



THE CLEARBOARD



Rod Diridon, President

<http://www.ctrcc.org>

Larry Murchison, Editor



SPECIAL EDITION

It has been fifteen years lacking a couple of days since the 2479 had its wheels under it. On October 28th the 2479 once again settled down on its wheels.



Starting on page 5 are more pictures

This is the result of a few dedicated, talented, and intelligent individuals who knew exactly what to do and when to do it so that this very large jigsaw puzzle went together as it should. If the 1923 builders of this locomotive could see the love and precision that was used to assemble the 2479 to this point they would be proud. Now the locomotive must be moved to another position at the fair grounds but this time the move will be using its own wheels instead of house moving equipment.

L. ROSS MURCHISON



CTRC BOARD MEETING MINUTES

Meeting was called to order at 3:15pm.

Attendance: Marv Bamburg, Rod Diridon, Sr., Meg Fitts, Mike Kotowski, Gene Martin, Ken Middlebrook, Denis Murchison, Larry Murchison, Bob Schneider, Jack Young, Charles Wynn and John Zielinski.

Minutes: (Diridon) that the minutes of the May 15, 2008 CTRC Board meeting be approved without correction.

Chair's Report: President Rod Diridon reported that Wells Fargo wants to come in to volunteer for a day. Wells Fargo will match whatever funds their volunteers donate. Bob Schneider is thinking of projects for them.



Wells Fargo Volunteers

Financial Report: Current account balances were shared with the board. It was still discussed why under Equipment & Facilities Fund, Tools and Equipment is a negative number. Also discussed were our assets of trolleys/trains etc. having value or no value (assets in collection). Alida will discuss with us what is best. Gene Martin asked if we carry things at collection as no value, can we still be covered in insurance. Rod said we need to talk to Tim Starbird. Rod also comments that we may need separate sheet for these issues; perhaps ask a Rotarian that is an appraiser for input. Mike Kotowski motioned for the financial report be approved, all approved.

Current Projects:

A. Trolley Barn/HSJ-VP Bob Schneider presented that operations failed to operate 3 days because both cars were down. Car 124's operation coil arced to ground, had to replace from "Fred's Stash." Cleaned up old coil and put on shelf as a spare. Two fuses blew; local friends gave us a replacement. They are rebuilding Line Breaker Switch to have as a spare. Bob is documenting the car's wiring. The car is

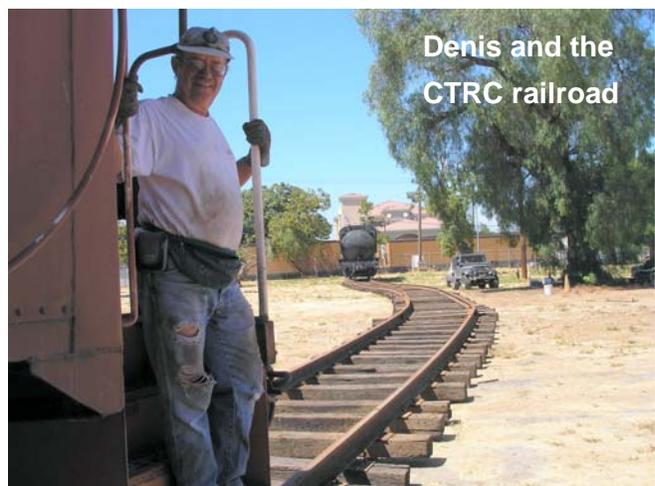
still set up to run on 750 volts which is causing some concern. Friends will soon be perhaps taking back car 124 for historic trolley loop downtown, reported by Rod. Concern arose because they can barely run on 1-2 cars now, can't imagine it down to one. As for Birney, unexplainable arcing in one controller. It was cleaned and serviced. The damaged nose panel was replaced. In response to the car issues, procedures how to handle future failures were established, more motormen training required. Discussion of communication needs improvement. Bob said cell phone is needed to have on operator/car for when incidents occur and can reach out to Park and Ranger and Barn.

a. For the recognition BBQ, volunteers will receive the following according to the hours worked: 500 hours gets a cap (four will be given out today), 1,000 hours receives a jacket (two people receive them today), 2,500 hours receive a polo shirt (three people recognized today), 5,000 hours is given a buckle (one given today to Mac Gaddis). Bob will replenish after the BBQ.

b. Melbourne car was given back to us. It has been re-sold and removal will occur by year end.

c. ARM Conference is in Colorado Springs in September (8-14), Gene Martin and Bob Schneider will be attending. Board approved reimbursement of attendees' expense.

B. Locomotives - VP Jack Young reported on the Locomotive's progress. Regarding SP 2479, total hours year to date was 3122 hours at the locomotive site. Highlights are 2479 Site move underway (Passenger cars repositioned-Tender and Caboose on the move. Locomotive re-cribbed,



(Continued on page 3)

(Continued from page 2)

new heavy cribbing; locomotive side sheets have been sealed; coupler pocket repair with new bushing and



Calking the side sheet

weld repair; side rods and journals were installed on drivers; letter to the FRA has been sent describing specific repairs on the boiler shell; and site clean up and maintenance of all vehicles done. Rod called Deputy Admin and Rod needs to call back and say that we have not heard from them and would like to develop a relationship. Rod mentioned thanks and that if we get to point for the move, the county will pay for the move. Ken mentioned needing rock and concrete pad to be at point where waiting for county to do their part. As for the Boiler welding, Board Okayed \$5,000 expended \$1,700, \$3,300 remaining. Fuel estimate burn rate is \$400/month during move (2 months) \$800. New ring for lead truck \$100, Electrical \$1,000, Misc. \$1,000, totaling \$6,200. As for 1215, we still owe a move, we need to push it back. For Little Buttercup, covering the tender is needed and Larry Murchison has cleaned the locomotive up a little bit to be nice and sparkly.



C. SCC Rail Museum – Ken Middlebrook met with Dennis Korabiak from the RDA and identified ten sites and discussed if suitable for location. One site was particularly exciting to be a good site opportunity. Rod mentioned we need Pierluigi’s support for site support (firefighter’s site). The next step is waiting for Dennis’s analysis of reviewed sites.

D. Happy Hollow Rail Electrification – Gene Martin reported that city council approved plans for extension (slam-dunk), it’s on consent calendar. Gene is trying to get a meeting set for Stacy Whitbeck and Mass Electric to discuss everything on the table so we know what things to get donated. Gene also reported of the meeting with AT&T Fri Aug 22, 2008 to the line resting on our wire



E. Volunteers Report – VP of Volunteers, Ken Middlebrook reported that a sense of things are happening with all this moving. It is giving a buzz of awareness and sense of accomplishment along with some publicity opportunities. Volunteers have been working really hard on all the moving and lines extension and trolley work. Lots of thanks go to them.

New Business

A. Acquisitions – Gaddis-None planned. Millbrae wants new historical trolley and wants us to rebuild them for them, we need more volunteers.

B. Historic Heritage Commission/Grant Applications – Gene Martin and Jack Young and Rod reported that there will be no grants this year, but hopefully HHC next year. Mike reported the SP2479 would eligible for historic destination status, as for National register, Mike has to check. SP2479 is not eligible for National Transit, he will try Smithsonian.

C. Fundraising Efforts – none occurring at this time, Gene Martin sold the Model train for \$800, great work Gene.

Next Meeting – The next CTRC Board Meeting will be November 20, 2008 at 8am and the Meeting was adjourned at 4:45pm.

Respectfully Submitted:

Meg Fitts



LOCOMOTIVE NEWS

By Jack Young

I have to start off by saying that the steam crew never ceases to amaze me –

In August the locomotive group was notified that the land currently occupied by Locomotive 2479 and all associate equipment be moved from the current site to the west next to the Healy Avenue side of the area.

In the past 3 months the steam crew working 3 to 4 days a week and on Saturday's has moved all of the round house material except for the turn table, water tower, and water tower stand which will be move later by a heavy hauler . The crew has moved the tender and both passenger cars to the southwest corner of the property. A new site plan has been developed for the shop and storage containers.

The BIG NEWS is that during all this activity to prepare to move to a new site, the steam crew continued to prepare Locomotive 2479 for re-wheeling. The spring rigging was installed. The boiler waste sheet has been installed. The front coupler pocket was weld and bored to accept a new bushing. A boiler fitter from Bay City boiler was contracted to weld 5 small areas on the boiler to bring them up to the nominal thickness, paper work has been submitted to the FRA for the repairs.

On October 25, 2008 almost 15 years to the date the steam crew started the process of jacking and cribbing the locomotive to accept the drivers. The crew also moved Locomotive SP1215 back about 40 feet in its final position next to SP1215. Again a special thanks to A Tool Shed for the loan of 2 large fork lifts and a compressor.

On October 26, 2008 the steam crew rolled the main drivers, lead truck and trailing truck under the locomotive. Work will continue to lower the locomotive back down on the drivers. Once the locomotive is on its wheels it will be move to the west side.

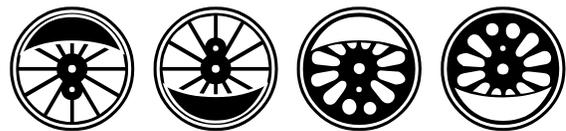
TRAIN INDICATOR NUMBERS ARE RETURNED

By Ken Middlebrook

After a 40 plus year absence, locomotive 2479's train indicator glass and stencils have been returned to facilitate the restoration project. Bob



Mangles, currently residing in Utah, removed the items as part of abbreviated attempt to restore 2479 at the fairgrounds. Several collectible items, such as gauges, headlight, and marker lamps were removed off the locomotive during this period and have been lost or forgotten. In mid July, Bob contacted CTCR through San Jose historian Henry Bender about the safe return of the glass and stencils. Arrangements were made to have Martin Soholt, an Amtrak dinning car employee and mutual friend, to hand carry the items back to San Jose. On Tuesday, July 29, Henry met the northbound Coast Starlight at the San Jose Depot and received the package from Martin. Received in good condition, the glass and stencils had been carefully wrapped with a San Jose News paper dated September 19, 1964. Thank you to Bob Mangles for preserving this part of 2479's history.



On October 27 and 28, 2008 the locomotive was lowered in one-half inch increments until it rested in place. Yet to be completed in this task is to install the wedges and the binders.

Again I would like to thank the steam team for all the effort.





The 1215 moved to its new location



What the 2479 will look like when we are through with it



Originally, removal of the wheels were to facilitate a "simple" re-profiling of the drivers. However upon removal and inspection, this task expanded to become a time-consuming effort to rebuild or replace EVERY subcomponent of the wheel assemblies.

Just some of the effort included: Pilot truck – re-profile the wheels (off-site) , re-babbitt, rebuild of centering mechanism, realign frame and journal pedestals, new pins and bushings; Trailing Truck – re-profile wheels (off-site), re-bore and re-weld frame casting (offsite), journals re-machined; Drivers (offsite) – re-profile tires, new babbitt , resurfaced journals, new shoes and wedges; Brake System – re-boring of holes, new pins and bushings., new shoes, rebuilt air cylinders; Equalizing system – new springs, reborings of holes, new pins and bushings; and Locomotive Frame – repair of cracks, new pedestal jaw wear plates.

As a result, locomotive 2479's re-wheeling represents closure to countless number of sub-assembly tasks endured over the last 15 years, activity facilitated by dedicated volunteers and generous supporters. Congratulations to all!

Now sit quietly for a while and savor being so delightfully ambushed by the beauty of the wheels rolling under the 2479..



Working under the locomotive



The shoes in place

THE FIRST PICTURES ON THE PREVIOUS PAGE WERE THE LAST PICTURES ON PAGE 8 WERE



Preparing to lift the locomotive



Air compressor supplied by A-Tool Shed



Pulling the wheels toward the locomotive



Wheel movement conference



Just about ready to lower into position, but first...



...the trailing truck needs to be moved into position

US PAGE WERE TAKEN ON OCT. 27TH
E TAKEN ON OCT 29TH.



Showing the extensive cribbing required to lift the 2479



Aligning the frame with the rails



Some adjustments are always needed



Journals aligned with the pedestals



Lowering onto the wheels



John Blaine in a tight spot in the leading truck



2479 on its wheels after fifteen years



Side locomotive supports supplied by Kelly Brothers have been removed

Front cross-beam support removed



From Bob Schneider

Happy Hollow Line Electrification: The final details are coming together: final drawings from Hatch Mott MacDonald, insurance documentation from Stacey & Witbeck and resolution of the ADA items with the city. A second review of the new “Book of Rules” was held with all motormen on 10/11.

Car 124: We are going to re-cane all bad seats at one time starting this coming weekend. The job typically takes a week: installation of the new caning takes about an hour per seat, 4 coats of varnish are applied and each coat takes 24 hours to dry, then reinstallation takes another morning. No loss of service with this car is anticipated.

Flood Plain clean-up: We cleaned up 27 drums of tie plates 2 weeks ahead of the city’s target date. The parts were placed there many years ago by CTCR. They will be placed in the Melbourne car spot behind the fence.

Melbourne car body: The new owner has cleaned out loose items and cut the car in half. On 10/10 the two halves were lifted out of the fenced in area by crane and set on trailers. The two halves will be used



as part time cottages by the two brothers that bought the hulk. Some might think this is the wrong use, but the body is just an empty shell. In the 1980s CTCR

bought two cars. One was restored and resides at the VTA Facility. The other served as a source of spare parts so it is completely stripped. This completes our effort to remove 3 unneeded, large items in and around the Trolley Barn. It will also allow us to store our track materials out of sight and easy reach by thieves. After all the work is done, the area around the Trolley Barn will be more pleasing to neighbors and visitors as it will no longer look like a storage yard.

Steam Locomotive Work: The 2479 team will move engine 1215 southward on 10/18 to complete their effort to store this equipment with a minimal footprint. We have transferred 200 gallons of fuel from LBC’s tender to 55 gallon drums. The fuel is destined for the folks at Niles Canyon.

Bean Orchard Sprayer: The engine and components



have been painted and installed. The tank has been re-finished, assembled and mounted. The engine cover is ready to install. The job is almost done.

1928 Chimney Sweep Truck: Sanding is progressing and some engine work is in progress.

Helping Others: The Print Shop handicap ramp has been completed. The job was done at no cost using used donated materials. The walk support structure was pretty rotten. Rob VanHart spearheaded this effort.

by Bob Boehm

On June 13th, 2008, Southern Pacific Locomotive Engineer (Retired) Gene O'Lague visited the 2479. He walked slowly around the engine and looked carefully at what he saw in front of him. Then he walked over to the tender and took a good look at that too. He didn't say too much at first: just looked everything up and down.

I had been telling Gene about the progress on the engine over the years whenever I saw him at Roaring Camp where he has been running the Big Trees & Pacific trains down the grade into Santa Cruz since his retirement from the SP in 1986. I worked with him as a Conductor on the Big Trees between 1988 and 1992. This is a guy who never misses a thing. He trained me (and has trained many others since) in the finer arts of railroading. "Always look back," he warned me whenever I had the chance to ride shotgun with him, "especially when the track is curving toward your side of the train." He expected me to verbally confirm that all the cars were rolling smoothly, a good sign that all of their wheels were still on the rails. At crossings, a verbal "clear" was also required. During switching, brakemen on the ground were expected to maintain eye contact with the engineer in the cab: "Radios are no substitute for eye contact," he would explain.

O'Lague is an experienced hand on locomotive and train braking: after 40+ years on the SP, why not? Gene hired onto the SP in 1944 after working on some smaller lines in the Pacific Northwest. Up there he saw a steam engine turn on its side after being rammed by a string of cars being shoved onto the main from around a curve. "The boiler didn't blow," he says, "but escaping steam from a broken steam line dug a hole in the ground about 6 foot deep." The 3.5% grade between Felton and Santa Cruz doesn't present a problem for O'Lague these days. He barely seems to touch the brake handles on the descent yet the trains feels completely under control. "Better a velvet glove than an iron claw," he says, referring to his light touch on the brake levers.

O'Lague worked as an engine hostler at the San Jose roundhouse in the 1950's. He also spent several years running a steam switcher (just like #1215) around the College Park yard in Santa Clara. The majority of his working years were spent running out

of Watsonville Junction, but he worked all over the SP system at various times. He especially enjoyed his runs to Monterey as engineer on the Del Monte passenger trains.

Gene ran commuter trains from San Francisco to San Jose for a while. "They were diesels," he said gloomily. He is sorry he missed out on running steam on the commutes. He was running a diesel powered train south from the city past the SF airport during the installation of fuel piping there. A track side crane lifted a long length of pipe which immediately began swinging in an arc toward the main line. Gene big-holed the brakes, but the speeding train kept rolling. He says, "the end of the pipe pierced through the wall of the second coach and decapitated a passenger." This is not one of his happier memories but remains an unforgettable part of his immense experience.

After looking the 2479 over, Gene turned toward the turntable stored off to the side of our site. "I rolled over that table many a time when I was a hostler," he said. "We brought the engines up and refilled them with sand and water. Then we turned them on the table to line them up on the outbound track again. The SP had a man stationed there whose only job was to turn that table."

Gene O'Lague currently lives in Mount Airy, North Carolina (near Charlotte) but he comes back to California every summer to work the Big Trees. In his early 80's, Gene wonders how many more years he can run. His buddies Neal Vodden and Charlie Hoyle are gone now. Every ride through the Santa Cruz yard brings him memories of men and years gone by. When the UP train to Davenport rolls by, Gene hails the crew of that train by radio and exchanges a few rail-roader jokes with whom-

ever is on the other end of the radio signal. Watching this routine, I just have to shake my head thinking of all of the years of experience behind those terse phrases: "Looks like you brought the whole damn yard with you," Gene jokes. The UP hoghead laughs in agreement as his train heads north along some of the most scenic trackage on the system. "We might not have time to stop and go fishing today," he answers.

After his inspection of the 2479, Gene gives the project his blessing. "Keep me updated on the progress," he says. O'Lague is always looking for another engine to run.



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 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.

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**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 Maintenance: Denis Murchison <dmurch@charter.net>

Equipment Maintenance: John Zielinski <2zielinski@att.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: Bob Schneider: <schneiderri@att.net>

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 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, November 16th, 2008 at 3:00pm at the History San Jose Pacific Hotel first floor conference room.



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Like yourself, we are individuals with different backgrounds, talents,
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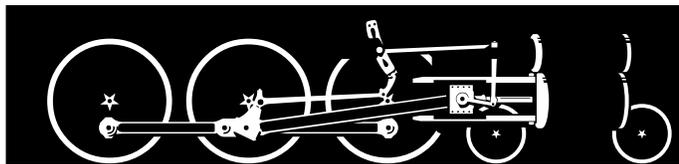
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