

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

CTRC TROLLEY PROJECT: This month the newsletter will focus on the CTRC trolley volunteers. The transition from Fred Bennett's fine guidance, since the CTRC Trolley program began in 1984, has now been completed by Bob Schneider, with guidance from Dave Crosson and the many Trolley Barn volunteers. Bob conducted a thorough and tactful needs assessment, and the change-over is complete and running smoothly. With the volunteers, Bob is now providing consistent and effective management of the trolley barn, weekend trolley operations, and various CTRC-related reconstruction projects.

TROLLEY BARN INSPECTION PIT: After two decades of crawling under cars and hoping for better, the trolley inspection pit has been completed and is ready for final sign-off by the City before beginning to be used. Recall that the surprisingly complex project was designed by CTRC Vice President Marv Bamburg of Marv Bamburg Associates, at no cost to CTRC. We also owe a great debt of thanks to President John Albanese and Project Manager Tony Notaro of Joseph Albanese Cement Contractors for doing the construction, including providing all of the materials, for \$40,000 when the construction estimates came in at over twice that amount. The \$40,000 grant for the project was provided by the County Historical Heritage Commission, for which we are also very thankful. Special appreciation is also offered to the Trolley Barn volunteers who worked very hard preparing for the construction and are now rebuilding the tracks and building a cover for the pit.



BEFORE



DURING

TROLLEY BARN PROJECTS: The Trolley Barn volunteers continue to be very busy maintaining and operating the four trolleys located in the Barn. Visitors are treated to tours of the barn daily and a ride on the trolleys on most weekends. In addition, the following special restoration projects are in

Special points of interest:

- How is the pit doing?
- What does a possible future museum site look like?
- On page 3, is there such a word as "rebuildable?"
- On page 6, on closer inspection would you actually play golf in this "grass?"
- Who did the design for the stairs into the pit?
- What is in the Cadillac dashboard box?

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CTRC BOARD MEETING MINUTES

CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
February 17, 2005

Attendance: Marv Bamburg, David Crosson, Rod Diridon, Mac Gaddis, Mike Kotowski, Art Lloyd, Ken Middlebrook, Larry Murchison, Bob Schneider, David Sylva, Amy Yan

Minutes: M/S/P to approve the minutes of 11/18/04.

Chair's Report: President Diridon reported the progress of setting up the museum with the City of San Jose. City Council members Cindy Chavez and Ken Yeager are both showing enthusiastic support for the museum. The firefighters' training center, currently on the land, will need to be moved



to make room for the museum. Diridon is working to get them to move a little faster. Santa Clara is still an option if the plans with the City of San Jose do not come through. There are two sites available in SC but are not optimal.

Financial Report: Diridon (reporting for Treasurer Annette Nellen) reports that the existing bank balance is sound and will be augmented pending reimbursements from the county. The reimbursements will be submitted as soon as the County Historical Heritage Commission reinstates the old grants. The reinstatement is before the HHC this evening. Additionally, CTRC has \$12,069.15 remaining in the FY03 grant (\$36,000) and will submit for reimbursement when Robert Franzen submits the final invoice.

Dan Moors of Berger Lewis Accountancy has agreed to do an annual audit for CTRC every year for free to keep the books in order. Diridon requested approval from the board to sign a legal document authorizing Berger Lewis to perform FY03-04 audit and the tax and filing work. M/S/P

Current Projects:

- A. Trolley Barn/HSJ – The contractors are scheduled to dig the hole for the inspection pit on 3/14. The track was surveyed, showing that it is slanted. The contractor will compensate. Bob is working on “Excuse our Mess” posters

to alert visitors of the construction in progress. David commented on the volunteers' great job of getting the trolley barn cleaned up.

SF Muni has been giving CTRC advice. They will continue to work with CTRC on spare parts trade, especially those needed to complete the Happy Hollow Line electrification. Rod asked that the HH Line Electrification project plans, in whatever form they are in, be given to him to obtain the needed stamps and walk through the City for approvals soon.

Trolley Air Compressor Contract (\$1,000): The armature and field windings are bad. Vincent Electric's firm quote is \$3,950. A San Francisco shop gave the same quote. They suggested getting a quote from an out-of-the-state contractor. Mac Gaddis is heading to Sparks and will get an estimate while he is there. CTRC may need to get another grant to supplement. Will discuss the issue again at the next meeting if we are unable to find a contractor to complete the job for the remaining \$850 of the grant.

David Sylva suggested submitting a Rotary Grant Application (\$5,000). Ken Middlebrook will write the grant application to be turned in by the end of February. \$3,000 of the grant will be used for the HH Line copper wire and the rest will be used for other parts for the Happy Hollow line. M/S/A

Bob suggested selling the trolley barn's engraver on eBay. The engraver needs additional tooling and no one is interested in operating the machine. (the machine is complex and needs to be managed by one person.) The motion was made to proceed with disposition and remove the engraver from the asset sheet. M/S/P

- B. Locomotive 2479 – Larry Murchison (reporting for Jack Young) - Robert Franzen from Steam Service of America will be on the site in early March to do the final work on the driving wheels. Rod suggested that the crew explore holding off putting the wheels on until the Locomotive is moved to the new site.

Rod reports that the insurance and all paperwork needed to move CTRC materials, to be used on the future Kelly Park Line, off the Fairgrounds is complete. We will start the relocation as soon as the County makes the request and is ready to pay for the mover.

- C. SCC Rail Museum – The board commented on the effectiveness of Larry Murchison's museum model in getting Cindy Chavez and Ken Yeager excited about the museum. Marv was thanked for all the work he's done for CTRC.

David Sylva complimented Middlebrook on his paper

(Continued on page 3)

“San Jose Steam Railroad Museum Park and Los Gatos Creek San Jose Trailhead.”

(Continued from page 1)

- D. Happy Hollow Rail Extension – Rod emphasized the need to get this project complete. David Crosson reports that the steel pole support engineering was approved and that Biggs Cardoza was not asked to approve the whole electrification. Rod requested that the HHR Extension plans be given to him in good form and he will get it signed off by an electrical engineer. The plan is to get the work done and ready for usage by the summer.
- E. Volunteer Report – Ken Middlebrook reported that the volunteers were working on 2479 and at the Trolley Barn under tough circumstances during the bad weather and were spending a lot of time also keeping the Fairground’s site mowed and have consolidated the material to be moved to Kelly Park.



New Business

- A. Acquisitions – We continue to seek a rebuildable trolley and a tiny steam engine as well as a rebuildable executive end-car.
- B. Historic Heritage Commission/Grant Applications – Rod Diridon reports that the Historic Heritage Commission will not be doing a cycle this year. We will apply for a grant next year.
Rotary Grant – The Rotary Grant is for \$5,000 and can be given to an organization for two consecutive years. CTCR will submit an application 2 years in a row, then skip a year. This year’s will be for help on the HH Line electrification. Ken will oversee the development of that grant.
- C. Fundraising Efforts –

Ken Middlebrook put together a PowerPoint presentation depicting, in pictures and narrative, the history of the rail industry in the South Bay area. He will send the presentation and summary (draft) to the board by email and will work with Art Lloyd on figures and to confirm accuracy.

Recognition plaques for the pit will need to be made for the designer, contractor, volunteers, and the County. That plaque should be placed where the public can see it, not down in the pit. Rod noted that the overall donor board also needed to be updated. Bob said he’d work on it.

Next Meeting – The meeting will be held on May 19th at History San Jose at 7:30 a.m.

Respectfully Submitted:
Amy Yan



process: 1) the 1905 Cadillac for History San Jose, 2) 1919 Rauch and Lang electric car for the Campbell Museum, 3) the Merryweather Steam Pumper for the San Jose Fire Department. Needless to say, our volunteers are very busy!

HAPPY HOLLOW TROLLEY LINE ELECTRIFICATION: The plans are complete for the Happy Hollow Line electrification project having been developed originally by Fred Bennett and expanded upon by Parsons Engineering and Biggs Cardoza Engineering and have been converted to professional "CAD" drawing by Larry Murchison. The City declined to review the plans without a sign-off from a certified professional electrical engineer which is in process now. Bob Schneider is inventorying the parts required for the project and we're obtaining whatever is missing. The pro bono contractors (PG&E and SBC) are being reconfirmed in preparation for the construction to begin as soon as the soil dries out this spring. All of this effort has been and is to be pro bono, which takes more time to arrange. We've lots of fingers crossed but it does look promising to have the trolleys operating on the Happy Hollow Line this summer!

GREAT COMPLIMENTS AND A HEARTY "THANK YOU" TO HISTORY SAN JOSE, BOB SCHNEIDER, AND THE WONDERFUL TROLLEY BARN VOLUNTEERS FOR OVER 20 YEARS OF REMARKABLE COMMUNITY SERVICE!

Note: photographs for Rod’s article by Sarah Puckitt



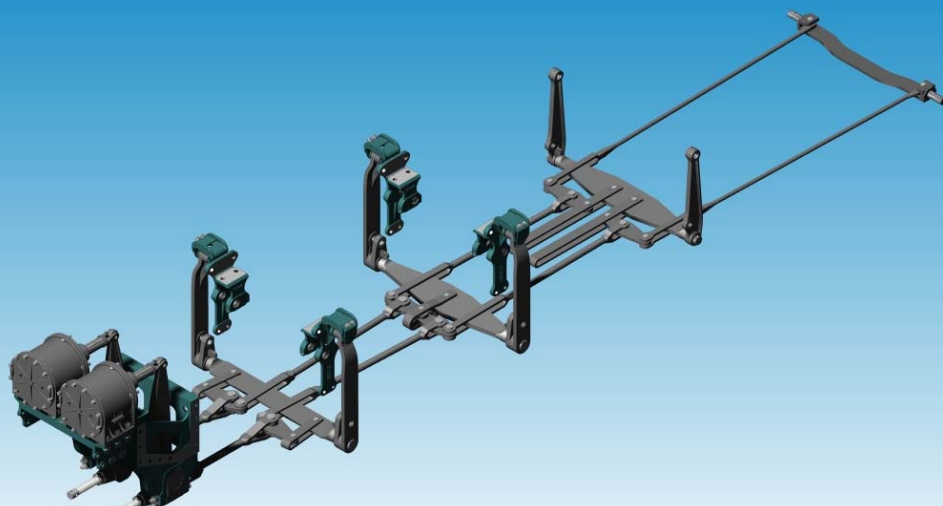
LOCOMOTIVE NEWS

Brake rigging

Work continues to complete the rehabilitation of the brake rigging. The restoration crew using the machinery at the locomotive site has manufactured all new pins. Attention now has turned to the task of manufacturing new bushings for a number of the brake components.

Boiler Waste repair

To better assess the boiler condition all three boiler waste support sheets were removed, at this time two of the three boiler supports have been reinstalled and are being welded in place. Only the middle support is being kept out due to some wear on the boiler shell that will require additional attention.



Brake Rigging Assembly

Power reverse

The power reverse has been reassembled except for the piston. The piston is currently receiving final machining at the trolley barn. This piece happens to be 1 of the first piece of equipment to be removed from the locomotive and it was nice to see it going back together after so many years. The Power reverse has received the following repairs – Cylinder was bored out about 7 years ago at Oakland Machine works this was due to excessive pitting. A new piston rod was also manufactured and chrome plated. When the piston is completed the unit will receive new packing and an operational bench test.



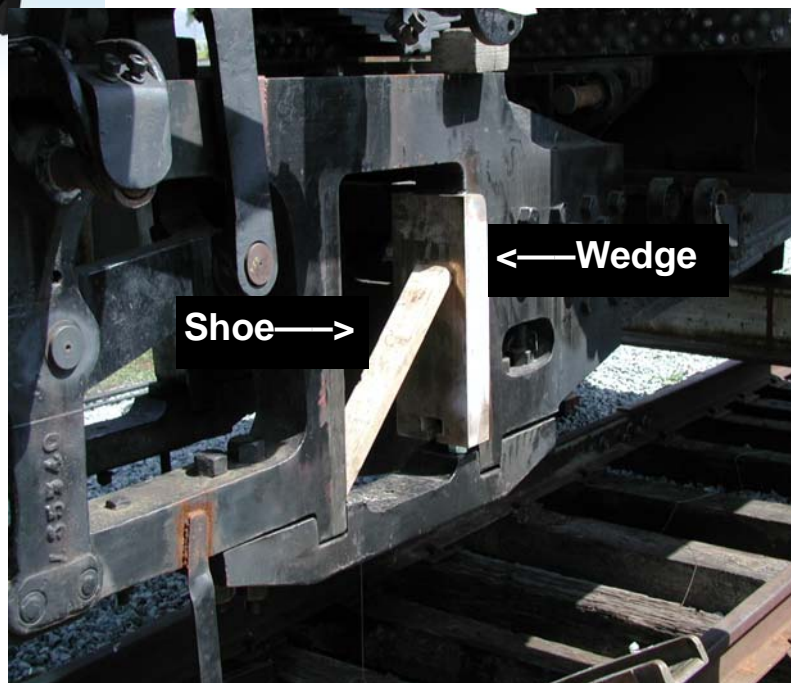
Power Reverse Assembly

Shoes & wedges

The majority of the activity the last couple of months has been centered on the fit up and machining of the shoes and wedges for the locomotive drivers. This task required that the string lines be reestablished on the locomotive and that all six shoes and all six wedges be installed on the locomotive repeatedly before and after machining and relieving of interference fits. By the way the wedges weigh about 200 lbs and the shoes about 180 lbs this requires 2 to 3 restoration technicians to hoist these pieces into place. Last month our consultant on the wheel project was at the site surveying and instructing the restoration crew on the art of re-wheeling the locomotive.

Site clean up

Last but not least with all the rainy weather we have been putting two to three folks on the site clean up detail that consists of cleaning up the weeds around the roundhouse and tie pile also cutting the 3 or 4 acres of grass. Submitted by Jack Young

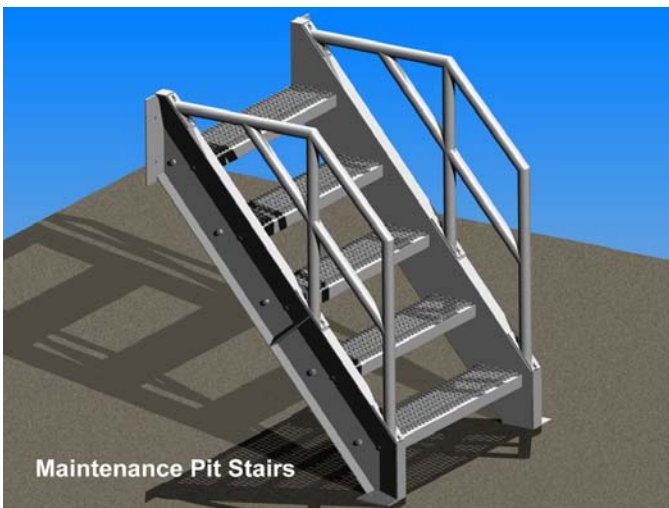


TROLLEY BARN NEWS

Fred left us a legacy of, among other things, many unfinished tasks. One task was to build a Trolley maintenance pit in the Barn. David Crosson responded by writing and successfully obtaining a \$40,000 grant from the Santa Clara County Historic Heritage Commission. Rod Diridon secured an agreement that the City of San Jose would waive permit fees if a licensed engineer designed the Pit and inspected the work during installation. Marv Bamburg, a member of the CTCRC Board, agreed to provide that service at no cost using Fred's drawings as a starting point. For a number of months various volunteers solicited informal bids with little results. Rod Diridon secured an agreement with Jos J. Albanese that they would do the concrete construction of the Pit. Trolley Barn volunteers did the preparation of the Barn. The concrete work took 11 days (March 14-28) and "The work is superb" in Marv's words. Trolley Barn volunteers are now replacing ties adjacent to the pit and the rails. We are also fabricating and installing stairs and a safety cover. Our schedule is to be ready for dedication by early May, but that will be tight.

Before, during and after the concrete construction, Sarah Puckitt from History San Jose photographed the work as it progressed. Several other volunteers took additional pictures as well.

The pit is 44 feet long (the length of our longest car), almost 4 feet wide and 5 feet deep. The rails rest on the top of the walls of the pit. We are installing steps at each end and



the entire opening will be covered with 2x12 lumber set crosswise when the pit is not in use.

An interesting discovery was made while digging the pit. Several drain pipes and a dry sump was uncovered. This led to a review of archives at History San Jose that showed these items on the engineering drawings...along with a time capsule. The capsule is placed under a 2"x6' patch of roughly finished concrete near the large side door of the Barn. Sev-

eral people remember the capsule, but no comments were made about its contents. The capsule will be mentioned on a plaque that will be placed in the Barn in the near future.

Bob Schneider

Update 4/22/2005

From bob Schneider

Today I re-measured the shim thicknesses. Getting things within +/- 1/16 isn't going to happen. We'll do the best we can with the concrete we have. One end near the door is about 1/8 low. Not much we can do short of going off the deep end. Is that a pun?

I copper treated the shims today.

Tomorrow I plan to make sliding wood parts to make the rail placement easier. Will it work? Have to try it and see. In any event I'll have lots of bits of wood ready to make various combinations and permutations available (Larry, like that math talk?

Gene Martin is off on vacation for a month, but has completed :

1. railings are almost ready for hot dip (thanks to Todd for welding)
2. Vendor is making side beams and end plates for the treads. Good design and price.
3. We have plenty of material on hand.
4. The treads will be beefed up with a channel under the tread plate.
5. A basic engineering analysis has been completed to support our design.
6. Larry Murchison has kept our design up to the latest wrinkles.

A very special thanks to Gene for taking on the stair engineering when we really needed it. Not bad for an EE! Thanks, very much. --

Latest update (4/24/2005)

Last week we set ties, which was our first step on the return to putting the Barn back together., but today we placed rails. They're not bolted down or aligned, but they are in place. Placing 800 pound rails with limited access and a forklift was a major task for us. Next week we hope to be ready for Car 124.

Thanks, "Sunday Guys".

We are on the way to putting things back together.

Bob Schneider



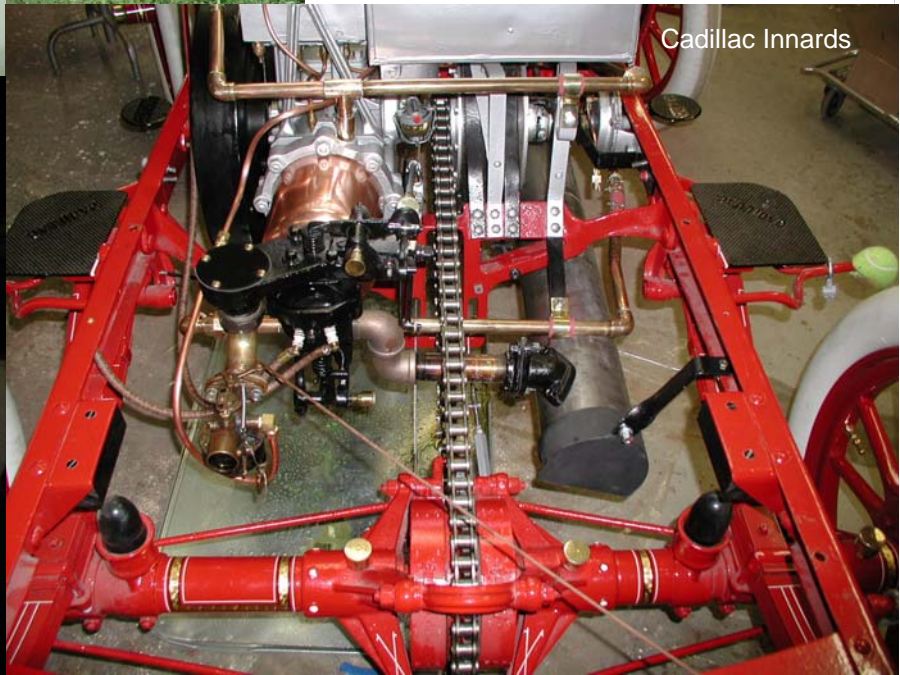
CTRC PROGRESS PICTURES



Cadillac dashboard box



Golf course fairway at the 2479 restoration site



Cadillac Innards



Robert Franzen and Art Randall inspecting the 2479 for future installation of the shoes and wedges.



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.

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COMING EVENTS

- ▶ Remember the Saturday workdays and the Wednesday work evenings. All very important events. See you there.
- ▶ The first Monday of the month 7:00pm CTRC meeting at the Santa Clara train depot.
- ▶ The next CTRC board meeting will be May 19th, 2005 at 7:30am at the History San Jose Pacific Hotel first floor conference room.
- ▶ The San Diego Railroad Museum in Balboa Park is having a Toy Train Gallery "Rail Town" exhibit running through August 21, 2005. The exhibit features a Lionel train featuring city buildings that come to life such as a fire station, car wash, movie theater, train store and depicts day to night lighting atmosphere every fifteen minutes.

Do you want to view this newsletter in color and be able to zoom in on the images to see them better?

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

California Trolley & Railroad Corporation

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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 CLEAR-
 BOARD. 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.

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