



THE CLEARBOARD



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



NEW MUSEUM LOCATION IS PROPOSED!

On Monday January 25, 2010, CTCRC leaders met with San Jose District 7 Councilwoman Madison Nguyen to discuss a potential museum location near Kelley Park. The privately owned 5 acre site is situated between two city owned parcels, Municipal Stadium and the main city corporation yard, and is located across Senter Road from History San Jose at the south end of Kelley Park.



The vacant parcel provides a unique opportunity to create a railroad themed community park. Celebrating the area's transshipment importance to San Jose's agricultural and food processing past, the relocation of city designated historical landmarks will supplement educational exhibits in preserving this portion of our community's heritage for future generations. Plans are underway to enlist the fiscal and political support to protect the property and eventually fund the project.

CTRC BOARD MEETING MINUTES

The minutes were not available at press time.

**Interested in the latest CTRC museum proposal? Please visit:
http://www.ctrc.org/local/museum/sjrr_park_senter.pdf**

BACKGROUND

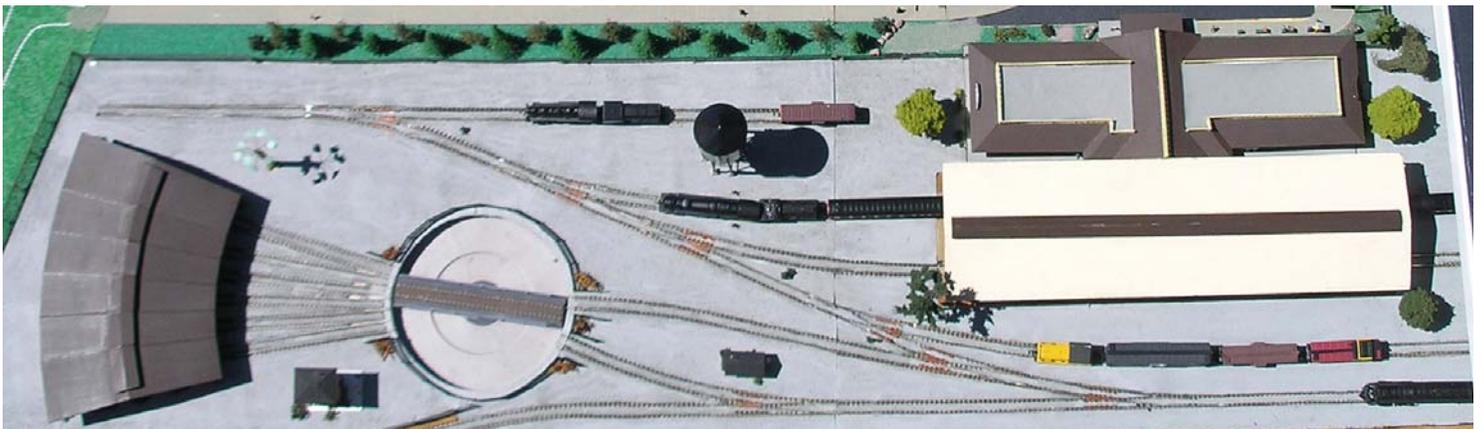
CTRC volunteers have been actively seeking a suitable location for a railroad museum park to preserve the few remaining artifacts from San Jose's industrial heritage. The facility's centerpiece would be the reconstructed 1899 roundhouse and turntable, which had been used to maintain Southern Pacific locomotives. Because of their importance to our community's heritage, these structures were designated San Jose historical landmarks.

The initial museum location would have been at the Santa Clara County Fairgrounds where CTRC has been restoring a large Southern Pacific steam locomotive that was formerly used in commute service between San Jose and San Francisco. In 2002, the county rescinded support for museum use of the property resulting in the loss of a \$1M federal grant toward the project and severance of railroad access to the proposed fairgrounds site. Since that decision, CTRC work with several local agencies toward a new museum location.

Over the last several years, the organization focused on a historically significant parcel located alongside the Guadalupe River north of downtown San Jose. Seventeen community organizations and agencies had provided formal letters of support toward CTRC's museum proposal; however due to projected tax generating activities for the particular Guadalupe site, city planning support was withheld.

WHY IS THIS LOCATION ATTRACTIVE FOR THE RAILROAD MUSEUM AND SAN JOSE?

Near to existing History Park. The parcel is across Senter Road from several relocated city landmarks within the History Park at the south end of Kelley Park. Because of their required footprint, the railroad structures would overwhelm the village appearance of the History Park; however located nearby, these industrial structures would compliment the programming performed by History San Jose. Because of the established trolley activities within the park, CTRC has a mutually positive relationship with History San Jose.



Historic Appeal. Originally constructed by the Western Pacific in 1922, this particular rail line had been built into San Jose to support the growing food processing industry in our community. Until recently, this area had the city’s highest concentration of heavy industries and was served by both the Southern Pacific and Western Pacific Railroads. Unlike other alternative park sites, the relocation of the city historical landmarks to this former railroad right of way can provide context to future visitors.

Enhancement of a destination area. With South Campus, Happy Hollow and Zoo, Friendship Gardens, History Museum, Municipal Stadium and Center Ice located nearby, the railroad park would enhance the area as a family orientated destination point. Additionally with the planned development of the Willow Glen Spur Trail corridor, the area would be linked to other city neighborhoods. With additional day-use visitors generated by the facility, nearby businesses will benefit from increased patronage.

Location. Although the track has been removed, the former right of way exists westward into Willow Glen via the trail corridor. The width of this corridor would facilitate both trail and railroad use between Senter Road and 5th Street where an interchange could be constructed with existing Union Pacific trackage. This rail connection would allow events such as steam excursions to San Francisco and visits of other historic railroad equipment.

Size. Due to the overall dimensions of railroad equipment, the roundhouse, and the turntable, an adequate footprint is needed. The parcel would enable the proper reconstruction of these city landmarks and, in the long term, the ability to construct trackage for the demonstrational use of CTRC’s smaller locomotives. Furthermore, the layout of both the structures and trackage could be designed to facilitate the future Willow Glen Spur Trail.

Availability. This is the only privately held parcel in the city block bounded by Phelan and Alma Avenues, 10th Street, and Senter Road. With removal of its rails, the Union Pacific has no use for the property other than for lease income or outright sale. Use of the parcel for a railroad park coincides with the city’s general plan designation of Public./Quasi Public use.

Prevents a Irreplaceable Loss for our Community. For several years, CTRC volunteers have sought a suitable location for the roundhouse and turntable, city designated city historical landmarks. This quest has continued despite numerous set backs; furthermore, the path has taken a toll on most volunteers as some who have participated in this journey are no longer with us and many are getting tired. It is unknown how much energy is left. If a location is not determined, it is possible the roundhouse and turntable will not be rebuilt and their relationship to our community’s heritage will be gone forever.



By Jack Young

The faithful (Steam Crew) continues to work on both Locomotive SP2479 and SP1215. SP2479 is located at the Santa Clara County fairgrounds and restoration work is conducted on Saturdays between 8:30AM and 4:00 PM. SP1215 is located in the employs parking lot at History San Jose and work parties are held on Tuesday. Locomotive 2479 has been going through a complete over haul since the early 1990's. The SP1215 is currently receiving a cosmetic and mediation of corrosion make over.

Current projects status for SP2479

Locomotive front coupler pocket rehabilitation - The front coupler pin hole has been bored using the bridge port mill at the site. Material has been procured for both a new pin and the bushing the will eventually be installed into the locomotives front coupler pocket.

Main Rod/ Side Rod rehabilitation – Both the main rod and the side rods will require boring of the pin holes and re bushings to cleanup the pitted surfaces. Due to the sheer size and weight of the rods it is impractical to try and bore the rods on the machine equipment that CTCR possesses. A couple of options are being explored by using external machine equipment.

Locomotive Site - As always there is plenty of maintenance items to be attend to at the site. The Bridge port mill had an issue with the spindle return spring which required it to be replaced. The large south bend lathe was leveled in the machine shop. Both forklifts need routine maintenance. And of course there is the gardening to keep the site looking beautiful.

Current projects status for SP1215

SP1215 has seen quite a transformation in the last 6 months it has gone from a RUST bucket to a very appealing static display engine. This would not have been possible if it were not for the many volunteers that have worked many a Tuesdays on the locomotive.

Work continues to clean and paint lots of the little parts of the locomotive. The Murchison brothers are busy every week wire brushing and painting the parts along with the rest of the crew. Besides the new paint 1215 is now sporting new lettering on both the Locomotive and Tender. The floor on the firemen's side of the locomotive was basically non existence a new floor is being fabricated and installed. The new floor will support the air tank that hangs under the cab on the firemen's side. Along with the many parts which have been put back on the locomotive.



Hopefully in the future we can get a better picture.



A bell ringer attachment was added after this photo

From Bob Schneider

OPERATIONS: On October 3 during power up Jim Maurer noticed that 124's air compressor was running slower than usual. A quick check of the rectifier meter showed that it was running about 430 VDC instead of the normal 640 VDC. After testing by a qualified electrician, the culprit was thought to be our incoming power. Several visits by PGE verified that we had lost one leg of our three phase power and it was discovered that a high voltage feeder wire to one transformer had become disconnected. PGE quickly fixed that and we were back in business. Unfortunately this takes time, so we lost 6 weekend days of operations and 2 HTE classes. The classes were re-scheduled. During the call with the teacher by Education for the first cancellation, it was very clear that the trolley was a must for the class. A great statement.

"HISTORY HAUNT": We participated in the History San Jose Halloween Event on 10/31. It seemed to start slow, but by 2:00 the place was crawling with families with many in costumes. Our trolley ridership was 1209 and Barn visitors 1063! The line waiting for trolley rides later on was 3 to 4 cars worth. As a Host in the Barn, I can tell you that we were **very** busy. The **best part** is that the visitors were interested in seeing what we had to offer, not just getting their treat and leaving.

HERITAGE HOLIDAY, December 5: We had a great day. Ten guys (Keith Baker, Bruce Compton, John Hansen, Larry Larson, Gene Martin, Jim Maurer, Steve Raby, Bob Schneider, Jack Stallard and John Zielinski) showed up and worked **all** day. That's over 60 man hours of effort! The crowd was good and we were able to focus our attention on the visitors more than trying to keep up with heavy demand. Trolley ridership was 871, Barn visitors 376 and hand car riders 426. See pictures next page.

SEEKING ADVICE: We accumulated a pretty long list of technical questions over time, so I took them up to Dave Johnston at Western Railway Museum. Some were answered by e-mail, but many required direct conversation. While up there Dave graciously tested our repaired Line Breaker Switch so that we can use it in the future with confidence. That job took 3 guys about 2 hours as it is not just a "plug and play" task. The unit works just fine. Thanks WRM team.

DETROIT ELECTRIC CAR: Terry Wilson is working with his electric car club to have a new shunt made for the car. With that fixed, we should be able to run the car. Because the car has been sitting so long without batteries being charged, we've started a charging program to keep the batteries in good shape.

HOUSEKEEPING:

Car Cleaning: We gave the cars their annual cleaning in November.

Car 124 Seats: Four seat bottoms and two backs were re-caned. I estimate that the job costs about \$50 per seat bottom and takes about 5 hours of work.

Bridgeport: A friend has generously given us the hardware to convert our Bridgeport mill to digital read-out. He also installed the hardware on 11 October.

HELPING EVERYONE:

1. We helped the HSJ team decorate and undecorated the grounds for the holidays. We took care of the Trolley Barn and Trolleys as well.

2. We raked up about 10 cubic yards (compressed) of leaves around the Print Shop, Gas Station, Blacksmith building and Trolley Barn. No small task. The City Parks folks took them away for composting. The City Parks participate in the yard waste program just like any homeowner does.

~~6~~ 6 ASSOCIATION OF RAILWAY MUSEUMS CONFERENCE

This year the ARM Fall Conference was hosted by West Coast Railway Heritage Park in Squamish, British Columbia. The group's emphasis is railroad (not trolley). Attendance was approximately 115. Bob Schneider attended.

We are a long standing member of ARM (Association of Railway Museums) and attend almost every Fall Conference. We also are able to call on other members (about 200) for advice, parts and technical guidance. This is a huge asset to our operation.

Following the usual format, talks were given in the morning and field trips in the afternoon. The opening talk was given in a partially completed, new, 7 track roundhouse. Superb when completed.

Two passenger cars from the Host's rolling stock were coupled behind the Rocky Mountaineer Whistler train for a trip to Whistler, the site of the 2010 Winter Olympics. The ride to Whistler rivals the Durango and Silverton for incredible, rugged scenery.

Whistler is an upscale ski resort. Part of our registration fee covered a ride to the top of the ski runs. From there we rode their new gondola "Peak 2 Peak" from one mountain top to another with the center span of cables reaching 1.88 miles between towers. Superb scenery, but no snow yet.

HANDCAR FUN AT HISTORY SAN JOSE



Group of four pumping hard

Steve Raby helping Ed Butler

Steve helping Mike Brownlee & Keith Baker

Steve & Bob Schneider helping Elaine Kauffmann

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 N 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 Bamberg, Design; Ken Middlebrook, Volunteers; Larry Murchison, Communications; Bob Schneider, Trolleys; Jack Young, Locomotives. **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, Kit menkin, 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. Check with John Ezovski at SLBTrainer@aol.com for other work schedules including the 1215 beautification. 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 18th, 2009 at 8:00am in the History San Jose Pacific Hotel first floor conference room.



A special thanks to Thomas Rivette and his family of Pacifica for their visit and donation.

http://www.mercurynews.com/pacifica-community/ci_14004059?nclick_check=1

**On your computer go to:
www.ctrc.org/newsletter.html**

