

THE CLEARBOARD



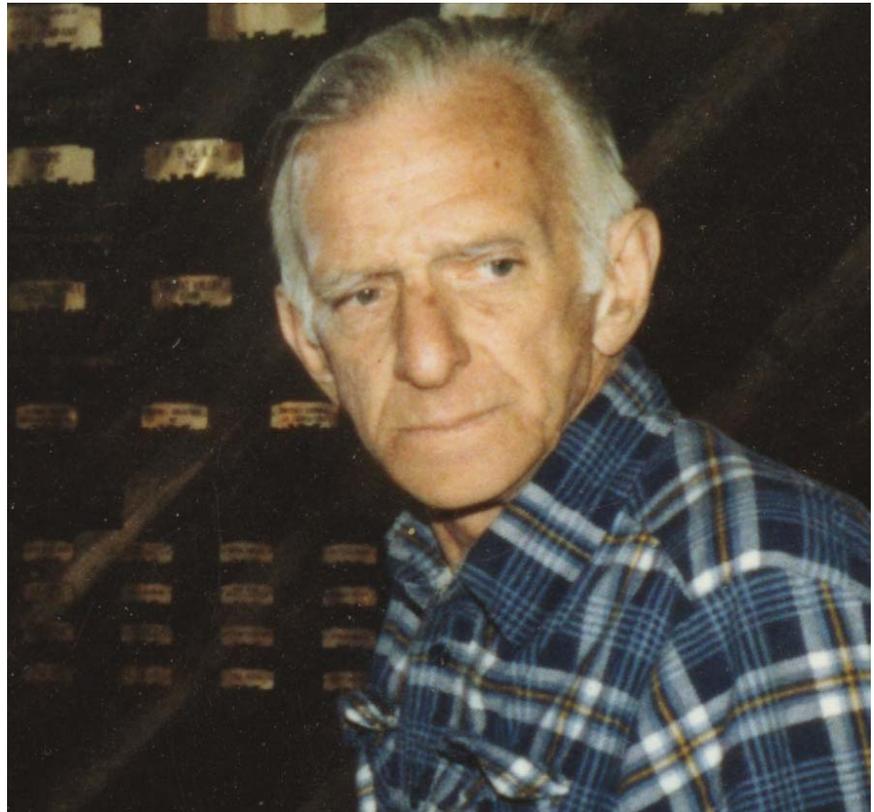
Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor



IN MEMORY OF FRED BENNETT



Fred Bennett:

The following excerpt is from an obituary that appeared on March 31st in the Hartford Courant:

Frederick Scranton Bennett, 85, of West Granby passed away on Thursday, (March 29, 2007) at Meadow Brook of Granby. He was born in Hartford and grew up in West Hartford. Fred served in the U. S. Army during World War II. He raised his family

with his wife in Bloomfield while working as a Draftsman. He then moved to California to work for the San Jose Historical Museum where he was able to pursue his dream of trolley car restoration for 20 years as a full time career. His dedication in leading the city's trolley restoration project was well known. Fred returned to Connecticut three years ago. Fred's extensive collection of photos along with his many years of experience has allowed him to assist in the publishing of many books and news articles over the years. He retired at the age of 81. Fred was instrumental in starting the Connecticut Trolley Museum in Warehouse Point and also volunteered at the Branford Trolley Museum. A funeral service was held April 4. Burial, with Military honors followed in Granby Cemetery. See page 5 for more information.



CTRC BOARD MEETING MINUTES

**CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
February 15, 2007**

Meeting was called to order at 8:10am.

Attendance: John Ezovski, Rod Diridon, Gene Martin, Ken Middlebrook, Larry Murchison, Bob Schneider, Charlie Wynn, Jack Young, Mike Kotowski & Heather Gornitzka (Staff)

Minutes: (MSC – Middlebrook/Schneider) that the minutes of the December 14, 2006 CTRC Board meeting be approved.

Chair's Report: Chair Diridon deferred his report to be made as comments as the meeting progressed.

Financial Report: President Diridon presented the financial and income and expense statements prepared by Heather Gornitzka. The financial statements were approved (MSC- Wynn/Martin)

Current Projects:

- A. Trolley Barn/History San Jose – VP Bob Schneider presented the Trolley Barn report to the Board. The SCC HCC grant was submitted on February 12, 2007. The overhead wire which was damaged by a Comcast accident was repaired during January and February. Comcast paid for most of the hardware and the remainder was on hand. Turns still need a “tune-up” near the firehouse. BART is willing to donate eight hydraulic car body jacks and is checking the details for procurement at this time. VP Schneider reported that the cable car is gone as of 12/6/06, the Melbourne Car's owner is coming in 2-3 weeks to survey the move, and the Birney Car has lots of problems but they are fixable and they are learning fast. He also reported that the hand car training will be in March. The History San Jose Volunteer Tour had 40 people attend and had 3 talks by our volunteers in a round robin.
- B. Locomotive 2479 – VP Jack Young reported on the Locomotive's using his laptop to show pictures describing the frame repairs, new wear lin-

ers on Number 2 left side driver and repair of cracks above wear liners on number 2 left side driver. The boiler is being wire brushed and repainted and it is the 4th time since restoration due to outdoor conditions. Appliance clean up and inspection continues (water column, water glass, S-6 and H-6 brake valves, various other valves, manifolds, and connecting pipes and tubes.). Compressor shed rehabilitation continues with the shed's new paint job. The Clark fork lift had its lifting mast cylinder reconditioned. Site clean up and perimeter fence rehabilitation continues...to avoid more spray paint tagging of the passenger cars.

- C. SCC Rail Museum – nothing except that the model is in President Diridon's possession.
- D. Happy Hollow Rail Extension – Nothing new to report until after the County grant is reviewed by the HHC. Bob and Gene will arrange for a group to accompany Rod to the 4/19 HHC meeting and Jack will prepare a short PowerPoint with Rod, Bob and Gene's assistance.
- E. Volunteers Report – VP Middlebrook reported that the web site gets approximately 15,000 hits a day and is considering advertising on our site to be reviewed. More volunteers and members are needed

New Business

- A. Acquisitions – Nothing new
- B. Historic Heritage Commission/Grant Applications – Gene Martin is helping Chair Diridon with this effort.
- C. Fundraising Efforts – No new efforts to report. Mike Kotowski has a couple of items to donate to the CTRC. A very large come-a-long and a switch stand.

Next Meeting – The next CTRC Board Meeting will be Thursday, May 17th, at 8:00am at the Pacific Hotel, History San Jose.

Meeting was adjourned at 9:20 AM.

Respectfully Submitted:

Heather Gornitzka



NEWS FROM THE PRESIDENT

FROM ROD DIRIDON, SR.

SAN JOSE STEAM RAILROAD MUSEUM:



Members of the CTRC leadership have been briefing the new leadership of the San Jose City Council on the plans for the Museum. Mayor Reed's staff was especially interested and two meetings with Council member Liccardo have yielded his support for the project's concept. Plans are now underway to enlist the fiscal and political support for the area's legislative delegation to protect the property and eventually fund the project. Special thank to Jack Young for the charismatic PowerPoint presentation, to Marv Bamberg for the updated historic structure schematics, to Ken Middlebrook for the spellbinding history and maps, to Larry Murchison for adopting the model to the new site and Gene Martin for becoming our grant guru.

HAPPY HOLLOW LINE ELECTRIFICATION:

The contractors, Stacy and Witbeck along with Mass Electric, are ready to install the conduction wire and support structures for CTRC's Happy Hollow Trolley Line. The cost of those materials, which cannot be obtained by donation, is estimated at about \$30,000 of which \$20,000 has been requested from the County's Historical Heritage Commission and the remaining \$10,000 will be requested this summer from the San Jose Rotary Club. The HHC has completed one round of reviews and the staff is recommending \$17,000 be granted which will allow the project to stay on schedule. The final HHC decision will be made at the Commission's meeting at 6:30 PM on May 17 at the County Board of Supervisor's Chambers. A strong attendance by the CTRC volunteers will help when the final debates occur. Special thanks to Bob Schneider and Gene Martin for developing the HHC proposal, to Jack Young for arranging for the PowerPoint and to the many CTRC leaders who attend the April 19 HHC meeting.

VOLUNTEERS:

Strong progress continues on the reconstruction of Locomotives 2479 and 1215 as well as the trolley barn programs. Day in and day out, week after week, the CTRC volunteers keep the trolley's running and make progress on rebuilding out rolling stock at no cost to the taxpayers. The City and our Valley's residents all appreciate that remarkable, ongoing effort.

Highball!!



LOCOMOTIVE NEWS

From Jack Young

Boiler progress – Work on the throat sheet has been completed with the welding repair of six stay bolt holes, re-tapping to original diameter and the installation of 6 new flexible stay bolts. About 2/3



of the boiler has been wire wheeled and painted with a coat of black paint. Items we are trying to



finish in the next month: 3 flexible stay bolt half sleeves, 1 Full sleeve and the installation of a flexible stay bolt, 2 Ridge staybolts in the side sheet and the installation of a bushing on the back head for the water column with these repairs the boiler will be a pressure vessel again.

Frame Progress – Work to install a new wear plate on the firemen side number 2 driver has been

completed. This is the culmination of many hours of measuring and re measuring, gouging out the old wear plate. Ma-



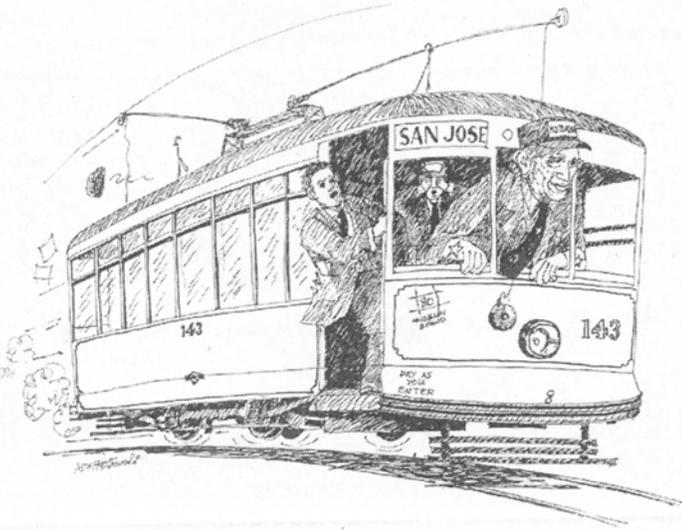
chining a new wear plate, test fitting and finally weld the new wear plate into place. In addition to the wear plate a number of defects were correct in the frame and the other wear plates as well. This process turned out to be very labor intensive. Additional the spring hangers are being machined to height.

General site - The Clark forklift is now operational with a brand new lifting cylinder. The old cylinder and piston were badly worn and were in need of replacement. Many hours were spent finding parts, tearing down and rebuilding this piece of equipment. This forklift will be used extensively in the next couple of months for the locomotive rebuild. Two of the out buildings have been painted, the air compressor shed and the welding shed. Work continues to keep the site clear of grass and to look as good as possible.

A special thanks to all the folks that volunteer at the locomotive site on the weekend and during the week.

TROLLEY BARN NEWS

In Memoriam By Bob Schneider



I received a number of comments from Fred's friends:

"Fred had a long life. He was a WWII veteran; I remember that around 1954 he had a lung removed at the W. Haven VA hospital. Last I saw him was in 1988, in San Jose where he was working for the historical park. A real craftsman who could create an exquisite streetcar from a chicken coop he called a "pattern." He didn't look good then but he was in good spirits - and he lasted another 19 years! One of the good guys.

John Aurelius

"Sad to report, BERA has lost one of its founding members."

Bill Young

"I had the pleasure of knowing Fred during his time in San Jose. We hired him to come out for a short while to help restore a couple of cars, and – and as everyone is aware -- he stayed on and did some of the most fantastic and meticulous streetcar restoration work that the vintage trolley movement has seen. He will be missed!"

James H. Graebner

"Fred was truly one of the pioneers of the electric railway museum movement. He will be missed".

Rod Fishburn

Melbourne Car: Work has started to clear a path so that the car can be removed in May. Most of the "jungle" will be removed so that the car can be moved toward Phelan using forklifts and put on a flatbed truck. We are assisting the owner by doing site preparation. Our end objective is to leave the area clean and orderly.

Fresno: We have provided reference material from our library to the **Heritage Fresno** newsletter for an article about trolleys in Fresno. Our Birney was originally Car 68 in Fresno.

Track 1 ties: We have a preliminary agreement from a Boy Scout that he will replace the bad ties on Track 1 as his Eagle Scout Project.

1923 American LaFrance Torpedo Fire Engine: Re-assembly of the engine is in progress. It has been painted "Hunters Green". Assembly of the wood parts to the chassis has started. They are being varnished before or during assembly. All of the larger metal parts have been painted at Elmwood and are ready to be re-assembled.

1922 Ford Model T Flat Bed Truck: Improvements to the electrical wiring is in progress.

"1898 Olds": The car is back on the shop floor. The transmission has been gone over and the ignition system checked out. Minor frame/body modifications continue.

Late Breaking News:

A Cruise to Remember: Jack and Sally Stallard were among the passengers on the cruise ship that recently sank in the Mediterranean. They returned home on Saturday, April 7, with the clothes on their backs, their passports (by luck) and a camera.

They were among the first passengers into lifeboats (an exciting experience in itself as it tended to tip when they got in).

Sally said that the plus side was the breeze through customs, no need to unpack and no laundry to wash.

Who said cruise ships weren't exciting!



1215 ABATEMENT COMPLETED



The asbestos lagging surrounding SP 0-6-0 #1215's boiler was removed in late January. The work was performed jointly with the Western Pacific Railroad Museum on their own Western Pacific 0-6-0 steam locomotive #165. A licensed contractor was hired to work at the WPRRM's museum facility in Portola.

In preparation for the abatement, piping and appliances had been previously removed off the locomotives. To provide a warm working environment for the contractor (Portola can be cold in January), both steam locomotives were moved inside the museum's two track diesel maintenance shop. The contractor proceeded to bag each locomotive within plastic sheeting to ensure against any airborne contamination during the abatement. (Several years ago, a similar process was done on SP2479 at the fairgrounds.) SP1215's abatement was thorough and professionally completed.

With the abatement completed, CTCRC will now move forward toward relocating SP1215 closer to home in San Jose.

Photo provided by Chris Allan, Western Pacific Railroad Museum



1215 ready to go under the tent

Accomplishments

From John Ezovski

By far the most significant accomplishment this week was completion of weld repairs to the left pedestal for number 2 driver. Back in October of 2006, a crack was discovered at the top of the wedge pedestal on the left side of number 2 driver. A close inspection of all other pedestals revealed cracks in two other pedestals for number 2 driver. This past week the third and final crack was welded.



The pedestal crack was discovered during repairs to the four face plates of the number 2 driver pedestals. Each face plate's attaching welds had cracked nearly all the way around. During the weld repairs to these plates, the shoe face plate on the left side twisted

away from the frame and required a new plate be machined and installed. This was the second major welding task completed this week.

With the repairs completed to the left side of the frame for number two driver, the shoe and wedge for the left pedestal can be installed and measured to ensure their faces are parallel. If not, the necessary machining will be completed. Once this task has been completed, all shoes will be installed and a final tram measurements will be performed.



Also started this week was the chamfering of the telltale holes for all new staybolts. Chamfering of these holes is necessary to hold a sealing material that blocks soot and other debris from blocking these holes during operation. During side sheet, throat and combustion chamber repairs, close to 1000 staybolts were replaced. Each of these bolts must be chamfered.

Started this week was machining of the saddles that interface the locomotive springs to the driver's journal boxes. This critical step sets the height of the locomotive and more important can determine the weight each journal carries. Errors here can cause journals to over heat.

Finally comes grass cutting. The task this week was not as easy as in past weeks. Our lawn tractor is presently not operational. Parts are on back order and may not be available until mid-May. With site appearance degrading, several workers (J. Zielinski, L. Murchison, P. Ruhle) broke out the hand push mowers. They cut a lot of grass during the work day. Its been a real good week.

Thanks to all!



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 Steam 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 Bamberg, 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.



CTRC Staff:

President: Rod Diridon <diridon@mti.sjsu.edu>
 Vice President: Ken Middlebrook <kamiddle@rockwellcollins.com>
 Motive Power: Jack Young <jyoung99@pacbell.net>
 Electrical: Bob Paddleford <bobpadd@sbcglobal.net>
 Site Maint: Denis Murchison <dmurch@charter.net>
 Technical Assistance: Art Randall <arandall@earthlink.net>
 Historian: Larry Murchison <larrymurchison@comcast.net>
 Editor: Larry Murchison <larrymurchison@comcast.net>
 Treasurer: Annette Nellen
 Membership: Gene Martin <trains4@attglobal.net>
 Time Keeper: Hugh Crawford <hugh@hughcrawford.net>
 Trolley Barn: 408/293-BARN (2276)
 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 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, May 17th, 2007 at 8:00am at the History San Jose Pacific Hotel first floor conference room.



Do you want to view this lovely newsletter in color? Why of course you do!

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

WATCH YOUR STEP

