

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

CTRC's 25TH VOLUNTEER RECOGNITION BBQ AND ANNUAL BOARD MEETING: CTRC's traditional third Thursday in August annual Board of Directors meeting will convene at 3:00 PM on August 16 in main conference room of History San Jose's Pacific hotel in Kelley Park. We've just completed another clean audit conducted pro-bono again by Berger Lewis Accountancy Corporation. Our financial statements are now being completed by Heather Gornitzka. The financial information and the plans for the coming

year will be discussed during the meeting. The Board adjourns at 5:00 PM to celebrate our remarkable volunteers (be sure your hours are up to date with Bob and Jack) in the History San Jose BBQ area. We'll appreciate our usual great BBQ by County Central Fire District Local 1180 with sponsorships by HNTB, Hatch Mott McDonald and Bottomely Distributing. Due to these generous sponsorships, the BBQ is free to all CTRC volunteers and friends. To obtain an accurate count of attendees, please RSVP the names of those attending to Heather (408-924-7560).



Fire Fighters

HAPPY HOLLOW LINE ELECTRIFICATION: After many years of CTRC planning and negotiating, the project is now gaining momentum. In June, the Santa Clara County Historical Heritage Commission approved an \$10,000 grant to CTRC for the electrification for the Happy Hollow Trolley Extension. Stacey and Witbeck and Mass Electric have agreed to install the conducting wire and supports with added engineering support from Hatch Mott McDonald Corp. Additional grant funds will be sought from the San Jose Rotary this fall. The project will proceed with interim funds provided from the CTRC reserves. Operating trolleys along Senter Road will enhance the visibility of CTRC and History San Jose. Special thank to Gene and Bob and all who attended the HHC meetings.

SAN JOSE RAILROAD MUSEUM: After discussing the project with the new council members, CTRC has been encouraged to proceed with the optimum site bordered by the Guadalupe River Park and Trail on the west and UP's Milpitas line on the South. This particular site is the location of the original 1864 rail line, turntable, and yards in San Jose; therefore, the historic appeal of the parcel is powerful. Our next step is to obtain the support of the Guadalupe Parks and Gardens Corporation, the non-profit support arm of the adjoining trail system at the site. After exploratory meetings with key individuals, we'll meet with the GPGC at 5:30 PM on September 13 to obtain their support. The issue will then go to the City Council for a formal endorsement.

TROLLEYS AND 2479: The wonderful CTRC volunteers continue to produce miracles with both the trolley barn projects and with Locomotive 2479. Those efforts will be covered by Bob and Jack in this newsletter. Sincere appreciation should go to each volunteers...and we'll offer that in person at the 8/16 recognition BBQ!

REMINDER! CTRC Volunteer Recognition BBQ on Thursday, August 16th at 5:00 pm. Please RSVP to Heather at (408) 924-7560.



CTRC BOARD MEETING MINUTES

CTRC Board of Directors Pacific Hotel, History San Jose Board Meeting Minutes May 17, 2007

Meeting was called to order at 8:02am.

Attendance: Marv Bamburg, John Ezovski, Rod Diridon, Sr., Charley Wynn, Ken Middlebrook, Gene Martin, Larry Murchison, Bob Schneider, David Sylva, Jack Young and Heather Gornitzka (staff).

Minutes: (MSC - Middlebrook/Wynn) that the minutes of the February 15, 2007 CTRC Board meeting be approved without correction.

Chair's Report: Chair Diridon reported that he has had about 3 meetings with the Mayor or his staff and he is very supportive and would like CTRC to get the downtown trolleys operational again. Chair Diridon also reported that Jeff Janssen, the Mayor's Policy Director, is also supportive and working with the Mayor regarding the land CTRC wants for the railroad museum. Guadalupe Parks and Gar-

presented the Trolley Barn report to the Board. He reported that long-time Trolley Barn Manager Fred Bennett passed away on March 29th. Diridon noted that flowers were sent by CTRC. With help from former BART employees the best car body jacks have been identified but some need to be repaired. Track #1 ties will be replaced this summer by an Eagle Scout at no cost to us. Regarding the Melbourne Car, 95% of the "Jungle" has been removed by Bob and Gene and



dens would like CTRC to do a presentation regarding the proposed museum and, if they endorse, Councilmember Sam Liccardo will then ask for the Council to endorse an earmark via our congress members.

Financial Report: President Diridon passed around the audit prepared by Berger/Lewis for review.

Current Projects:

A. Trolley Barn/History San Jose - VP Bob Schneider

it's hoping for removal of the car in June. The ties and rails are now stacked neatly. Parts of the Cornish Pump have been identified and Bob is working with HSJ and Almaden Quicksilver Mines Museum to return it to their Museum. Regarding the Birney car, Bob has the parts and knowledge to fix the motor and axle problems and expects to complete it by June. Regarding the Hand Car, Ardenwood brought down their car and gave 6 of the volunteers "Handcar 101". Bob is considering how to make our own hand car as a "hands on" attraction and safe. Gene and Ken are planning to display the horse car at The Alameda (SJ) event on May 26th after assuring it will be at no cost CTRC and that the insurance coverage is in full force. VP Schneider also had some items needing action from the board. The purchase of belts/buckles for volunteers reaching the 5,000 hour mark. He also requested funding for more polo shirts for volunteers reaching the 2,500 hour mark. Bob also wanted to note that the History San Jose Fundraiser will be on June 21st. The ARM Conference is being held in October in Pittsburgh and Bob would like 4 people to attend. All actions were approved by the board (MSC-Middlebrook/Young)

B. **Locomotive 2479** - VP Jack Young reported on the Locomotive's progress. He reported the work days are Saturdays and Wednesdays from 8am to 4pm and that there is usually 4 to 12 volunteers. The total hours spent working on the locomotive this year to date is 850. New wear plates pedestal jaws Number 2 drive are almost complete. Crack repair pedestal jaws, frame and frame spreaders are also nearing completion. The volunteers are just starting machining the spring

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stirrups. Regarding the boiler, all the staybolt sleeves have been



installed and 2/3 of the boiler has been cleaned and repainted. They still need to install two rigid and one flexible staybolt to complete the task and need to repair the water column fittings. Regarding the site and equipment maintenance, the Clark forklift



Clark repair crew

has had the lift cylinder rebuilt and it is now operational. The container roof repair needs material and needs to schedule repair before the rainy season. The water tower on the site needs to be painted because it is becoming an eyesore. It was estimated that the job would cost \$2,800. Chair Diridon said he would check with local painters to possibly get the job donated.

C. SCC Rail Museum – A site is still needed. Chair Diridon said he will ask the city to dedicate site by zoning it if the GP&G Board endorse the project. Mike Honda is supportive and, last year, offered to try to get an earmark. If earmark is granted then land can

be purchased and a cricket pitch could also be installed. The earmark might be to redirect up to \$12 million that the Corp of Engineers will eventually have for the bridge over the Guadalupe River from the West to instead use that to purchase the site from UP. That would avoid another environmentally destructive bridge of the river park and help acquire the site.

D. Happy Hollow Rail Extension – Gene Martin is writing a grant to Rotary and has presented a request to the County’s Historical Heritage Commission. Hatch Mott MacDonald is ready to help with the engineering of the additional support poles. Three contractors are ready to install the poles and electrification.

E. Volunteers Report – VP Middlebrook reported that Fred Bennett had passed away and that Rod Sohn has cleaned out his locker. More volunteers are needed. He is trying to also update the website. Chair Diridon thanked VP Middlebrook for his work on the CTRC brochure.

New Business

A. Acquisitions – VP Middlebrook has had a price quoted for moving Locomotive 1215 to the Santa Clara County Fairgrounds. Chair Diridon said that price was in the original price estimated to purchase, clean up and move the locomotive. He will mention the move to the fairgrounds to the county executive to see if there’s any push back. (MSC- Sylvia/Young)

B. Historic Heritage Commission/Grant Applications – The \$20,000 HHC grant is pending and has been recommended at a bit over \$17,000 by the County Parks staff. The final decision will be made by the HHC at their meeting on Thursday, 6/21, at 6:30 PM in the County Board Chambers. Everyone needs to attend and wear CTRC hats and shirts. The Rotary Grant will be submitted in time for the October deadline.

C. Fundraising Efforts – None at this time.

Next Meeting – The next CTRC Board Meeting will be immediately before the Annual Barbeque on Thursday, August 16th, at 3:00pm at the Pacific Hotel, History San Jose. The barbeque will start at 5:00pm.

Meeting was adjourned at 9:07am.

Respectfully Submitted: Heather Gornitzka



LOCOMOTIVE NEWS

By Jack Young and John Ezovski

Work parties are held on Saturdays from 8:00 Am to 4:00 PM with about 7-12 folks participating in the restoration effort. Additional work parties are schedule during the week as need and are attended by 3 to 5 folks.

Several boiler repairs have been achieved during this past quarter. All remaining stay bolt issues have been closed. One flexible stay bolt sleeve and three half sleeves were attached by welding. Pad welding of a wasted area above the running board on the fireman's side sheet of the firebox



was also completed. With these tasks aside, stay bolts were installed and peened in the remaining locations. The hammering process involves 4 people, 2 on the bucking bar and 2 to run the rivet gun. Also completed was the chamfering of all remaining stay bolt tell tale holes. There are still a number of significant boiler issues to be resolved; one additional bushing has to be welded on the back head for the water Column this should be installed in the next month, and this work will brings to a close many issues that have been on the table for nearly ten years.

In addition to the above activity the original boiler lagging or sheetmetal or sheathing or jacketing or whatever you want to call it, has been laid out on the ground and is being organized and photographed. Each piece is being measured and documented for the time when new jacketing must be

created. Unfortunately, the weather has taken its toll and many sections have large rusted areas where the metal is completely missing.



During repairs to the number two driver pedestals, a small crack was identified in the frame cross-member immediately behind this driver. Close inspection of all cross-members identified additional small cracks in the locomotive's brake foundation. Each of these cracks were ground out and filled by welding.

With the repair of the brake foundation and the completion of the staybolt work. The tram wires have been re-installed down the center and sides of the locomotive. Measurements of the frame, shoes and wedges are being taken again to recheck the dimensions before the final machining of the



shoes, wedges, and spring hangers.

TROLLEY BARN NEWS

By Bob Schneider

Birney Car: We made a one day visit to the Western Railway Museum at Rio Vista Junction to reverse engineer the motor thrust blocks. After returning, we opened up the gear housing/axle clearance, installed interim motor thrust blocks and replaced the gear lube.

Melbourne Car: The "jungle" around the car has been completely cleared and the car is ready for removal by the owner. The removal date is unknown and up to them.

Car 124: Car 124 has become a "star" in three photo shoots in recent months. During that time she was also a "participant" in two weddings.

N Gauge model engine: Mike Hurley has added a zener diode function to the power circuit. We did this to (1) allow changing the pulley ratio so that even toddlers can make the engine move and (2) prevent older kids from de-railing the engine by limiting the upper voltage.

Horse Car: After a lapse of over a hundred years, a horse car was seen on the Alameda in San Jose, CA Saturday, May 26, 2007. The occasion was the first Farmer's Market on the Alameda of the 2007 season. The theme was Historic Transportation. CTCRC sent our 1863 San Francisco horse car from the Trolley Barn. Gene Martin was there with the car from 9am till 12:30 pm. In addition to the horse car, Ken Middlebrook had the CTCRC roundhouse display setup and passed out information about the proposed new site for the railroad museum. Thank you to Campbell's Towing for supplying a truck and driver (Leon).

Western Railway Museum: We made a two day visit to Rio Vista Junction to help with their annual trolley preventative maintenance week. Equally important, we learned how and what they do. Meals were provided and everyone was treated to an evening ride in their parlor car to the end of the line.

Track 1 ties: We have an agreement from a Boy Scout, Rick Farrell, that he and his team will replace the bad ties on track 1 as his Eagle Scout Project. Work will start in late July and be completed by the end of August.

1923 American LaFrance Torpedo Fire Engine: Sub-



stantial progress has been made in re-assembling the major parts. The engine has been re-assembled and installed. The special seat for parades has been made and installed in the hose bed. The main water pump has been painted and installed.

1922 Ford Model T Flat Bed Truck: The electrical wiring was improved, the floorboards replaced and the vehicle returned to storage. It is now operational.



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Members have also been busy repairing the organization's motorized vehicles. The large grass area that we maintain has not been friendly to our lawn tractor. Thus, this overworked machine required several, expensive repairs. Parts were acquired and installed. Obtaining these parts was a story in itself!

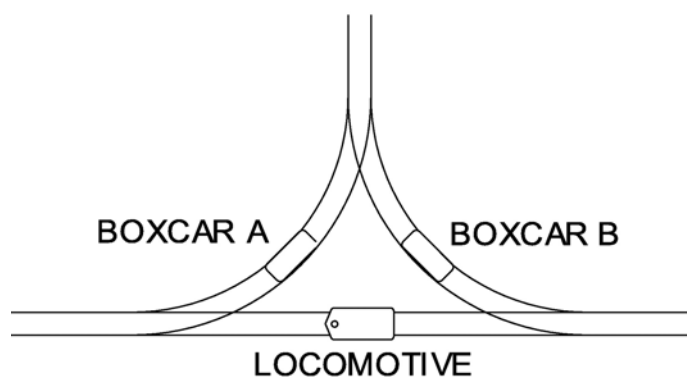
With the Clark forklift being returned to service, several additional items were noted requiring attention during preventive maintenance. Most significant was a leaking water pump. The part was removed, rebuilt by a vendor, and installed.



Several other tasks are moving ahead. Cleaning and painting of the boiler's exterior shell is nearing completion. This important task is necessary to prevent deterioration of the boiler and firebox sheets. In the next several months it will be necessary to replace the wood cribbing supporting the locomotive. The 35 ton jacks have been cleaned, lubed and checked in preparation of that task. Consolidation of stored material continues. This makes for easier grass cutting and most important visual appearance.

appearance.

SWITCHMAN TESTS



In the test to the left you must switch the positions of the two boxcars and return the locomotive to its original position. You can couple cars to each other and to the locomotive, but only one car at a time fits at the top of the wye. Also the locomotive can't go through the top of the wye.

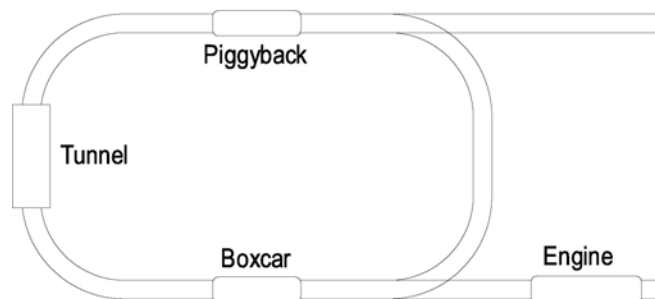
In the test to the right you must:

1. Put the piggyback where the boxcar is now.
2. Put the boxcar where the piggyback is now.
3. Put the engine back where it is now.

RULES:

1. Only the engine can go through the tunnel.
2. No running switches—the cars must be stopped to uncouple.
3. Any part of the track is large enough for all three items.

Hint: Use three different coins and move around. Don't cheat.



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: CTCRC, 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 CTCRC 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 Sr, President & Founder; Vice Presidents are Marvin Bamburg, Design; Ken Middlebrook, Volunteers; 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, 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 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 CTCRC 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 CTCRC board meeting will be Thursday, August 16th, 2007 at 3:00pm 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

California Trolley & Railroad Corporation

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All donations to the corporation are tax
deductible. IRS #23510C(3)

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.



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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