

# THE CLEARBOARD



Rod Diridon, President <http://www.ctrc.org> Larry Murchison, Editor

## NEWS FROM THE PRESIDENT FROM ROD DIRIDON

**Trolley Barn Roof - The Big Wind:** During February's big wind a portion of the Trolley Barn's roofing material peeled off like a banana. An urgent call to an old San Jose Rotary friend garnered the kind of help that has characterized CTRC's success over these many years. California Roofing Company President Hap Campbell was at the Barn, in the pouring rain, within an hour of being called. (Editor's Note: My uncle, Peter Heinzen, worked for the California Roofing Co. for 35 years and was a member of local 95.) His crews covered the roof with a temporary waterproof material while the replacement metal sheathing was ordered. His Company then installed the replacement material and the building is better than new. The price for the service was a hug and thanks from the Trolley volunteers who appreciated the quick response. Hap stresses his desire to continue to help whenever needed...our crystal ball just might see a roundhouse roof in his future!!

**Railroad Museum:** With the guidance and support of Vice Mayor Cindy Chavez and Council member Ken Yeager, we continue to meet with the member of the San Jose Council to acquaint them with the concept of using a portion of the historic Basset Street Railroad Yards for the museum. So far Marv Bamburg, Ken Middlebrook, sometime Mike Kotowski and Jack Young and I have met with



### Special points of interest:

- Where did the roof go?
- What prominent city official is helping us to find a museum location?
- What happened to the roundhouse on April 18, 1906?
- Who donated case hardening of the locomotive brake bushings?
- What is a people catcher and why would people need to be caught?
- Can you find a framing square?

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## CALIFORNIA ROOFING COMPANY

Council members Chirco, Nguyen, Pyle and Williams. We have meetings set with the remainder of the Council and the Mayor. So far all of the Council members enthusiastically support the concept and seem ready to offer assistance when Vice Mayor Chavez, in who's district the property is located, decides to proceed. Located adjacent to the UP/CalTrain wye, the site is directly on top of or within a block of the elements of the original southern terminus roundhouse and depot of the San Francisco and San Jose Railroad Company line built in 1864. So the operational and historic synergy is remarkable. And the site abuts the Guadalupe River Park and Garden's trail system on the West side which guarantees park-related access and support. It's time to be cautiously optimistic about this best of all possible

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# CTRC BOARD MEETING MINUTES

**CTRC Board of Directors  
Pacific Hotel, History San Jose  
Board Meeting Minutes  
February 16, 2006**

Meeting was called to order at 7:35am.

**Attendance:** Marv Bamburg, David Crosson, John Ezovski, Rod Diridon, David Ginsborg, Gene Martin, Ken Middlebrook, Larry Murchison, Bob Schneider, Dave Sylva, and Brendan McCarthy (staff).

**Minutes:** (MSC – Middlebrook/Crosson) that the minutes of the November 17, 2005 CTRC Board meeting be approved.

**Chair's Report:** Chair Diridon deferred his report to be made as comments as the meeting progressed.

**Financial Report:** President Diridon has requested payment from the County several times over the past two years and has been assured that the reimbursement was appropriate and pending. If no payment is received by the end of the year, Rod will meet with County Executive Kutras on the issue.

**Current Projects:**

- A. Trolley Barn/History San Jose – VP Bob Schneider presented the Trolley Barn report to the Board. The sign on the west door of the Trolley Barn has been completed and installed. The volunteers are currently working on re-doing the entry area display case. Gene Martin indicated that some of the older machinery pieces on display might be used by CTRC but most of them do not. Chair Diridon cautioned that pieces with historic value should be kept by CTRC. Board member Crosson indicated that collectors and museums have been taking older machinery and tools at a decent rate and that he offered to move the process of disposing of the tools along if needed. VP Schneider also reported that the pit has been used several times for work being done in the barn with great success. Chair Diridon thanked VP Schneider for the update and commended his work, along with that of the volunteers, on the Barn and the pit.
- B. Locomotive 2479 – VP of Volunteers Ken Middlebrook reported on the Locomotive's progress on behalf of VP Jack Young. The volunteers continue to work on the renovated drive wheels, shoes, and wedges provided by



Docent helping children

Robert Franzen. Also, VP Middlebrook reported that an impressive amount of progress had been made on the brake rigging work. Work continues on the FRA authorization for the boiler and progress is being made. A shaper has recently been received and VP Middlebrook noted Chair Diridon's help in obtaining the donation. VP Middlebrook commended the work of all who helped to move the shaper and return it to working order.

- C. SCC Rail Museum – VP Bamburg expressed enthusiasm regarding the progress that has been made since the last CTRC board meeting on a possible museum site and indicated that the prospects were the brightest they have been in years. VP Middlebrook displayed a 1931 aerial photograph of the possible sites to help further the discussion about the site's historical significance. The Chair indicated that Council member Cindy Chavez was taking the lead on the issue for the City and would attempt to persuade the developer to donate a piece of the land for a museum. The Chair indicated that approximately 3 acres of the 12 acre sight were needed and that support from four of the Council members had already been received. VP Middlebrook indicated that he had been speaking with Dennis Korbiac of the City's Redevelopment Agency regarding

concepts for the site. Chair Diridon reported that his conversations with RDA Director Mavrogenes indicated a strongly supportive attitude. Both the Chair and VP Bamburg applauded the work of Larry Murchison in creating models that conceptualized the issue for the Council members. The Chair also thanked VP Bamburg for his long-term support on this issue.

- D. Happy Hollow Trolley Extension – Chair Diridon reported that a meeting had occurred with SBC/AT&T Regional VP Birt Johnson and his staff seemed to be supportive of the project and of finding a way to get it done. Chair Diridon reported that his last conversation with Birt led him to believe that the project was moving ahead, but that he would follow up at a later date.
- E. Volunteers Report – VP Middlebrook reported that volunteers from San Jose State had come to help clean up the Trolley Barn and fairgrounds and that the progress on the museum site was going a long way towards improving morale among the long-time core of volunteers. Middlebrook also reiterated that all of the steps taken by CTRC as an organiza-

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tion have an affect on the recruitment and retaining of volunteers. Chair Diridon inquired as to the volunteer forms on the CTRC website and asked Bob Schneider to look into updating the form. Marv Bamburg also inquired about the response mechanism on the website and Ken Middlebrook indicated that inquiries were being made into allowing possible volunteers to reply electronically. Gene Martin offered to assist by creating a device that would allow him to track electronic responses.

#### New Business

- A. Acquisitions – No acquisitions are currently contemplated.
- B. Historic Heritage Commission/Grant Applications – Chair Diridon noted that the 2006 Parks Charter Measure would hopefully pass creating more funding but that there was no funding in the proposed County budget for HHC grants for 2006/7.
- C. Fundraising Efforts – Nothing new to report
- D. Alum Rock Park – Chair Diridon reported that he had been contacted by Roger Abe, a Park Ranger at Alum Rock Park requesting that CTRC sponsor (at \$2500) an historic marker at the park to help educate the public about the area's historic railroad significance. Chair Diridon was not recommending that CTRC fund the venture, but was bringing it to the board for its consideration. Diridon expressed concerns about CTRC setting the precedent of becoming a funding organization, rather than a fund receiving organization. VP Middlebrook indicated that CTRC could possibly assist the effort with resources such as volunteer time instead of money. (MSC - Dave Crosson/Middlebrook) to deny Mr. Abe's request but to offer volunteer support. Chair Diridon indicated that he would communicate the Board's decision to Mr. Abe.

Work on the recognition plaques for the pit continues. The plaque will be placed where the public can see it, not down in the pit. Brendan continues to work to assure that all of the names are included and are accurately spelled. A sample was shown to the BBQ attendees, giving board members the opportunity to have some input on the final product. Coast Engraving and Kearney Pattern Works are committed to donate the pattern and casting.

**Next Meeting** – The next CTRC Board Meeting will be Thursday, May 18<sup>th</sup>, at 7:30am at the Pacific Hotel, History San Jose.

Meeting was adjourned at 9:00 AM.

Respectfully Submitted: Brendan J. McCarthy



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sites. But the final designation by the City will take a huge amount of effort and some very careful negotiations.

**Volunteers:** Especially challenged during the cold and wet winter months, the wonderful CTRC volunteers continue to pursue the reconstruction of the Locomotive 2479 and to maintain the Trolley Barn operations. The CTRC Board and the citizens of our Valley appreciate that special effort and look forward to completing the projects that will allow the volunteers to operate more comfortably and efficiently. Thanks very much to all! High Ball!!



## APRIL 18, 1906

by Ken Middlebrook

This date was destined to be memorable for the South Pacific Coast (SPC) narrow gauge railroad. Shortly after midnight, work crews began to remove the inner rail of the dual gauge SPC route between Alameda and Los Gatos, this ending the 25-year use of narrow gauge equipment between those points.

Incorporated in 1876 as a competitor to the Southern Pacific Railroad, the South Pacific Coast was an ambitious 78-mile railroad connecting Alameda with Santa Cruz. Similar to the fate of most independent California railroads during that era, the SPC would eventually become controlled by the standard gauged Southern Pacific Railroad (SP). Shortly after leasing the SPC in 1887, the larger railroad began installing a third outside rail at Alameda, San Jose and Santa Clara where the two lines intersected.

This dual gauge arrangement enabled joint operation of equipment from two different sized railroads on the same line. Over the next 19 years, the dual gauge was lengthened over the entire route. Extensive construction, such as widening curves, strengthening bridges, and enlarging tunnels, was required in the Santa Cruz Mountains to permit dual gauge. With the ability to operate standard gauge equipment, Southern Pacific selected April 18, 1906 as the date to begin curtailing narrow gauge operations.

At 5:12 am on that fateful date, Mother Nature would intercede.

After the earth stopped shaking, the South Pacific Coast route was segmented: bridges were shifted off their pilings, tunnels completely sealed, and, near where the line crossed the San Andreas fault, the rails were bent like a pretzel. As a result of this natural calamity, the life of the narrow gauge would be extended to allow for rebuilding of the line. Locomotives and cars, partially disassembled for shipment to other SP-owned narrow gauge operations, were rebuilt for use on work trains. The longest tunnel in the Santa Cruz Mountains would take

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## LOCOMOTIVE NEWS

By Jack Young

The weather the last couple of months has not been very conducive to an outdoor restoration project but with all the foul weather the restoration crew has managed to keep the restoration moving forward. This would not have been the case with out the shop building between the two containers, that are used for parts storage and a shop facility.

**Brake Rigging Restoration** – I am happy to report that all the pins and bushings have been completed and all the brake rigging has been inspected and repaired. A substantial number of the brake rigging beams and links required extensive machining. Early this month all the 35 pins and 60 bushings were sent out to Boyntan of Santa Clara for case hardening. Rod D. arranged with the vendor to get the case hardening donated. This pro-



Case hardened bushings

ject has been in process for a number of months and to see closure provides an incentive for all the volunteers. Completion also frees up some resources to work on other areas.

**Running gear work** – Since the weather has been bad lately, the focus has been to rework the pedestal binder on the number 3 driver. The binders on both sides were not engaging

correctly due to excessive wear. This in turn caused the wedge screw that drives the wedge between the pedestal and the journal box not to engage correctly. The corrective action was to weld up the pedestal binder and re-cut the groove in which the frame Seats – This work was done on our new shaper.

**Boiler** – Work continues on the Form 4 calculations and measurements. We have amassed a great deal of information on the boiler there are some area that need to be address further. In addition to the form 4 work we just received 80 stay bolt which will be used in the firebox. These new stay will be finished to size by CTCR members and installed as soon as



they become available.

**Facilities Maintenance** – Maintenance of the facility is also a priority. Work continues each weekend to keep the grass at a manageable level normally 2-3 volunteer work this issue during the rainy months running lawn mower, lawn tractors, and weed whackers.

**Odds and Ends** – The track that the trailing truck rests on was re-aligned and connected to the track beneath the locomotive. This required the creation of a new section of track.



## TROLLEY BARN NEWS

**By: Bob Schneider**

**TROLLEY BARN:** February 27/28 ---- It was a dark and stormy night. Gale force winds were up and roaring around the Trolley Barn. These very same winds peeled back about 600 square feet of corrugated iron from the top, southwest area of the roof. At Cap'n Diridon's request, first mate Hap Campbell of California Roofing had the area temporarily covered with felt until new material arrived. The patch was completed within 24 hours and the job was done pro bono. Since the problem was discovered early, water damage inside the Barn was limited.

The folks from California Roofing returned 4/6 and completed the repairs. We still have to repair and reinstall the weather vane.

**BIRNEY:** A single air bleed valve has been installed within easy reach. Before the motormen had to lie on the floor and reach the valve with a special pole

The destination signs ("SAN JOSE") have been replaced on both ends. The old ones were deformed by heat from the light bulbs. Ventilation holes were also put in the boxes that house the bulbs.

A motorman detected a minor electrical shock after the car spent 3 hours in the rain. The problem was found to be a combination of wet wood and several bolts that ran from the pole hook deck to the inside of the car. Isolating the hook from its deck eliminated the problem. We solicited and received input from 6 museums around the country through ARM (Association of Railway Museums).



**Broken people catcher**

The people catcher inadvertently dropped on 3/26 and snagged an obstacle. Many of the iron parts were bent. Because this has happened a number of times, we're seeking help through ARM to make it more reliable when we repair it.

**ITALIAN CAR:** After the SJSU team's effort in January, we finished stripping the remaining non-iron hardware. The scrap aluminum and wire were sold and the proceeds given to CTRC.



The San Jose Fire Department has agreed to cut up the car body as an emergency training exercise. The ground needs to dry out before they can start. The iron will be sold for scrap.

**CABLE CAR:** The Cable Car has been sold through an



intermediary to a private party. The new owner is an enthusiast and plans to restore the car on his property in

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Grass Valley. The intermediary gave CTCRC a donation. Removing the car started 3/31, but may take until June due to the owner's work schedule.

**Rauch & Lang:** The body is targeted to go to the paint shop in April. The electrical controls are ready and being tested.

**1924 Dodge Brothers truck:** Stan Paddock recently joined us as a volunteer and brought his first project with him. He is repairing a 1924 Dodge Brothers screen side delivery truck owned by the SJPD museum. He came to us because SJPD lacks a suitable place to work.

**1923 American LaFrance-Brockway Torpedo fire engine:** This is the next project from the SJFD Museum. Work starts in April.

**Witte Tractor:** Work on the engine is being done off site.

**Happy Hollow Electrification:** On site survey by SBC is the next step.

**1905 Cadillac:** The car is back and the rear step bracket has been installed. Final painting of the bracket is in process.



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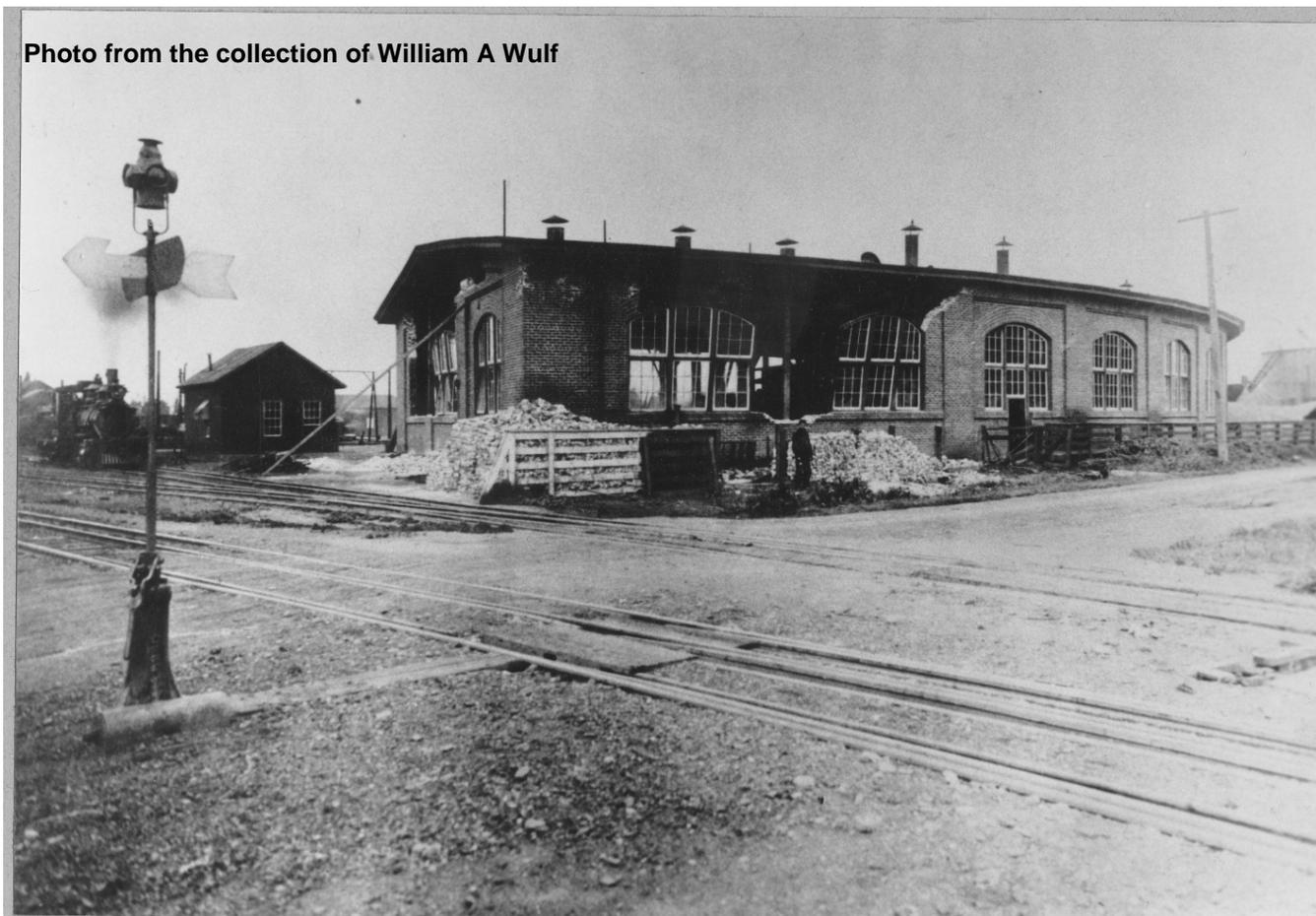
nearly 1.5 years to reopen.

Operation of the South Pacific Coast narrow gauge would end in January 1908 nearly two years after Southern Pacific's original intentions.

In an image taken shortly after the April 18, 1906 earthquake, a narrow gauge South Pacific Coast steam locomotive is getting ready for work train operation at the San Jose Roundhouse. The dual gauge trackage is clearly seen as it crosses Lenzen Avenue. This is one of the earliest known images of the facility. Of interest is the structure seen between the locomotive and the roundhouse. This was the roundhouse foreman's office that would remain in place until November 1959 when the majority of the roundhouse facility was razed. Despite surviving two major earthquakes in the 20<sup>th</sup> Century, new building code regulations for masonry structures enacted after the 1989 Loma Prieta earthquake would assist in sealing the fate of the San Jose Roundhouse at its historic Lenzen Avenue locations.



Photo from the collection of William A Wulf



## 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.

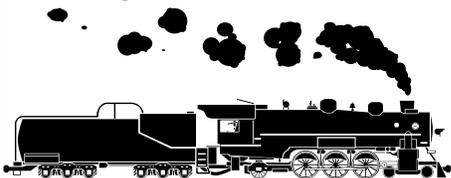
The CTRC is a California 501(c)(3) not for profit educational corporation established in 1982. The organization is the official support group for the Trolley Barn at History San Jose and the Santa Clara County Railroad Museum currently in the early stages of development.

### 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, President; Fred Bennett, David Crosson, Jack Ybarra, Marvin Bamburg, Peter Cipolla, Mac Gaddis, and Charlie Wynn, are the Executive Committee; Dick Campisi, Carl Cookson, Sr., Brenda Davis, Mignon Gibson, Robert Kieve, Mike Kotowski, Kit Menkin, Greg Mitchell, David Niederauer, David Sylva, Chuck Toeniskoetter, Larry Pederson, Beth Wyman, Tim Starbird, Tom Collins, John Davis, Jerry Estruth, Rick Kitson, Art Lloyd, Ken Middlebrook, John Neece, Gary Ross, Steve Tedesco, Leigh Weimers, Glen Simpson, Pat Restuccia, and Jack Young are the Board Members.



## CTRC Staff:

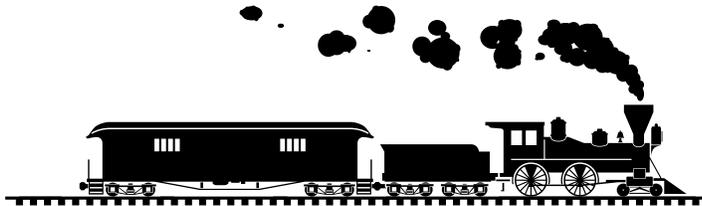
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## COMING EVENTS

► 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 18th, 2006 at 7:30am at the History San Jose Pacific Hotel first floor conference room.



**D**o you want to view this lovely newsletter in color? Why of course you do! I don't know of anyone who wouldn't. You can even zoom in on the images to see them better? Isn't technology wonderful?

**On your computer go to:  
[www.ctrc.org/newsletter.html](http://www.ctrc.org/newsletter.html)**

