



THE CLEARBOARD



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



NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

Happy Hollow Trolley Line Electrification Under Construction: Presi-

dent/CEO Ron Wells of Stacey and Witbeck generous donation has Project Manager Steve Cozad's construction crew drilling pole holes and preparing for Mass Electric Corporation to install the support and conducting wire according to the plans formalized by Hatch Mott McDonald Engineering. All of these firms have donated their time, talent, employees and materials to make this long-awaited trolley trip from History San Jose to Happy Hollow via Phelen Avenue and Senter Road a reality. The San Jose Parks Department, lead by Brian Hartsell, guided the project approvals with several special advantages to CTRC. The Park's maintenance staff has cleared the soil from the rails and is preparing the tracks for use by the Trolleys. Gene and Bob have been great throughout the process as details, both grand and not so grand, had to be addressed. They are developing the design for the historic trolley stops now to be completed by the spring at which time a gala dedication ceremony, with CTRC Honorary Co-Chairs Mayor Reed, Supervisor Yeager and other dignitaries, cutting the ribbon and riding the first electrified trolley down the tracks. The dedication date will be announced soon. Complements to all!



The first pole

Locomotive 2479 and the Fairgrounds: The locomotive volunteers have completed a truly miraculous effort in preparing the grounds and moving the locomotive, tender, caboose, rails, ties and other material and shops for the fairgrounds from the east to the west side of the parcel. The complexity of the move can't be overestimated and the amount of back-breaking effort is hard to imagine. And all of that was



The 2479 viewed from Healy Avenue

done while 2479's frame was being trued, wheels installed with all of that complexity and snap track manufactured for the move. This six-month effort was truly remarkably and, because most of the work was done by our volunteers, saved the taxpayers a bundle. Complements to Jack Young, John Ezovski and all the volunteers.

Railroad Museum Site Selection: While CTRC has made great progress with the trolley and locomotive efforts, the search for a site for the Jose Railroad Museum has hit a brick wall. Though the San Jose Redevelopment Agency has attempted to identify locations that fit the need, none have

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CTRC BOARD MEETING MINUTES

CTRC Board of Directors

Board Meeting Minutes

Pacific Hotel, History San Jose

November 20, 2008

Meeting was called to order at 8:01am.

Attendance: Marv Bamburg, Alida Bray, Rod Diridon, Sr., Meg Fitts, Mike Kotowski, Gene Martin, Denis Murchison, Larry Murchison, Bob Schneider, Jack Young, and Charley Wynn.

Minutes: (Diridon) that the minutes of the August 21, 2008 CTRC Board meeting be approved without correction.

Chair's Report: President Diridon reported there are no grants this year for HHC, and that discussion needs to begin at the beginning of the '09 year for the '09 grant program. Rod also mentioned there is continually vacancy on the HHC and encouraged board meeting attendees to be on the HHC Board. HHC meetings are held Thursday nights once a month. Rod asked Alida for assistance on search. Mike Kotowski mentioned Ken Yeager. Rod reported that the Happy Hollow Line funds are running down, and that authorization has been approved for construction to begin Dec 1, 2008. Rod wants a formal dedication for the HHL and the Rotary Stop, and to look at dates in early spring. Prior to the dedication, the Rotary Stop needs to be completed being clearly legible from the road. Alida volunteered to help plan and promote for dedication event.

Financial Report: The Financial reports were accepted by board. We can start submitting reimbursement from HHC for HHL work. Gene will give Meg the materials to request reimbursement. Alida, Meg, and Annette need to meet to review and decide on how to handle collections.

Current Projects:

A. Trolley Barn/HSJ - VP Bob Schneider reported the six accomplishments; the group "Celebrates" five full years of being a volunteer organization; the Melbourne Car is finally gone as of 11/18/08; tie plates in the Flood Plain (27 barrels of them) have been recovered and stored long term in Melbourne location; yard and frontal area is in pristine condition (clean, good shape, rebuilt fence); Gene and Bob attended the Fall ARM Conference in Colorado Springs, CO; and the Cars were given their annual cleaning, noting that Terry Wilson did an exceptional job doing a majority of the cleaning. Bob also reported on the current Trolley Barn projects noting that the overhead electrification was ready to start, the 1923 American LaFrance Torpedo Fire Engine was completed and returned to Fire Museum, Bean Sprayer was completed and ready to go back to the Los Gatos History Museum, and the Chimney Sweep Truck was finally removed from the Stockton Street Archives and restoration started under the guidance of the Archives Staff. Rod asked if there will be any notes added to the Bean Sprayer to recognize the CTRC Volunteers who restored it.

Bob reported relations with History San Jose is excellent; they work daily with Facilities and Education Teams as well as work together at HSJ Events such as Antique Autos Family Day and Historic Transportation Experience Classes. Additional excellent relations reported with 2479, SF Muni, VTA and Western railway Museum.

Upcoming Events are the Holiday Festival on 12/6 (the hand car borrowed from Ardenwood and Car 124 will be running from 12-6p with

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Santa there), the Trolley Barn holiday Celebration on 12/14 11-3p at the Trolley Barn, and restored trolley operation downtown where a car will be run on the downtown loop by VTA on Saturdays from 11/29-12/27 from 3-10p with the normal VTA fare with a Christmas in the Park focus.

Rod mentioned that he spoke with Sam Liccardo about the trolley back in service downtown, and that Rod needs to go to VTA at the beginning of the year to reinstate the program and to go to RDA to get the money. Rod asked Bob about putting the Portuguese car in use.

A. Locomotives - VP Jack Young reported on the Locomotives' progress and the move. The site preparation/move plan was developed and presented to the FMC to construct concrete pad, grade and compact base rock in North West corner of Family fair park (new site). The rail/tie stacks were reorganized in the North West corner of new site. The Round House material has been restacked on new pallets and moved to South West corner of new site as indicated on the new site plan. As for the Turn table and water tower, they remain at old site. On Oct 25, 2008, the locomotive was lifted with four 30 ton air jacks just high enough to roll the wheels under it, a huge effort. Six panels of track were constructed. Both passenger cars have been repositioned to the new site Plan. Mid September the 2479 tender and caboose were moved to the new site. Misc. equipment is being moved from the restroom storage facility to the Passenger

Cars. Reporting on Locomotive SP2479: Jack noted the FRA form was submitted for the weld repair of the un-stayed area by Bay City Boiler; the waste sheet was installed; spring rigging was installed; the wear ring was ordered, welded and machined to fit lead truck; the front coupler pocket was machined; the re wheeling was completed; and the lead truck, the trailing truck and the wedges and binder were installed.

Jack reported locomotive SP1215 was moved to its final position on Oct. 25th with the use of two fork lifts from A Tool Shed, but the extra panels need to be moved back to the fairgrounds. Jack also reports that the cleanup continues on Little Buttercup.

- A. SCC Rail Museum – Marv Bamburg reports there is no activity to report on.
- B. Happy Hollow Rail Electrification – Gene Martin reported that the pre construction meeting is today (November 20, 2008).
- C. Volunteers Report – Jack Young reported on Ken Middlebrook's behalf that a lot of hard work has been done on the move and that more volunteers are needed. Meg Fitts offered to organize volunteers from the Rotaract Club of Silicon Valley if wanted. .

New Business

- A. Acquisitions – Diridon - None planned at this time.
- B. Historic Heritage Commission/Grant Applications – Gene Martin and Jack Young reported no activity at this time.
- C. Fundraising Efforts – None are occurring at this time.

Noted: The Newsletter was just sent out. Mike Kotoski reported that asked the librarian for the Smithsonian if the locomotives qualify for historical items at the Smithsonian, no reply at this time. Also noted was discussion of the passing of Larry Pedersen. Mike will have a card sent on the boards' behalf. Discussion was started on dedicating a trolley stop in his name. Gene suggested a plaque with Larry's name the locomotive once finished.

Next Meeting – The next CTRC Board Meeting will be February 19, 2009 at 8am and the Meeting was adjourned at 8:45am.

Respectfully Submitted:

Meg Fitts



LOCOMOTIVE NEWS

By Jack Young

MOVE, MOVE, MOVE has been the marching orders for the steam team in the last quarter. Back in August 2008 CTRC was notified by the FMC (Fair Management Corporation) that they would like to utilize the area of the family fair park that is currently occupied by the restoration shops and Locomotive 2479. The new site would be in the North West corner of the family fair park. This new area would need to house all CTRC assets as well as the San Jose round house and turntable material and locomotive 2479.

A site plan and schedule was developed in August to prepare the new site. It was originally estimated that the move would take some 6 months to complete.



The CTRC Railroad as viewed from the 2479. The hose you see on the ground supply compressed air to the leading truck to brake the locomotive.

has been instrumental in getting the concrete pad, grading and electrical done in a expedited fashion CTRC has been able to move equipment to the new site. As of the writing of this newsletter all of the shop facilities have been moved to the new site. The passenger cars were realigned to make room for the Caboose and tender as well as the round house material all are in there proper place as to the plan. The locomotive has been moved to its proper location in relation to the tender although it is not connected to the tender. Doing so would block the entrance to the facility. The last item to move will be the double wide trailer and some odds and ends.

None of this would not have been possible without the dedication and tireless work by the volunteers of CTRC. CTRC now has work parties working both during the week and on Saturdays. I would also like to mention A Tool Shed for loaning CTRC equipment for the move at a moments notice. I would also like to thank the FMC for prompt response to our requested for materials, construction of the concrete pad and electrical at the new site.

Again Great Job to everybody !!!!



Moving the locomotive with two fork lifts and a dedicated volunteer

Site preparation included construction of a new concrete pad for the machine shop, grading and base rock for the containers and locomotive and, of course, electricity for the new site. I'm pleased to report with good planning, good weather and cooperation with the FMC which



From Bob Schneider

Happy Hollow Line Electrification: We have made HUGE progress this quarter. The contractor, Stacy and Witbeck, started work on January 5 and finished January 20. They planted 28 wood poles, poured 5 foundations for the steel poles and poured concrete pads for the 2 stops. Our fears of rain, finding drain pipes, rocks and who knows what else never materialized. The job went very smoothly and the folks (Bob, Mike and Jose) from Stacy and Witbeck were superb to work with.

John Schlick from Hatch Mott McDonald (HMM) supported us with some last minute small changes and on site inspection. John and HMM provided final plans that satisfied San Jose city requests/requirements. In fact they complimented HMM as a design firm they respect.

We'll have a brief respite while the concrete pole foundations cure, then Mass Electric will come in late in February to install the overhead hardware and wire.

Also in progress are;

1. Re-qualifying all our motormen on our present operation (Done)
 2. Revising our Operating Rules to include the new line (Under final review)
 3. Seeking quotes on insurance (in progress)
- Planning has started for the dedication in the spring.

Car 124: While looking at track clearance of the pilot at a rise of the track near the Japanese Friendship Gardens we decided to survey the track. Good idea! The pilot would have interfered with the track by almost 1-1/2 inches. Guess what would have happened? We are working on altering the pilot with some great advice from our good friend at Western Railroad Museum.

Events:

1. We operated the trolley and opened the Trolley Barn for "Haunt the Hollow" as part of Halloween at History Park. Ridership was 1310 and Trolley Barn Visitors 826. Great numbers!

2. We participated in the History San Jose **Holiday Festival** on 12/6. We worked with our friends at Ardenwood to offer hand car operations using their hand car. We had 810 Trolley riders, 744 Barn visitors and 321 hand car riders. Good weather and a great event.

Five year Trolley ridership and Trolley Barn visitors: We have now been operating as an entirely volunteer run organization so it's a good time to review some important numbers. I researched our numbers for Trolley riders and Trolley Barn visitors. They are **very impressive:**

	Trolley Riders	Trolley Barn
Visitors		
2004	20602	7625
2005	24435	9538
2006	23112	11167
2007	27430	15192
2008	29025	16809

So, what happened to make such huge improvements? My best answers are:

1. History San Jose has stepped up their programs and we benefit by being there every time.
2. We're open every weekend except major holidays.
3. The "quality" of our motormen and barn hosts has improved by better engaging the public.
4. Appearance of the Barn and exhibits has improved.

Now if we can solve the point we hear so often, "I never knew this place was here." we could really boost these numbers. In any event we're on the right track.

Bean Orchard Sprayer: The project was completed and awaits pickup by the Los Gatos History Museum

Chimney Sweep Truck: The truck is a modification of a 1928 Ford Model A by a person that used it for his livelihood. Sanding of the finish revealed another era of signage. Effort are being made to repaint the original information. Work also continues to make the engine operational.

Helping Others:

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evolved. The preferred site at Coleman and the Guadalupe River Park has been determined by the city to be more appropriate for commercial development that creates tax base as, apparently, has the old firefighter's training site on Montgomery and Park. The indefatigable Ken Middlebrook continues to work with the RDA to consider other sites, some as far away as the Alviso area. All we can do is continue to pull this heavy load but we could sure use a helper engine.

Locomotives: CTCRC's four locomotives continue to be protected. With 2479 in the new location, that effort appears to be stable for a time. Locomotive number 1215 has been reoriented (a tough task for the volunteers) in the History San Jose employee parking lot to allow better viewing and security. A plasticized printed historic summary has been located near the protective fence to help viewers to understand the locomotive's importance. Little Buttercup is in the Trolley Barn



A highly polished number plate

with her tender in the protected storage yard and she's acquired some volunteer fans who have cosmetically polished and cleaned her exterior. Finally, our 1941 Westinghouse Diesel Number 7 continues to be safely stored in the main shed at the Permanente Quarry with no immediate need to change that situation. That will be a wonderful package of four historic vehicles to begin showing to the public when the Museum is completed.



A big Thank You to Bill Wright for his donation of his library of train and locomotive books, magazines, and calendars. Included in the donation are two authentic railroad lanterns.

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1. We replaced the roof covering on both sheds used by History San Jose for their education programs. This will solve water leaks they experienced last year. We used materials donated by California Roofing.

2. We repaired the walk over near the South gate.

3. With help from the SJ city folks we installed the "Loomis Lane" sign near the plaza.

Helping Ourselves:

1. Engine 1215 was moved back by the 2479 team. This minimizes the footprint and increases parking space that is needed for History San Jose events.

2. The trolley cars were given their annual cleaning. No big deal? It takes about 10 man hours.



Present location of the 2479. Healy Avenue is at the right.

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.

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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, February 19th, 2009 at 8:00pm 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, 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 \$_____

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