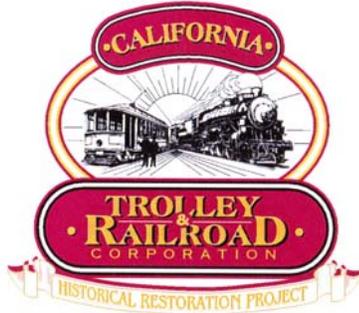


THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

SP 1215 is home: After years of negotiating, careful storage, environmental clean up, protection of perishable parts, planning and a most difficult transfer effort; CTRC's little sister to SP 2479 has been transported to the History San Jose premises where it awaits cosmetic restoration. The intent is to have the "small" engine available for the public to view and to eventually restore this classic "switch engine" to full operation. The detail of this epic effort has been chronicled by **CTRC Locomotives Vice President Jack Young** and **Membership Vice President Ken Middlebrook** in other sections of the newsletter. Profound complements to the many volunteers, who negotiated

the purchase, assisted with the clean up, removed the unique parts, arranged for and assisted with the move and prepared the History San Jose Site. Now let's improve the site to protect the engine and allow safe viewing and prepare for the cosmetic restoration...as the tremendous CTRC railroad volunteers finish with 2479 as the first priority.

San Jose Steam Railroad Museum:

Presentation to the community leaders and groups surrounding the first choice Guadalupe River Park and Coleman site for the Museum are continuing. Mayor Reed, that area's Councilmember Sam Liccardo and other council members, the Redevelopment Agency leadership, the Guadalupe River Parks



and Gardens Board and several homeowners associations in the area exhibited interest and general support. We are working now to convert that interest into formal endorsement letters one of which has already been received. The plan is to take those endorsements to the San Jose Parks Commission and then to the City Council before the end of the year. Once the City endorses the project, we've been invited to work with Congress member Honda, a long time transportation supporter, to redirect the federal funds currently budgeted for a bridge on that site to instead be used to help purchase the site for the Museum and park. The historic summary and maps prepared by Ken Middlebrook and Larry Murchison's unbelievably graphic scale model have been the primary ingredients for the success of the sales effort.

Happy Hallow Trolley Line Electrification: The approval of the \$10,000 County Historical Heritage Commission grant has allowed the electrification project to proceed. An additional \$10,000 has been requested from the San Jose Rotary Club the offices of which are near the line in History San Jose. That's the final outside funding needed for the project. Stacey and Witbeck Inc. and Mass Electric have volunteered to accomplish the installation and the City has approved the construction plans. As soon as the HHC contract is signed we'll order the 32 poles and 3,000 feet of #2 copper conducting wire and the installation will be scheduled. All thanks to Gene Martin for preparing the grant applications and, with Ken and Jack, arranging to gather the volunteers to attend the HHC meetings.

CTRC BOARD MEETING MINUTES

CTRC Board of Directors Pacific Hotel, History San Jose Board Meeting Minutes August 16th, 2007

Meeting was called to order at 3:20pm.

Attendance: Marv Bamburg, Rod Diridon, Sr., Gene Martin, Hugh Crawford, Denis Murchison, Tom Anderson, Lou Chiaramonte, Larry Murchison, Bob Schneider, Jack Young and Heather Gornitzka (staff).

Minutes: (MSC – Bamburg/Schneider) that the minutes of the May 17, 2007 CTRC Board meeting be approved without correction.

Chair's Report: President Rod Diridon decided to defer his report to his comments on the other agenda items.

Current Projects:

A. Trolley Barn/History San Jose – VP Bob Schneider presented the Trolley Barn report to the Board. He reported that the Dollar Days during June, July and August netted 500+ trolley riders and 200 Barn visitors. The project being done by an Eagle Scout on Track 1 is on schedule and should be done in a few weeks. He also noted that all of the new ties (75) are twisted. Diridon noted that they were donated by VTA to CTRC because they were twisted. Regarding the Happy Hollow Electrification Project, Bob noted that Hatch Mott MacDonald is on board to help with the project and that the quotes for the poles are in and moving forward. Gene Martin had put together an expenditure request for the boards review and approval. Due to increased costs or copper wire, poles and a reduction in the amount the Historical Heritage Commission grant, approval is needed to spend up to \$18,500 of CTRC funds for the completion of the Happy Hollow extension. Funding was approved by the board (MSC-Bamburg/Schneider). Gene was also appointed project manager for the electrification project. Regarding recognition, VP Schneider reported that Rod Sohn had been awarded a plaque for 15,000 hours at a History San Jose Event. Regarding the cars, the Melbourne car body is still waiting for the new owner to pick it up. The Horse Car was displayed at the street fair on the Alameda on May 26th and the air compressor motor brushes on 129 have been repaired. That was a learning experience. Regarding the ARM Conference in Pittsburg in October, Gene Martin and Bob Schneider will be attending and Bob will be giving a short talk on “working with sand casting foundries” at the new Parts Committee session. Bob also reported that membership and volunteer hours are stable.

B. Locomotive 2479 - VP Jack Young reported on the Locomotive's progress. He reported the work days are Saturdays and Wednesdays from 8am to 4 pm and that there are usually 4 to 10 volunteers on Saturdays and 3-4 volunteers on Wednesdays. Regarding the Locomotive running gear project, the defects in the brake foundation have been re-



paired and tramping and measurements are in process. Regarding the boiler, the remaining staybolt half-sleeves have been installed and all ridge and flexible staybolts have been installed. 90% of the boiler has been cleaned and painted. Larry Murchison is working on the layout and documenting of the boiler jacket. Regarding site maintenance, the Clark Forklift rebuild has been completed and site reorganization (Rail, tie pile, wood pile and clean up of vegetation around site) is in progress. A few maintenance items were brought up by VP Young. The container roof repair is needed prior to the rainy season. Cost should be about \$350 per container. Also that the Water Tower still needs to be painted as it is becoming an eyesore. President Diridon said he would call a roofer and painter to try to get the work donated. Regarding the 1215 Locomotive, HSJ President/CEO Alida Bray says she is receptive to the idea of moving the locomotive to HSJ where the Melbourne car is right now. President Diridon promised to call the County Executive regarding the potential use of the Fairgrounds and, if not possible, appointed Bob, Jack and Ken to decide where the best place would be for the locomotive. He noted that 1215 should be moved to the new site by the end of September and that the rental at Portola should be paid until that date.

C. SCC Rail Museum – Larry Murchison built the model of the proposed museum. President Diridon and VP Middlebrook had a meeting with a nearby HOA but, though supportive, no action was taken at that meeting. Another meeting will be set up soon. President Diridon wants to meet with all of the area's HOAs so that we may get their endorsement for the project. After that is complete, the proposal will be pre-

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sented to the Parks of Guadalupe for their approval. The final step will be to present the proposal to the San Jose City Council. Their earmark request must be submitted to Congress member Mike Honda for the previously approved bridge funds to instead be used to acquire the land. Lou Chiaramonte offered to set up a presentation for a HOA board that he is a part of in the North San Jose area.

D. Happy Hollow Rail Extension – Gene Martin had submitted the expenditure request which was approved by the board earlier in the meeting.

E. Volunteers Report – VP Middlebrook was out of town and therefore unable to attend the board meeting but sent his report via email to the board as follows: Regarding the Rail Museum, he was unsuccessful in getting responses from the nearby HOAs. In reviewing their websites, nearly all HOAs meet quarterly; therefore, it is unlikely that CTRC will receive formal support prior to the September 13th meeting with the Guadalupe Gardens organization. We will need additional resources to obtain HOA and community support. Larry has updated the two models with the Coleman configuration and they are very impressive. With Larry Murchison's assistance, two brochures, one focused on CTRC and the other on the museum, have been created. Need to find a "friendly" printer at the right price. The four-color brochures work best on 8.5" x 14" paper, 80#. These will make good handouts during our community outreach program. The CTRC webmaster has been updating the site regarding the potential location. Regarding the 1215 Locomotive, per previous CTRC board ac-



tion, we await the concurrence from the county executive's office regarding relocating the engine to the fairgrounds. Upon that concurrence, CTRC could move forward with the trucking firm, Taylor Heavy Hauling, toward scheduling the move. Winter will eventually provide a hindrance to the effort, both in the movement over the Sierras and the bog at the fairgrounds. Fairgrounds

site will need prep, display track relocated, perhaps constructed. The locomotive volunteers have discussed a location. CTRC volunteers will need to go to Portola to secure locomotive/tender for move. If the county executive says "no", an alternative location will have to be formalized. The six month prepaid storage fee to Portola has expired. The next month-to-month payment is due now. A minimum of three additional months will lapse before moving the locomotive from Portola. Portola desires a response the week of 8/20 regarding the next storage payment. Regarding the Fairground's site, the water tank needs to be painted as the rust is becoming an eyesore from Old Tully Road. At the last meeting, it was mentioned that a possible donor may be found. Regarding the ARM conference, due to prior commitments, Ken will not be attending this year. Ken also thanked Bob, Gene, Larry, & Bill Trail for their tremendous effort toward the new belt buckle award.

F. Happy Hollow Train — President Diridon reported that the Happy Hollow Train needs a parent and CTRC may want to take it over. There are 30 or so volunteers who know how to run the train. It needs to be decided if we want to take that on. It may help with recruiting more volunteers for other projects and may create some profits. President Diridon will ask Ken Middlebrook to send an email to volunteers asking if anyone would like to take this project on.

New Business

A. Acquisitions – Lou Chiaramonte has been trying to find an 0-4-0 Locomotive for the History Museum. President Diridon would like to get one for display and eventually to operate on the trolley tracks.

B. Historic Heritage Commission/Grant Applications – The Historic Heritage Commission has award \$10,000 to CTRC for the electrification project. The Board of Supervisors approved \$500,000 for HHC to distribute next year so a larger project should be identified by Gene for the next grant round.

C. Fundraising Efforts – Regarding the Rotary Project, Gene Martin has made a rough draft of the grant and is presently having it reviewed.

Next Meeting – The next CTRC Board Meeting will be November 15th, 2007 at 8am

Meeting was adjourned at 4:40pm.

Respectfully Submitted:

Heather Gornitzka



LOCOMOTIVE NEWS

For this newsletter information concerning the locomotive can be found on the web, www.ctrc.org.

By Jack Young

SP 1215 Move from Portola to San Jose, California

I started tracking events leading up to the move of SP 1215 in mid August. Prior to this date a lot of preparation work had already been complete such as potential site selection for the locomotive.

08/ 23/2007 Bob Schneider reports at the CTRC board meeting that HSJ will allow the storage and cosmetic restoration of 1215.

Taylor trucking is notified and proposes a date for the move. CTRC checked the scheduling with HSJ.

9/11/2007 Taylor trucking confirms that the move will be 10/15/2007

09/29/2007 - Planning meeting with (Jack Young, Ken Middlebrook, Gene Martin and Bob Schneider. Locomotive and tender to be placed in Southwest corner of History San Jose employee parking lot. Site drawing and Photo simulations provided as visual aids.

10/01/2007 – Bob Paddleford contacted Peninsula Crane and Rigging (PCR) about moving Panel Track from Santa Clara County Fairgrounds to History San Jose (HSJ). Move date setup for 10/05/2007

10/01/2007 – 10/05/2007 – CTRC volunteers at the trolley barn clean up and remove items from the southwest corner of History San Jose employ parking lot. I think it was Bob Schneider and Gene Martin.

10/02/2007 – Two candidate 32' long panel tracks are identified and tagged at Santa Clara County Fairgrounds by CTRC volunteers for transport to HSJ.

10/05/2007 8:00 AM – Peninsula Crane and Rigging (PCR) loads two 32' long panel tracks at Santa Clara County Fairgrounds with the help of CTRC volunteers.

10/05/2007 10:00 AM - Peninsula Crane and Rigging Unloads

two 32' long panels at History San Jose. There is a growing concern about truck access to the proposed location 1215.



10/05/2007 – 10/10/2007 – Gene Martin and Bob Schneider contact Taylor Trucking about access to the Southwest corner of the parking lot. It was decided to place the locomotive and tender in the south east corner of the parking lot which has better access. It was also decided that more panel track should be on hand for the move.

10/11/2007 – Confirmation of crew going to Portola to help with loading and retrieval of parts stored in box car. Volunteers were Denis and Larry Murchison, Ken Middlebrook, Terry Johnson, and Hugh Crawford. Portola offers facilities for over night stay if required.

10/12/2007 9:00 AM – Jack Young, Gene Martin, Bob Schneider, John Ezovski had a meeting to discuss needs and requirements for locomotive unloading – call was placed to Taylor Trucking to discuss access to site such as elevation into parking lot, clearance of over head wires and access off of Phelan Avenue. FAX was sent to Taylor Trucking with proposed site and elevation. Scheduled another meeting for 1:30 PM

10/12/2007 1:30 PM – Jack Young, Gene Martin, and Bob Schneider, prior to contacting Taylor Truck, go over the site and elevation plan. Bob inform the group that we might have a scheduling issue with the parking lot on Wednesday 10/17/2008.

Trucker was confident that we would unload 1215 on Tuesday. It was also decided in the meeting that we would need 3 additional panel track to assist in the unload process. PCR was contacted and arrangements were made to move three panel tracks from the Fairgrounds to History San Jose on Tuesday 10/16/2007 at 8:00 AM.

10/13/2007 – Contacted John Walker at Portola that the trucker was going to be on site about noon on Sunday October 14, 2007. – CTRC crew at fairgrounds inspects three panels and re-spikes ties.

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TROLLEY BARN NEWS

From Bob Schneider

Overhead Wire: A \$10K grant has been approved by the Santa Clara County Historic Heritage Commission. This will be used to purchase 31 wood poles. We have submitted a grant request to Rotary for \$10K to cover the costs of the copper wire. We are searching for other sources of funds using the grant process to cover the remaining costs of roughly \$15K-20K. The design is being reviewed by our friends at Hatch Mott MacDonald. No serious problems have been found in our basic design, but it is good to get expert input.

Track 1 Tie Replacement: Most of the ties on one section of Track 1 have been replaced. Based on our experience with the Pit and inspection of the ties, it was clear that these ties were in bad shape. A Boy Scout, Rick Farrell, and his helpers



(including the “Sunday Guys”) completed this job as Rick’s Eagle Scout project. By using Car 124 during the track work, we encountered no loss of trolley service.

Air compressors:

We encountered problems on Car 124’s air compressor that was quickly diagnosed as excessive brush wear. The problem brush was replaced. We are now putting together a list of all brushes we use and seeking out a supplier with the help of ARM members.

The spare air compressor was returned from the vendor after finding no problems. Our original problem was caused by poor mechanical arcing of the new brushes. The motor runs fine, but a performance test still needs to be done.

Annual Trolley Cleaning: All of the trolleys have been given

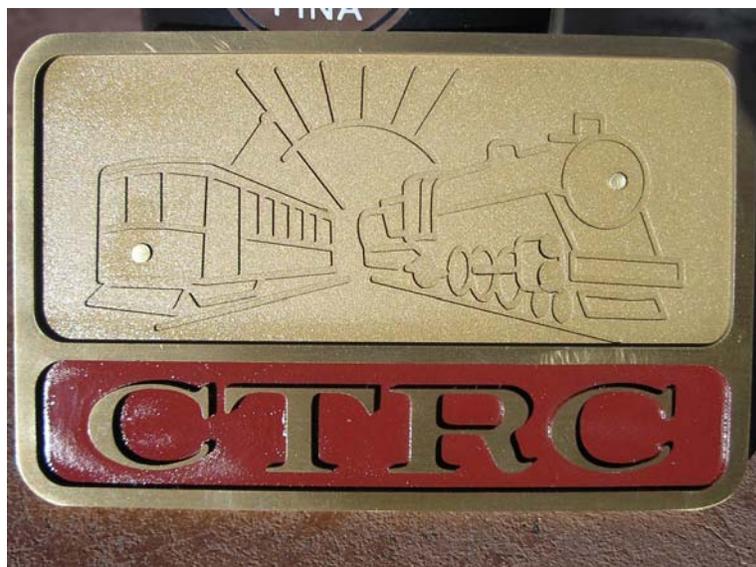
their annual cleaning to include vacuuming, floor mopping, window washing and a general wipe down. Two seats in Car 124 need repair right away.

1923 American LaFrance Torpedo Fire Engine: Reassembly of the unit is moving right along. All the parts have been painted. The driveline problem was solved by altering the pump. The pump has been installed along with the engine. Smaller parts such as trim pieces are being polished and installed.

Recognition:

The “Sunday Guys” (Jack Stallard, Steve Raby, Gene Martin and Bob Schneider) were recognized by RSVP for their dedication to keeping the trolleys running every week throughout the year.

A special plaque was made by Gene Martin and Bob Schneider to recognize Rod Sohn’s 15,366 hours of service to the History Museum. The plaque was given to Rod at the Museum’s annual volunteer picnic on August 8.



A team of people (Larry Murchison, Bill Trall, Gene Martin, Terri Schneider and Bob Schneider) created and made a unique belt buckle for the 5000 hour service award. Eight people received these buckles at the CTRC annual volunteer recognition picnic on August 16.

Helping Others:

Gene Martin and Bob Schneider made and installed an outdoor sign for the cook’s shack used for the school programs at the History Museum. The sign says “Morrow-Markus Frontier Outfitters” to recognize those people’s contributions to the Museum.

Frank Valerga, a new volunteer, repaired a copier and two cash registers for the Museum staff at considerable savings to the museum.

The “Sunday Guys” helped Chris King, a Boy Scout, assemble 6 park benches as his Eagle Scout Project. The benches are now in use around the museum site.



(Continued from page 4)

These panels will be transported to HSJ on Tuesday 10/16/2007. Crew sent to HSJ to inspect and re-spike ties on the two previous panel tracks.

10/14/2007 – Crew arrives in Portola CA to assist in loading 1215. Ken Middlebrook, Terry Johnson, Larry and Denis Murchison and Hugh Crawford. Trucker arrives about 12:30 PM and start preparing for loading.



Portola, Sunday, October 14, 2007 3:00PM

3:30 PM a call from Ken Middlebrook indicated that 1215's locomotive had been loaded on heavy hauling trailer and tender was now being ready for loading.

6:15 PM Locomotive and Tender were ready for shipment to San Jose.

10/15/2007 – 1215 is in transit from Portola to San Jose by way of Highway 88 over Carson Pass. Trucker indicated that 1215 would be in San Jose about 6:30 AM -

10/16/2007 – Early in the morning – Trucker had to lay-over in Livermore due to a mechanical issue with the trailer. Estimated arrival time History San Jose about 11:30 AM.

8:30 AM – Three Panel tracks are moved from fairground to HSJ with the assistance of Peninsula Crane and Rigging and CTRC crew.

11:30 AM – 1215 is in parking lot at HSJ. Preparation was made to unload the tender. First, the ramps were constructed from the front of the trailer to the panel track. One of the fork lifts was used to pull the tender off the trailer and a tractor unit was used to brake the tender as it rolled off the trailer. At approximately 12:30 PM the tender in place on the first panel track.

Next the trailer with the 1215 was positioned in front of the panel track and temporary ramps were constructed from the trailer to the panel track. The same routine was used unload the locomotive, one tractor to pull 1215 one to brake it. This time it was not so easy as the transition from the trailer to the ramp was not correct and the tractor could not pull the 1215. The ramps were repositioned and the unloading started again. 1215 rear drivers made it on the panel track but the middle driver had an issue making the transition from the ramp to the panel track.

The braking tractor was moved into a position to pull the 1215. With both tractors pulling in tandem the 1215 was positioned on the panel track at about 3:00 PM. Crew on hand for unloading was Gene Martin, Bob Schneider, Denis Murchison, Larry Murchison John Blaine, Jack Young, Bob Paddleford, and John Ezovski, Ken Middlebrook, & Tom Anderson.



HSJ, Tuesday, October 16, 2007 3:30pm

10/16/2007 – A temporary fence was constructed around 1215 thanks to Gene Martin, and Bob Schneider.

10/20/2007 – Loren Cantrell spent the afternoon documenting and marking 1215 parts that were recovered from a box car in Portola. Larry Murchison took pictures of the parts and also cleared an area in the passenger car for their storage.

Hopefully I have given you a sense of all the planning and preparation need to move an object of this magnitude.

Much appreciation goes toward Taylor Heavy Hauling, Peninsula Crane and Rigging, Feather River Railroad Society, and several CTRC volunteers for a safe and successful move of 1215. All in all a real team effort!

Lastly, a large "Thank You" is extended toward Alida Bray and History San Jose for providing the needed storage space.

Jack Young

(Editors note: for a different narrative on 1215's move, please visit our website.

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.

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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, November 15th, 2007 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

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An invitation to join

The CTRC strives to restore, maintain and operate the few surviving examples
of our local rail history for the education and recreational 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 heritage. Supporters who
contribute \$25 or more annually will receive our monthly announcements and
our quarterly newsletter THE CLEARBOARD. Contributions of materials, equip-
ment and skills are also welcome.



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