

THE CLEARBOARD



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



Directions

Founder/President Rod Diridon, Sr.

Annual Board Meeting and Volunteer Recognition

BBQ: The traditional August date for our 35th corporate board meeting and volunteer **recognition BBQ** has been **rescheduled** to **Thursday October 19** to accommodate the schedule

of our good friends and great cooks, the retired county firefighters. Please capture that change and plan to attend the event on the new date. The board meeting, open to the public, will convene at 3:00 PM in the History San Jose Pacific Hotel conference room and the BBQ gathering will begin at about 5:00 PM in the open area adjacent to our Locomotive 1215 display. We'll enjoy greetings from our elected champions, be serenaded by the Singing Conductors again lead by Bob Boehm, honor our wonderful volunteers especially those



(Continued on page 5)

The 2479 valve rings have created many unexpected “opportunities”. Plan was to have all valve work completed by the end of June 2017. Work will probably not be completed until late August 2017

Manufacturing four cast iron valve rings for the fireman’s side valve has been this past quarter’s main task. Machining these rings was no simple task. Each ring required between 8 and 10 hours of machine time to produce a finished product. Each ring had to be test fit in its position in its respective valve bushing before assembling the steam distribution valve.

The valve consists of a rod on which the following components are mounted: follower (or end cap), valve ring, bull ring, valve ring, valve body, valve ring, bull ring, valve ring, a follower and finally a large nut. *See image below.*



With the valve assembled it was noted that two valve rings at one end would not freely collapse or expand. After studying the problem, it was determined that the outer lip of the associated bull ring was preventing ring movement. The surface of the bull ring that within which the ring sits is in the form of a stick figure “J”. The small vertical stick of the “J” was locking the ring in place. The bull ring was mounted on a lathe and a very small amount of material was removed from this lip on each side. The valve assembly was again assembled. Rings now moved freely.

One more issue remains to be corrected. The front to rear ring spacing is 1/8" shorter than calculations require. This has been known for some time. A 1/8 inch shim is needed between the valve body and the ring to correct the spacing.

The last area of 2479’s firebox wrapper sheet that does not meet minimum standards is under repair. One layer of weld has been applied. The area must now be ground flat and ultra-sonic measurements taken to determine if additional weld is required.

With the locomotive exposed to weather, there is always work needing to be done again. Presently the main, side rods and various valve linkage components are being spot cleaned and paint applied.

SP-1215’s engineer’s side windows are exposed to extreme heat and rain. Every 3 or 4 years these windows require repairs because of this exposure. One window has been completely rebuilt. The remaining windows and components for the engineer’s side are being sanded, primed and fresh paint applied.

From Bob Schneider.

BIRNEY BRAKE SYSTEM: A few months ago we opened the Birney's brake cylinder to inspect and lube it. It has been 15+ years since this was last done and the piston was modified so opening it was more difficult due to an internal pre-loaded spring. The hardware looked good so we wiped brake grease all over and reassembled everything.

Several weeks later we went back to make a small improvement. What we discovered was that the brake adjustment turnbuckle had bent. We spent several hours straightening the bent part. The following week we examined the hardware and found it bent once again.



At the moment the Birney is "RED TAGGED" (do not operate).

With some engineering help from Dave Johnston at WRM we have learned that the turnbuckle is too small for our braking system.

While testing the brakes we noticed 7 psi difference between the car's two pressure gauges. Bill Traill just happens to have a tester



that accurately measures the gauges as well as tools to reset the needle. The unit converts dead weight to mineral oil pressure.

In the meantime we have developed a technique for operating Car 124 with only one crewman. The key is to operate on very low attendance days on the inside line.

7/22 UPDATE: The Birney has NO BRAKES. Part of the linkage has been removed. John Hansen returned the car to its track using very careful application of controller power and hands on the reverse motor switch should it be needed. It's OK if you know your car and tracks and have tried the technique a few times.

More to come.

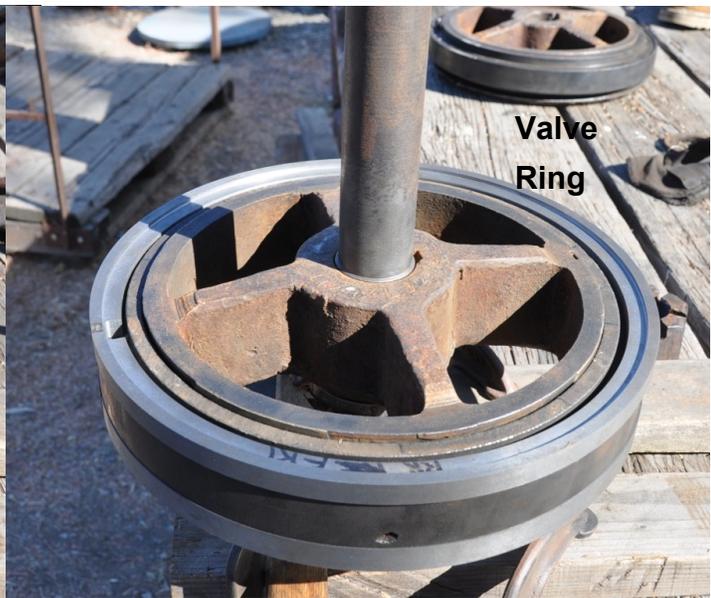
LOW ATTENDANCE: For the past quarter 8 out of 26 shifts were planned with no trolley operations. The key reasons are (1) customer events that didn't work well with trolleys (2) customers that specifically asked for no trolleys.

FATHERS DAY: This is our favorite event because we can operate all of our equipment, especially the Horse Car. The horse owner, with our agreement, decided two days before to cancel due to high temperatures. It turns out that they hit 103F. Our team showed up anyway, but attendance was much lower than prior years.

MODIFIED HISTORIC TRANSPORTATION EXPERIENCE: During the summer we are participating in 4 HTEs in support of the Education Department. Attendees are from local YMCA Summer Camp groups.

STEAM DISTRIBUTION VALVE ASSEMBLY

4



(Continued from page 1)

who have reached longevity benchmarks, and enjoy the sumptuous firefighters' BBQ with food service expected at about 5:30 PM. Remember to have your volunteer hours up to date with Bob and John. Thanks again for all each of you do for the residents of our Valley.

CTRC Steam Railroad Museum: Many of us have been working on this task since the mid 1980s with great progress on locomotive 2479 and a fine collection of rolling stock accumulated but no museum site. We've come close with several locations but still have no commitments, though are apparently close again with the site on the south edge of the airport clear zone known as the Guadalupe River Park Conservancy. CTRC Vice President and Museum Project Chair Marv Bamburg has expanded his committee to include several specialist as the plans become more firm. These professional planners and railroad, civil and structural engineers are preparing a package that can be approved by the San Jose Public Works Department and be the basis upon which bids might be received. We have letters of support from the Guadalupe River Parks Conservancy Board and others, and personal declarations of support from Mayor Liccardo, Councilmember Peralez, and County Board of Supervisors President Cortese and Supervisor Chavez who was also chair of VTA. Until we have the final engineering plans upon which a cost can be based we wont be able to obtain firm commitments but we are progressing...painfully slowly. We are all frustrated with the rate of progress but will continue to push as fast as our support base allows. Thanks especially to Chair Bamburg and his committee for maturing a fine plan. We will keep you informed during the next pivotal six months.

Locomotive 2479 Restoration and the Trolley Program: Trolley Department Vice President Bob Schneider and Locomotive Department Vice President John Ezovski will cover the many successes of their programs in their columns with detail on the web site. The Trolley Department is clicking along wonderfully with a full complement of trained volunteer operators on well maintained equipment. The public feed-back is universally ecstatic.

Re the Locomotive Department, note that we do have a professionally prepared grant proposal for the remaining \$270,000 needed to finish the 2479 project. Though we've been turned down by our first prospect, we'll be pursuing others with a convincing package. In the interim, we have about half of the County's \$50,000 locomotive grant remaining which will keep us is nuts and bolts for a short time. Thanks to John and his hard-working locomotive folks for stretching every dollar and moving the project forward.

Broader Communications: Communications Vice Presidents Larry Murchison and Rick Kitson are expanding our image in the community. That stronger public presence is needed to be successful with our grant requests but is also helpful in attracting volunteers. Systems to improve our web site and expand our support list and media communications will be discussed during the October annual meeting. Please join us for that important 10/19 session and the following BBQ!

CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors Quarterly Meeting

May 18, 2017

MINUTES

- I. CALL TO ORDER:** The meeting was called to order by President Rod Diridon, Sr. at 8:05 a.m., at the Pacific Hotel Conference Room, History San Jose Park, 635 Phelan Avenue, San Jose, California.

Attendance: Cindy Atmore, Marv Bamberg, Alida Bray, Rod Diridon, Sr., John Ezovski, Mike Kotowski, Ken Middlebrook, Larry Murchison, Brian O'Halloran, Steven Pyle, Bob Schneider, and Lynda Ramirez Jones.

- II. APPROVAL OF MINUTES (2/16/17)** - By consensus, the minutes of February 16, 2017, were approved as written.

III. PRESIDENT'S REPORT (Updated as Items are Discussed)

A. Diridon reported that the Museum Committee has held a couple of study sessions on the museum project. The Committee is adding engineering talent to work on the design of the facility in an engineering-appropriate way acceptable to the City of San Jose and to prepare a budget for the costs of the project. Engineers interested in working on the design include Lee Abrams, Regional General Manager from Hatch Mott, and participants from CH2M, HNTB, and Parsons Brinckerhoff.

Diridon announced that Jonathan Seager of Pacific Gas & Electric (PG&E) Company expressed interest in participating on this project and serving on the Board.

A motion was made, seconded (Ezovski/Bamberg), and unanimously carried to approve Seager as new CTRC Board member; ask him to submit a resume; appoint him to the CTRC Museum Committee; and ask him for a letter of support for the museum project from PG&E.

B. Diridon announced that the anonymous potential donor for the funds to complete Locomotive #2479 is no longer interested in participating in this project. He commented that the objective for the next year is to raise \$270,000.00 funding to complete this project.

IV. FINANCIAL REPORTS

A. Profit & Loss, Balance Sheets - Treasurer Pyle presented the financial reports ending April 30, 2017, noting the \$50,000.00 County of Santa Clara grant has a \$37,798.00 balance remaining.

A motion was made, seconded (Bamberg/Ezovski), and unanimously carried to accept the financial reports as presented.

B. Endowment Fund - Eric Heckman was unable to attend the meeting, and submitted a report, which Pyle presented to the Board, indicating a balance of \$319,000. in the fund.

(Continued on page 7)

(Continued from page 6)

Diridon reported that CTRC's General Liability insurance has been renewed for May 21, 2017-May 2018 in the amount of \$4,979.

Responding to a question from Bamburg, Diridon said that volunteers who work at the SCCO Fairgrounds restoration site are covered by the County of Santa Clara insurance.

Middlebrook asked if CTRC would be taxed for gains on the endowment fund. Pyle is to research this issue and report at next Board meeting.

C. Approve Budget for FY 2017/2018 - A motion was made, seconded (Bamburg/O'Halloran), and unanimously passed to approve CTRC's budget for FY 2017-18 in the amount of \$20,400.00.

V. COMMITTEE REPORTS

A. Communications - No report.

IV. CURRENT PROJECTS

A. Trolley Barn - Schneider distributed a report regarding the Barn's activities.

Schneider requested a motion to approve expenses for two persons to attend the Heritage Rail Alliance (formerly the Association of Tourist Railroads & Railway Museums) Conference to be held October 3-7, 2017. No action was necessary as the item was just approved in the budget for FY 2017-18.

B. Locomotive 2479, Diesel, Et Al - Ezovski distributed a report regarding the restoration site's activities..

He reported that \$13,202.31 of the \$50,000.00 grant from the County of Santa Clara has been spent, and he expects to spend about \$20,000.00 on the bronze for the Locomotive #2479 pistons.

Ezovski displayed what a valve ring looks like, noting that four rings are need for each side of the locomotive.

He commented that if sufficient funding is not obtained soon, this project could fail.

Ezovski reported on the status of his health, and expressed a need for someone else to come in and finish the project.

Diridon asked the Communications Committee to recruit for new volunteers.

C. SCC Rail Museum - Diridon addressed this subject earlier in the meeting. Bamburg stated he would be submitting written reports to the Board henceforth. He is forming a committee of engineers for this project - engineers who will be working on a feasibility plan that has sustainability. He has a good topography of the area where the museum would be built, and Helmer is making progress with gathering additional information.

(Continued on page 8)

(Continued from page 7)

D. Kelley Park Rail Stops - Benches and Signage - Diridon reported earlier that the holes need to be dug before Albanese can prepare the concrete work for the poles.

Jones suggested asking the Building Trades to dig the holes. Diridon is to contact Josue Garcia about donating the work.

E. Archival of CTRC Files - Middlebrook and Ezovski working on gathering the railroad files.

F. Acquisitions (Standing Item) - Diridon stated that at one time, the McCloud Railroad was one of the well-established railroad stations in California. It is now being scrapped, bit by bit. Items available include a little locomotive and a diesel, and about 30 old railroad cars. They're going to be sold for scrap. If group is interested, now is the time to look into it.

Ezovski responded there is no place to put any additional rail cars acquired; there is lots to do now; and the cars would have no use if they have been continually impacted by snow the past 40 years.

Diridon to take photos on his next trip to McCloud.

F. Fundraising/Grants - Diridon announced that fundraising is beginning for sponsorships of the CTRC Annual Volunteer Recognition BBQ.

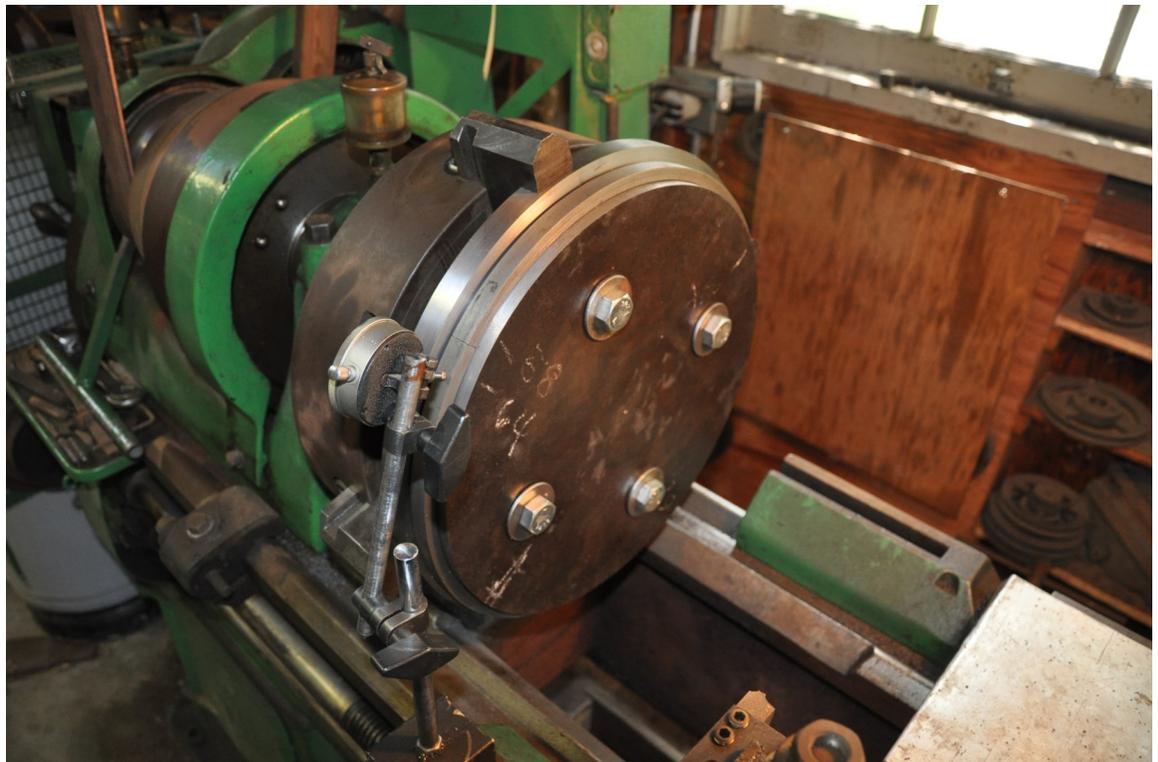
VI. NEW BUSINESS - Atmore suggested preparing a flyer, pamphlet or event for recruiting CTRC volunteers. She is to partner with Ezovski to determine needs for Locomotive #2479; and Diridon to set up an orientation for new volunteers. Atmore is to prepare draft for recruitment and send to Diridon for review and comment.

VII. ADJOURNMENT - The meeting was adjourned at 9:25 a.m. to the next meeting **(Annual Meeting) at 3:00 p.m.** meeting on **Thursday, October 19, 2017**, Pacific Hotel Conference Room, 635 Phelan Avenue, San Jose, followed by the Annual Volunteer Recognition BBQ, 5:30 p.m., at History San Jose Park.

Respectfully submitted,

Lynda Ramirez Jones

**Ring
Machining
setup**



Information

Membership Meetings: First Saturday of each month at 10:00am at 2479 Healey Avenue, San Jose, the locomotive restoration site doublewide trailer.

Work Schedule: Saturday 8:30 to 3:30.

CTRC Office: 1650 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.

CTCRC's Tax ID Number is 94-2834764

MISSION STATEMENT

The mission of the California Trolley and Railroad Corporation (CTRC) is to restore and promote the legacy of rail transportation in the Santa Clara Valley.

CTRC BOARD OF DIRECTORS

Rod Diridon, Sr, **President.** The **Executive Committee** is: Mike Kotowski, Administrative VP, Marvin Bamberg, VP Design; Phyllis Perez-Sorenson VP Grants; Ken Middlebrook, VP Volunteers; Larry Murchison & Rick Kitson, VP Communications; Bob Schneider, VP Trolleys; Jack Young & John Ezovski VPs Locomotive; Treasurer; David Sylvia, Corp Secretary/Attorney; Steven Pyle, Treasurer. **Board Members** are Cindy Atmore, Linda Esquivel, Jim Helmer, Bob Kieve; Art Lloyd, Joel Maniaci, Denis Murchison, Brian O'Halloran, Charles Wynn. **Ex-Officio Members** are Alida Bray, Nuria Fernandez, Josue Garcia.



CTRC Staff:

President: Rod Diridon, Sr <rjdiridon@comcast.net>

President Emeritus: David Ginsborg <dave@ginsborg.org>

First Vice President: Mike Kotowski

VP Design: Marv Bamberg

VP Volunteers: Ken Middlebrook <kamiddlebrook@comcast.net>

VP Communications: Larry Murchison <larrymurchison@comcast.net> & Rick Kitson <rickk@cupertino.org>

VP Grants: Phyllis Perez Sorenson

VP Motive Power: John Ezovski and Jack Young

VP Trolley Barn: Bob Schneider <schneiderri@att.net>

Corporation Secretary/Attorney: David Sylvia

Technical Assistance: Art Randall <arandall@earthlink.net>

Treasurer: Steven Pyle <steve@cpasllp.com>

Equipment Maintenance: John Zielinski <johnz2@sbcglobal.net>

Time Keeper: Larry Murchison <larrymurchison@comcast.net>

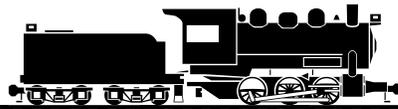
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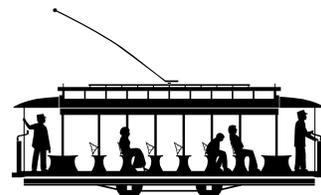
Editor: Larry Murchison <larrymurchison@comcast.net>

COMING EVENTS

► Remember the Saturday workdays. Check with John Ezovski at EzovskiJohn@aol.com for other work schedules including the 1215 beautification. All very important events. See you there.



► The next CTCRC board meeting will be **Thursday, October 19 at 3:00pm** in the History San Jose Pacific Hotel first floor conference room. BBQ after.



California Trolley & Railroad Corporation

CTRC, c/o MTI 210 N Fourth Street,
4th Floor, San Jose, CA 95112

Restoring Your Transportation Past

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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. \$ _____

Name: _____ Total \$ _____

Address: _____

Phone: _____

E-mail address: _____

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)