

THE CLEARBOARD



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



In February, 2479's main and front set of side rods were delivered to Oakland Machine Works (OMW) for boring of the pin holes that mounted on the number two driver. The bores in each of these rods were heavily pitted and required machine work outside the capabilities of CTRC. OMW removed the minimum amount of material to return the bores to pristine condition. Late April the task was completed and the rods were returned to the trolley barn

for storage. The next expensive task is to acquire material to machine new bushings these locomotive rods. Thank You Oakland Machine Works for the nice job at a great price!



THANK YOU OAKLAND MACHINE WORKS

Rods were transported from Oakland Machine to the trolley barn. Bores look nice but we need to confirm some numbers.

They are presently located in the Trolley Barn.

CTRC BOARD MEETING MINUTES

**CTRC Board of Directors
Board Meeting Minutes
Pacific Hotel, History San Jose
February 17, 2010**

I. Welcome – Chair Rod Diridon, Sr. called the meeting to order at 8:04 a.m.

Attendance: Marv Bamburg, Rod Diridon Sr., John Ezovski, Mike Kotowski, Gene Martin, Jim Maurer, Ken Middlebrook, Denis Murchison, Larry Murchison, Steve Raby, Gary Ross, Bob Schneider, Charley Wynn, Jack Young, and Lynda Ramirez Jones.

Minutes: (Diridon) – There were no minutes from the November 2009 meeting, and they will be presented at the next meeting in May 2010.

Chair's Report: (Diridon) – To be given separately with each agenda item.

Financial Report: (Jones/Diridon) – Chair Diridon explained that the handwritten figures in the attached financial statements were the actual figures. He explained that the contributions included dues and larger donations such as those generated through the annual barbeque.

Following discussion, **a motion was made, seconded (Kotowski/Bamburg) and unanimously carried to approve the financial statements.**

Current Projects

Trolley Barn/History San Jose (Schneider) – Mr. Schneider presented a report including the following subjects: the Kelley Park Line; the Lightning Strike on January 19, 2010 and Cupertino Electric's help; Volunteers; Happy Hollow Opening on March 20, 2010; and Relations with History San Jose (HSJ). He noted that the correct name of the park administered by the nonprofit organization that is HSJ is "San Jose History Park."

Additionally, Mr. Schneider reported that HSJ is holding its annual fundraising event on June 10, 2010, and inquired about CTRC participation. Following discussion, **a motion was made, seconded (Schneider/Wynn) and unanimously carried that CTRC Board members participate as individuals as well as donating items for the HSJ silent auction.**

Locomotive 2479 (Young) – Mr. Young reported on the operational restoration of Locomotive 2479; the cosmetic restoration of 1215; and repairs to other equipment such as forklifts and a big grinder, which is now operational. He said that general work on 2479 included constructing new steps on the passenger cars. He reported an in-kind contribution from Oakland Machine Works.

Mr. Kotowski announced he is in possession of 2479 prints for framing that might be used to thank donors.

Mr. Larry Murchison announced the 2479 and 1215 restoration photos can be accessed on the CTRC website.

Chair Diridon reported he met with County Supervisor George Shirakawa, discussed the space at the fairgrounds, and the Supervisor was supportive.

SCC Rail Museum (Bamburg) – Mr. Bamburg reported that the City of San Jose (City) cannot assist in acquiring the Coleman site, and the focus has turned to the property near Beech-Nut.

Mr. Diridon conveyed he, Messrs. Bamburg, Middlebrook, and Larry Murchison had met with City Councilmember Madison Nguyen, who appeared to be receptive to CTRC's concept for a future connection to main lines if United Pacific's (UP's) right of way can be preserved. The City usually has first priority before railroad lines become available to others. Ms. Nguyen has requested an evaluation from her staff to have the land encumbered. Congress members might be willing to earmark funds, but it would be difficult without the land.

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Chair Diridon directed to follow-up with Councilmember Nguyen for a letter from the City stating it is interested in UP's right of way and tracks before UP sells them.

Mr. Bamburg left the meeting at 8:55 a.m.

Kelley Park Extension (Rotary Trolley Stop)

(Martin) Mr. Martin reported he continues to work with the City of San Jose sign ordinance.

Chair Diridon referred to the generous monetary donation from Rotary Club, which requested that a heavy-cement bench with a plaque be installed in memory of a late Rotary member who was a major donor to Rotary.

Mr. Young left at 9:03 a.m.

Following discussion, Chair Diridon asked Mr. Martin to develop a sign design using the same design and colors as all other signs in the park. He noted that the Rotary request needs to be fulfilled quickly.

Chair Diridon asked Mr. Schneider to provide him with information (on the new person in charge of Kelley Park) to schedule an appointment.

Volunteer Report (Middlebrook) – Mr. Middlebrook reported that the volunteers are happy with the project. He said that he continues to work with Mr. Larry Murchison to upgrade the website to recruit volunteers.

Chair Diridon stated he has identified a group of South Bay high-speed rail advocates whom he would like to invite to participate in CTRC activities.

New Business

Acquisitions (Ross) – Chair Diridon announced that Mr. Ross has been appointed Chair of the Acquisitions Committee. Mr. Ross indicated he has been on the committee since CTRC was formed. He is preparing a policy for acquisitions.

Historical Heritage Commission Grant Applications (Martin) - Chair Diridon reported that he had discussed the HHC policy with Jeffrey Smith, the new County (of Santa Clara) Executive.

Fundraising Efforts (Diridon) – Chair Diridon referred to the Annual BBQ event and how important it is to expand the number of organizations providing sponsorships of the event.

Mr. Ezovski, referring to the CTRC newsletter published every three months, suggested publishing every four months to reduce costs. A discussion ensued. Mr. Kotowski recommended using other mediums such as YouTube for outreach. Mr. Larry Murchison was asked to evaluate costs to publish the newsletter semi-annually, move toward using the web page for disseminating information, meet with Mr. Kotowski to discuss other mediums, and come back with a proposal at the May 2010 meeting

Volunteer Recognition/Plaque (Middlebrook) – Mr. Middlebrook stated he had nothing to report.

The meeting was adjourned at 9:25 a.m. to the next quarterly meeting at 8:00 a.m., on Thursday, May 20, 2010.

Respectfully submitted,

Lynda Ramirez Jones



By John Esovski & Larry Murchison

Despite the many rainy days during the month, there has been progress on both locomotives and improvements at the fairgrounds restoration site.

THE 2479

An evaluation of 2479's valve linkage is complete. Several of the system's bronze bushings must be replaced, several pins require truing, the link blocks must be built up with braze and valve rod crosshead needs babbiting. The main and front set of side rods are at Oakland Machine Works for boring of the main pin holes and work should be completed soon.

Link support pin bushings have been removed on both sides. The right side bushing holes in the yoke were found to be round. Bushings have been machined and pressed into place. Things are not so good on the left side. The inside hole in the yoke was found to be out of round. Tooling is being made to bore this hole with a magnetic base drill.

Last component in the locomotive's front coupler pocket has been installed. With the

help of liquid nitrogen, donated by Todd from the **Schmahl Science Workshop** located at **San Jose History Park**, the upper hole's bushing was slipped into place on March 29th and the coupler installed. Another task, many years in planning and work, is complete. Thank you Todd!

THE 1215

All removed parts belonging to 1215 have been cleaned and painted. One section of the fireman's side cab floor has been fabricated and welded into place. A second section has also been fabricated and fitted. Welding of the floor sections is complete. The last segments of the Fireman's cab floor has been cut and set into place. Most of the necessary welding is complete. Holes have been located and drilled in the floor for that side's air tank. All back head pipe, removed for asbestos abatement, has been put back into place.

Site Maintenance

Electrical outlets are now in service near the tender, caboose and passenger cars. Approximately 150 feet of cable and conduit was laid for this improvement. Thank you **Atool Shed** and Robert Pederson for the use of a ditch witch! Both passenger cars now have interior lighting.



This is the 1215 as of May 11th. What is wrong with this picture?

From Bob Schneider

POWER PROBLEMS: We've had a tough time lately with loss of power.

Last October 3 we lost one line of our incoming power. The first clue was that the air compressor on the trolley was running slow. An electrician verified that we were only getting 2/3 of our normal voltage because one of the three incoming lines was dead. PGE came out and discovered that a wire was no longer connected on the high voltage feed to our power substation. Unfortunately we lost 6 weekend days and two HTE classes. The classes were rescheduled.

On January 19 the site was hit by a major lightning storm. We lost some PGE service and that was quickly fixed. Unfortunately we lost a number of components in our power substation. Help from Cupertino Electric pinned down some of the damage fairly quickly and that was repaired within a week. Further help isolate an overcurrent protection device problem. With help from the manufacturer we were able to get it repaired in a week. At this point we found that our documentation was incomplete due to items added after the substation was installed in 1985. We found no other documentation covering those changes, so we worked our way through the changes such that we could get our substation back up. We lost 10 weekend days but all HTE classes were rescheduled. Of the 10 days, 3 were rained out and the attendance was low for the remainder. One of our follow on tasks is to develop a set of drawings that represents our hardware as it now exists.

EVENT PARTICIPATION:

"History Haunt" on October 31: We provided a trolley for this event and gave out treats in the Trolley Barn. Trolley ridership was a huge 1209 and Barn visitors 1063. Many Barn visitors stayed to look around. This was our first full day of service on the Kelley Park Line and it went very well.

Heritage Holiday on December 5: Again we fully participated in this event. Trolley ridership was 871, Barn visitors 376 and Hand Car riders 426. We used a hand car borrowed from Ardenwood in Fremont. Over 60 man hours were put in that day.

ARM Fall Conference in September: We attended the conference in Squamish, British Columbia. One day trip gave us a peek at the venue (without snow) that was used for the Winter Olympics. Beautiful country.

MAINTENANCE:

Car 124 seats: Four seat bottoms and two backs were re-caned. Each item takes about 5 hours to do.

Bridgeport: A friend donated a digital readout to include installation. This is a several thousand dollar improvement and it makes using the equipment much easier.

Car 124 Line Breaker Switch: Our friends at Western Railway Museum near Rio Vista Junction helped us by testing the unit. It had failed some time earlier and was repaired, but we lacked the experience to test it ourselves. Handling 640 VDC is not something anyone takes casually.

Car 124: We gave the car a "lube and oil change" as part of our annual Preventative Maintenance program.

VOLUNTEERS: We have 10 fully qualified motormen and two more are in training. Since the Kelley Park line requires 2 motormen, this is a big help in offering operations on that line more often.

We have been a fully volunteer run organization for over 6 years. That covers Trolley operations, Education classes (HTE), Trolley Barn Hosts, special events, trolley and trolley barn maintenance, special projects for Education and whatever comes our way.

OLD PICTURES: One of our volunteers, Chuck Hopkins, has a collection of old trolley/railroad pictures. The picture shown is of First and San Fernando St. in San Jose in the 1920s. Photo by J. C. Gordon.

THE ROUNDHOUSE REASSEMBLED



THE TRAIN SHED REASSEMBLED



←←Interior view of the roundhouse showing the crane over stall number one.

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 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 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 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, 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.



CTRC Staff:

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- Acquisitions: Mac Gaddis <macgaddis@peoplepc.com>
- Public Relations: Ken Middlebrook <kamiddle@rockwellcollins.com>
- Web Site: Karl Auerbach <karl@cavebear.com>

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 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, May 20th, 2009 at 8:00am in 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

CTRC, c/o MTI 210 N Fourth Street,
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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 \$_____

Membership: regular \$25, retirees and full time students \$10. \$_____

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California Trolley & Railroad Corporation
Is a non-profit tax exempt organization dedicated to the restoration and preservation of historic transportation equipment. Membership is open to all. Yearly dues help finance the Corporation goals. All donations to the corporation are tax deductible. IRS #23510C(3)