: CTRC, c/o MTI, 210 Fourth Street, 4th Floor, San Jose, CA 95112

Membership: \$25.00 regular, \$10.00 Seniors. All memberships expire December 31 yearly.

To join please send dues, name, address, phone number, and e-mail address if available to the mailing address above.

The CTRC is a California 501(c)(3) not for profit educational corporation established in 1982. The organization is the official support group for the Trolley Barn at History San Jose and the San Jose Railroad Museum Park currently in the early stages of development.

MISSION STATEMENT

The mission of the California Trolley and Railroad Corporation (CTRC) is to restore, preserve and interpret railroad, trolley, and related equipment as it was used to serve the people in Santa Clara Valley, California.

CTRC BOARD OF DIRECTORS

Rod Diridon, Sr, President & Founder; Vice Presidents are Marvin Bamburg, Design; Ken Middlebrook, Volunteers; Larry Murchison, Communications; Bob Schneider, Trolleys; Jack Young, Locomotive. Board Members are David Bottomley, Dick Campisi, Tom Collins, Carl Cookson, Sr., Brenda Davis, John Davis, Hon. Jerry Estruth, Mac Gaddis, Mignon Gibson, David Ginsborg, Robert Kieve, Rick Kitson, David Knight, Mike Kotowski, Jim Lawson, Art Lloyd, Joe Maniaci, Edward McCauley, Kitmenkin, John Neece, Annette Nellen, David Niederauer, Larry Pederson, Gary Ross, Gary Simpson, Tim Starbird, Robert Stromsted, Chuck Toeniskoetter, Beth Wyman, and Charles Wynn.

**CTRC Staff:**

President: Rod Diridon <diridon@mti.sjsu.edu>

Vice President: Ken Middlebrook <kamiddle@rockwellcollins.com>

Motive Power: Jack Young <jyoung99@pacbell.net>

Electrical: Bob Paddleford <bobpadd@sbcglobal.net>

Site Maintenance: Denis Murchison <dmurch@charter.net>

Equipment Maintenance: John Zielinski <2zielinski@att.net>

Technical Assistance: Art Randall <arandall@earthlink.net>

Historian: Larry Murchison <larrymurchison@comcast.net>

Editor: Larry Murchison <larrymurchison@comcast.net>

Treasurer: Annette Nellen

Membership: Gene Martin <trains4@attglobal.net>

Time Keeper: Hugh Crawford <hugh@hughcrawford.net>

Trolley Barn: Bob Schneider: <schneiderri@att.net>

Acquisitions: Mac Gaddis <macgaddis@peoplepc.com>

Public Relations: Ken Middlebrook <kamiddle@rockwellcollins.com>

Web Site: Karl Auerbach <karl@cavebear.com>

COMING EVENTS

► Remember the Saturday workdays and the Wednesday work evenings. Check with John Ezovski at SLBTrainer@aol.com. All very important events. See you there.

► The first Monday of the month 7:00pm CTRC meeting at the Santa Clara train depot. Be there for a lively discussion about something or you can just look at the displays.

► The next CTRC board meeting will be Thursday, May 15th, 2008 at 8:00am at the History San Jose Pacific Hotel first floor conference room.



Do you want to view this exquisite newsletter in color? Why of course you do and you should. Who knows, the time may come when that may be the only way to read this informative missive. Progress you know.

On your computer go to:

www.ctrc.org/newsletter.html

California Trolley & Railroad Corporation
CTRC, c/o MTI 210 Fourth Street, 4th Floor
San Jose, CA 95112
Restoring Your Transportation Past

Non-Profit Org.
STD PRST
US POSTAGE
PAID
Los Gatos, CA

RETURN SERVICE REQUESTED

California Trolley & Railroad Corporation
Is a non-profit tax exempt organization
dedicated to the restoration and pres-
ervation of historic transportation equip-
ment. Membership is open to all. Yearly
dues help finance the Corporation goals.
All donations to the corporation are tax
deductible. IRS #23510C(3)

An invitation to join
The CTRC strives to restore, maintain and operate the few surviv-
ing examples of our local rail history for the education and recrea-
tional benefit of current and future generations.
Like yourself, we are individuals with different backgrounds, talents,
and skills who share a common interest in preserving our rail heri-
tage. Supporters who contribute \$25 or more annually will receive
our monthly announcements and our quarterly newsletter THE
CLEARBOARD. Contributions of materials, equipment and skills
are also welcome.



THE CALIFORNIA TROLLEY AND RAILROAD CORPORATION

Yes, I wish to contribute to preserve our railroad heritage in the Santa Clara Valley.

Please accept my tax deductible gift of: \$25 \$50 \$100 \$200 \$500 \$1000 \$_____

Membership: regular \$25, retirees and full time students \$10. \$_____

Name: _____

Total \$_____

Address: _____

Phone: _____

E-mail address: _____



Make checks payable to the California Trolley and Railroad Corporation
CTRC, c/o MTI, 210 N. Fourth St, 4th Floor, San Jose, CA 95112