

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrcc.org>

Larry Murchison, Editor



NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

Annual Board of Directors meeting and Volunteer Recognition BBQ on August 21: Ya-all come to the annual Volunteer Recognition BBQ at 5:30 PM on Thursday, August 21, at the picnic area at History San Jose as in prior years. Because of the continued sponsorship of this event by **HNTB Engineering, Hatch Mott McDonald, Bottomley Distributing,** and the **County Firefighters Union volunteers,** the dinner is at no

charge to the CTRC volunteers and guests. But an RSVPs to Meg Fitts (408-924-7569 or fitts@mti.sjsu.edu for the number attending is needed to plan the meals. The CTRC Board's annual meeting is also set for 3:00 to 5:00 PM that day in the conference room of the Pacific Hotel at History San Jose and all are welcome to attend.



Happy Hollow Line Electrification: After many years of planning and negotiating, funding now exists to complete the Happy Hollow Trolley Line electrification along Phelen and Senter Roads. Recall that the tracks were installed pro bono by our good friend **Ron Wells of Stacey and Witbeck** over 6 years

ago but we ran out of funding for the electrification installation. The continued pro bono civil work will be provided by Stacey and Witbeck, electrical by **Maas Electric** and the engineering has been done by **Hatch Mott McDonald**. Generous grants have been received from both the **Rotary Club of San Jose** and the **County's Historical Heritage Commission**. The plans are updated and in the City's hands, the contractors have met on site to do the staging and the major components (copper conduction wire and poles) are on order. Stand by for the first electrically powered trolley down the track this fall! Special thanks to Bob Schneider, Gene Martin and other from CTRC as well as Brian Hartsell from the City's Parks Department. See the story on page 5.

San Jose Steam Railroad Museum: After innumerable meetings and with the continued support of Councilmember Sam Liccardo as well as the Mayor's office and Redevelopment Agency (RDA) staff, CTRC is being guided in another search for a museum site. The RDA has declared that our preferred Coleman/Guadalupe Gardens site is not their preference so the focus has now shifted to the Firefighters Training Facility site at Montgomery and Park or other sites that the RDA might identify.

(Continued on page 6)

CTRC BOARD MEETING MINUTES

CTRC Board of Directors

Board Meeting Minutes

Pacific Hotel, History San Jose

February 21, 2008

Meeting was called to order at 8:10am.

Attendance: Alida Bray, Rod Diridon, Sr., John Ezovski, Meg Fitts, David Ginsborg, Mike Kotoski, Gene Martin, Ken Middlebrook, Denis Murchison, Larry Murchison, Annette Nellen, Bob Schneider, Jack Young, and Charles Wynn.

Minutes: (Diridon) that the minutes of the February 21st, 2008 CTRC Board meeting be approved without correction.

Chair's Report: President Rod Diridon asked all attendees to complete the Conflict of Interest Disclosure Form for the National Council of Non-profit Associations.

Financial Report:

Please reference Rod Diridon for information.

Current Projects:

A Trolley Barn/HSJ-VP Bob Schneider presented that this was the largest number of visitors ever seen as of May 10th for the Scout-O-Rama (1946 Trolley Riders & 1069 TB Visitors). Bob reported that the people catcher for the Birney car was finally done and the bumper was repaired. As for the American Car, they are starting to re-cover 4 seats' caning. For outside activities Bob plus one plan to visit Rio Vista Junction to help/learn Trolley preventive maintenance. Items needing board action presented by Bob were the HSJ Annual Fundraiser on June 19th, and the ARM Fall Conference. For the HSJ annual fundraiser \$1,000 was approved to buy a table to support Alida's efforts and to thank

the volunteers. For the ARM Fall Conference which is held at Pikes Peak Trolley Museum in Colorado Springs in September, \$2,000 was approved to send 2 or more people (Registration is \$275/person) to attend. Four side trips featuring steam railroads are offered at extra cost.

B Locomotives - VP Jack Young reported on the Locomotive's progress. Regarding SP 2479, total hours year to date was 988 hours and that there are 5-8 volunteers at the locomotive site. The shoes and wedges are completed, the lead truck saddle weld was repaired, the trailing truck was painted, there is a new cover over the drivers, they did a site clean up, and there was a tour for the Historical Heritage Commission. Near term tasks are the repair of front coupler pocket,



the purchase of a new wear plate for the lead truck, the design and configuration of the new cribbing for the locomotive, the cleaning and painting of the locomotive frame, and the sending of the FRA documents. The report on SP 1215 is that the dirt pile was moved behind 1215, the tender was moved into final position, new steps were fabricated and installed on the front of the locomotive and rear of the tender, the next

(Continued on page 3)

(Continued from page 2)

step to move the locomotive into position is to put the panel track in place, and **A Tool Shed** donated the use of the dump truck and front loader (a thank you donor letter is being sent). As for the Little Buttercup, Jack discussed the trip to Sacramento for the preparation of the locomotive move, as well as the arrival and unloading of her into the trolley barn. Once again **A Tool Shed** donated the use of a Compressor and two fork lifts.

C SCC Rail Museum – VP Marv Bamberg was unable to attend so Rod Diridon reported that Sam Liccardo can not get City Council approval toward museum use of the Coleman site due to financial concerns. Community opposition has surfaced toward the road bridge construction at the site. As for the Firefighters Training site being an option, there exists many hurdles to overcome.

D Happy Hollow Rail Electrification – Gene Martin reported the poles and overhead wire are on order, a source of 7-strand wire was located, and a slightly damaged transfer switch (\$1500 new) donated. Gene also obtained a mounting bracket for a section insulator. Steel poles have been located and are being evaluated for strength. Gene gave thanks to Rod for his support. They have periodically met with Kelly Park folks to keep them informed of our progress with the extension. They have also contacted several trolley museums looking for period overhead wire parts and lower cost. They are pursuing several leads. Lastly, Rod discussed the need for the Rotary Trolley Stops (thanks for the grant).

E Volunteers Report – VP of Volunteers, Ken Middlebrook reported they had help from all sectors of the organization for the LBC move, but we are in need of

more volunteers.

New Business

A Acquisitions – Gaddis-None planned.

B Historic Heritage Commission/Grant Applications – Gene Martin and Jack Young and Rod reported that the County is feeling guilty about the no go on 2479 grant that they hope to push the Trolley. Mike Katowski will go forward on getting SP2479 and LBC Historic Destination Status.

C Fundraising Efforts – none occurring at this time other than the BBQ.

D It was decided that Mike Kotowski will go forward on getting SP2479 and LBC Historic Designation Status.

Next Meeting – The next CTCRC Board Meeting will be August 21, 2008 at 3pm and the BBQ will follow at 5:30pm.

Meeting was adjourned at 10am.

Respectfully Submitted:

Meg Fitts



Note Bill Jump in his usual supervisory position

LOCOMOTIVE NEWS

By Jack Young

Work continues to get the locomotive back on her wheels. To that end a significant amount of time has been spent planning the lift of the locomotive. The four crib points have been designed and the material has been cut and is either in use or is staged for future use. The cribbing material is 2' x 2' x 6' in many cases and weighs in at a couple of hundred pounds each.



By the middle of June all 4 support points on the locomotive were replaced with the heavy cribbing material. The locomotive was jacked up high enough to install new cribbing on all 4 corners and remove the steel I beam across the rails on the rear of the locomotive. The locomotive was lifted with 4 50-ton air jacks. Again I would like to thank Larry Pederson of **A-Tool Shed** for the donation of a portable compressor that enabled us to complete this effort. Eventually the locomotive will need to be raised another three feet or so to get the wheels under it. The folks involved in making this a success were John Ezovski – who coordinated the design and staging of the material, Bill Jump, John Zelinski, Denis Murchison, Larry Murchison, Phil Ruhle, Art Randall and Tom Anderson.

Work to repair the front coupler pocket has progressed considerably. New material has been welded into the top hole of the coupler pocket. The boring bar was used to machine the cylindrical hole round again. A new plate with a bushing will be pressed in and welded in place.

The caulking of the mud ring is complete except for the areas over the steel I beam which currently supports the locomotive. As soon as the wheels are installed and the steel I beam is re-



moved this operation will be completed on the locomotive. In addition the form 19's have been filed with the FRA this is for a weld repair on the boiler near the waste sheet.

Lastly, as always the site has been kept clean. Maintenance of the forklifts has been performed thanks to John Zelinski and the crew's efforts. Larry Murchison has been polishing the valve gear to a mirror finish.



Little Buttercup

Larry Murchison has been doing cosmetic restoration to the Little Buttercup. Larry has been cleaning and polishing the brass parts of



the engine. Larry has also designed a new pilot (cow catcher) for the locomotive. Now if we could only get someone to build it...

The mechanical crew is in the planning stages of constructing a cover over the top of the tender to protect it from the weather.



From Bob Schneider

Happy Hollow Line: We have made significant progress and the outlook is that the overhead wire just may be installed before the rains this year.

The design was completed by our friends at Hatch Mott MacDonald (primarily John Schlick) and delivered to the city on June 24. Comments are due back from the city on 7/18.

Poles were received on 5/13. We purchased the poles



through Bay Area Electric Railway Association to get the best possible price. They have been great supporters of our efforts in many, many ways.

A section breaker switch was received shortly after that from friends.

Wire was received on 7/23. Being a non-profit, we were

able to reduce delivery costs from \$3300 to \$900. It pays to negotiate and say the right words.

Steve Cozad at Stacy and Witeck (general contractor for the job) and Ron Kinney at

Mass Electric (overhead wire install contractor) are on board and working with us weekly.

Brian Hartsell, manager for the Kelley Park complex, has been extremely supportive and helpful in getting our grants finalized and working with the various city departments to move our project along.

See the common thread here? Lots of great folks are helping us in a BIG way.

The San Jose City Parks folks have started removing dirt/

grass from the rails near the Japanese Friendship Gardens in support of the Happy Hollow Line. There's a lot more work there than meets the eye and we're extremely grateful for the help.

Car 124: In June the car quit and we thought it was due to an electrical short between two wires. The car ran fine for several weeks, but quit again an hour before a wedding that was to use the car as a significant player. The team scrambled to get the Birney out and the ceremony went on as planned. The next day we tried to diagnose the problem with no luck. On Monday Dave Johnston from Western Railway Museum made a "house call" to help diagnose the problem. After 6 hours of head scratching, rolling around under the car and testing, we finally diagnosed that a coil in the Line Breaker Switch failed internally. We then found that Fred had a replacement unit in his "stash". Confounding our investigation was the fact the car was modified to operate on VTA lines where their voltage is 750 VDC as opposed to our 600 VDC. Our friends at VTA have been very helpful. Adequate circuit documentation doesn't exist, but we'll correct that shortcoming. One tricky part is that the main car fuse is a "special", so we're working with the VTA sources to get new ones.

Birney: In June the car was run into Little Buttercup accidentally. The result was a partially damaged bumper and one section of sheet metal above it was crinkled beyond repair. The car is perfectly safe and the damaged section temporarily covered with bunting. Our friends at Air Systems have made a replacement piece and the "Sunday Guys" are in the process of fitting it (compound curves are tough). The bumper top section was too deformed to straighten whole, so it was cut into segments and each segment reformed and is being welded back together. We don't have any of the paint on hand except the dried out remains in the original can, but we know where to get more.

On a brighter note, a new volunteer, Larry Larson, accepted the challenge of working on the window latches. He has cleaned up the finish that previously was less than best on many parts. They look superb and are ready for clear coating. He is now interested in routing out the window frames to mount them. This is a tedious job as it requires 6 setups for each window frame. Fortunately, a former volunteer did the fixturing and wrote up most of the details. Big deal? Window latch fabrication started about 10 years ago with my sand casting pattern!

1923 American LaFrance Torpedo Fire Engine: The finishing touches were put on and the truck was returned to the San Jose Fire Museum.

Bean Orchard Sprayer: Cosmetic restoration is moving along quickly. The frame, wheels, pump and engine have been cleaned and painted. Re-building of the wood storage tank that holds the spray mixture has started.

Cornish Mine Pump: The Santa Clara County folks removed the Cornish Mine Pump parts that we uncovered a year or so ago while prepping the Melbourne car for removal. The parts were originally from the New Almaden Mines and are being taken back there for display in their Park museum



(Continued from page 1)

We all await that decision so that Locomotives 2479 and 1215 as well as Little Buttercup and our 1941 #7 diesel might find a formal museum home at which the citizens might visit and from which excursion trains might be provided to both young and not-so-young. Special thanks to Ken Middlebrook, Marv Bamburg, Jack Young, Larry Murchison and many others from CTCRC who attended the many meetings needed to gather the 17 organizational endorsements for the project and share the discussion sessions with the City.

CTCRC Fairgrounds Site Move: Discussions continue with Fairgrounds GM Art Troyer who is gradually edging toward a move of the CTCRC locomotive and museum parts as well as the storage and repair sheds, equipment and machinery to the West edge of the current Fairgrounds site. Ken Middlebrook and I met with Art and others recently to figure the best approach and they agreed to hold off the Locomotive move for three more months until the wheels are installed and 2479 can be snap-tracked to the new location. That avoided re-truing the frame before the wheels were installed. In addition, the Fairgrounds have agreed to install electrical connections and a concrete pad at the new site as well as a firm rock base before the move. The move is apparently unavoidable but will occur with all deference to the safety of the equipment and materials, according to the King Crane Vice President from Santa Cruz who has done several locomotive moves and is a bit of a rail buff. Special thanks to Jack Young, John Ezovski, Larry Murchison's site plans, and the 2479 Crew who have worked with the movers to develop a plan and to

Ken Middlebrook who gave up another afternoon to meet at the site.

Trolley Barn Activities: Emergency repairs have been applied to Trolley 129, thanks to help from our friends at Rio Vista, and Little Buttercup has been receiving some cosmetic rehab from Larry



Murchison to keep the Trolley Barn collection in top shape and ready for the public's appreciation. The volunteer trolley operators continue to give up their weekends and holidays to keep the rolling stock operating. Thanks to all of the Trolley volunteers for this continuing important effort enjoyed so much by our Valley residents.



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 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 Bamburg, 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, Kitmenkin, 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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- 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, August 21st, 2008 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**

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An invitation to join

The CTRC strives to restore, maintain and operate the few surviv-
ing examples of our local rail history for the education and recrea-
tional 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 heri-
tage. 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 \$_____

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