



SP 2479 DIARY

Compiled by Larry Murchison 2022

THE LOCOMOTIVE

Built by Baldwin Locomotive Works.

Built: October 18th, 1923

Build Number: 57228

Type: Pacific

Class: P-10

Sub-class: 3

Wheel Arrangement: 4-6-2

THE TENDER

Built by Baldwin Locomotive works.

Built: 1926

Class: 120-C-8

Fuel Type: Oil

Capacity Fuel: 4,000 Gal

Capacity Water: 12,000 Gal

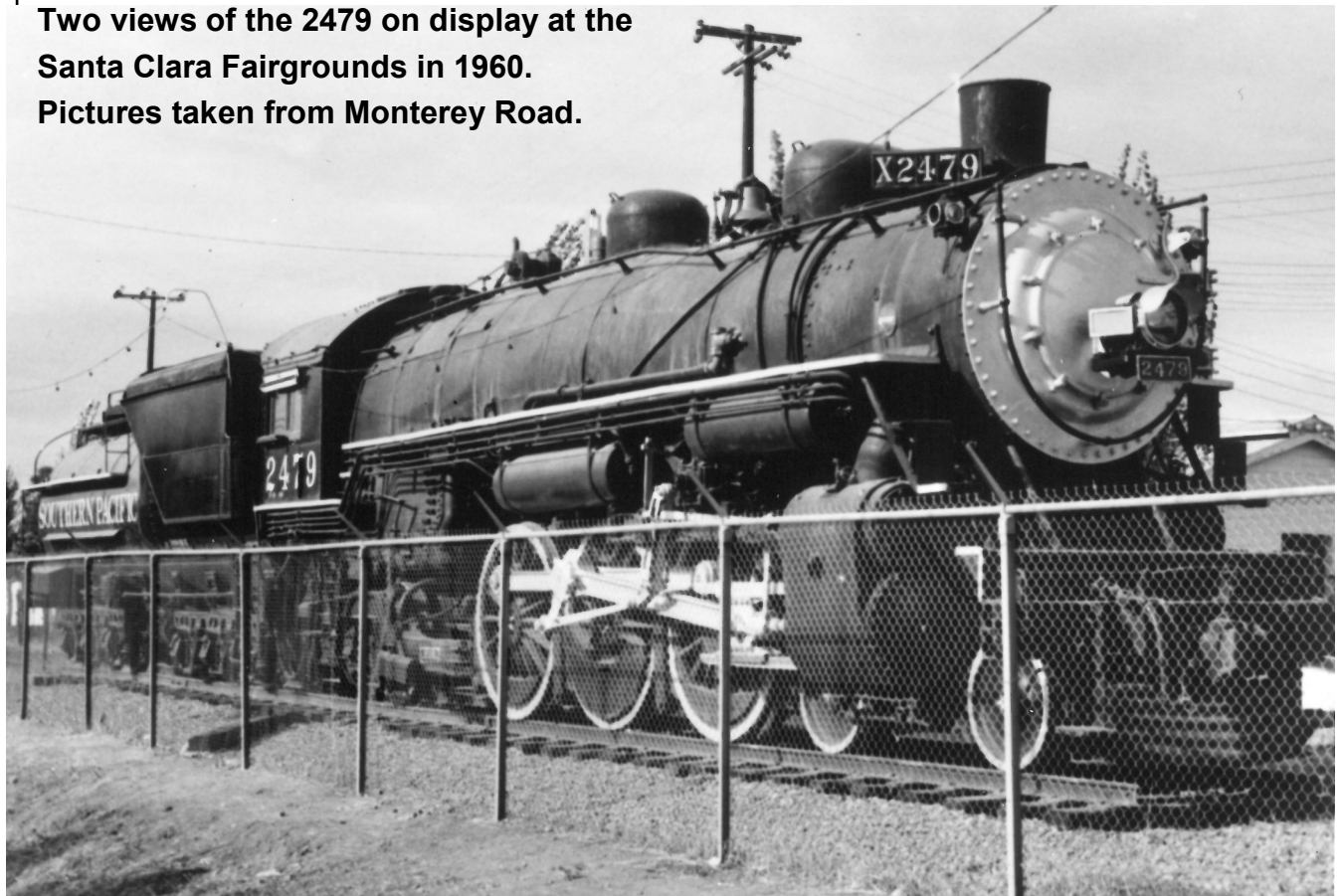
2479 at Bayshore yard dead line





560705 Donated to County of Santa Clara

**Two views of the 2479 on display at the
Santa Clara Fairgrounds in 1960.
Pictures taken from Monterey Road.**





Listings are arranged chronology by year, month, and day.

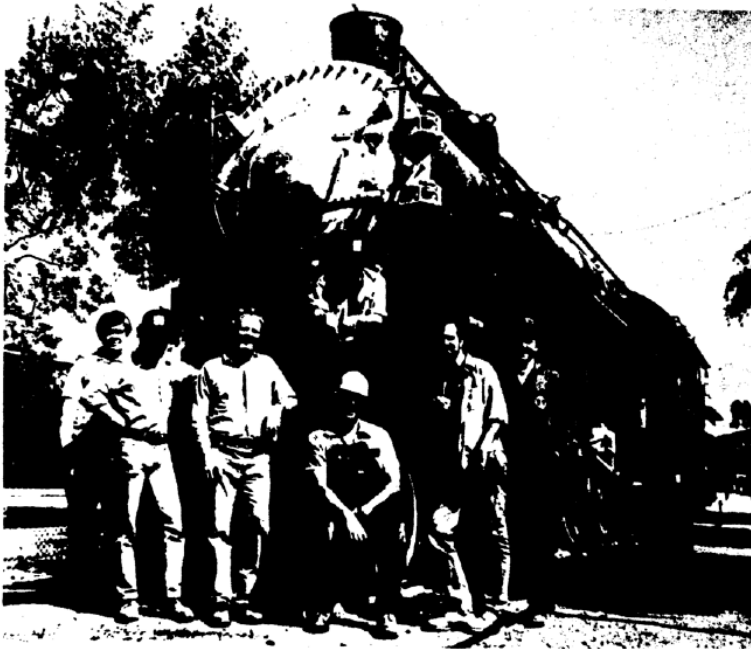
1982

820401 Santa Clara Valley Railroad Association formed.

821219 Locomotive inspection performed. "It can easily be restored to operating condition and serve many years..."

Members are: Chuck Aldrich, Larry Ingold, Clifford Luscher, Dave Nelson, & Mike Norton.

Detail of the first newsletter.



PROJECT "2479" - LOOKIN' GOOD

Recent work session produced the above cluster of locomotive experts???
L-R JIM WEST, FRANK JACOBI, GENE MARTIN, EDDIE CHASE (top) LARRY INGOLD
(bottom) DAVE NELSON AND MIKE KOTOWSKI

1983

830217 Boiler inspection by Bay City Boiler.

830625 First work day.



8308010 First newsletter published: The Clearboard (unknown editor)

Pictured on page one are Jim Wood, Frank Jacobi, Gene Martin, Eddie Chase, Larry Ingold, (who was vice president) Dave Nelson, and Mike Kotowski (who was referred to as "The Pollock.") *Clearboard spelling.*

830820 Last work day of 1983.

SP had used redwood plugs in places where the flues were removed.

1984

840723 Santa Clara County Fair display. Made \$500 and gained 14 new members.

1985

850100 The fairgrounds was planning a sports arena near the locomotive.

Would have to move the locomotive.

850200 Sports arena's uncertainty causes work delays.

Bill Manley to lead rebuilding the wood parts of the cab including a hardwood floor

Window frames are included in the project.

The 2479 whistle was on the 4449 for it's trip east.

850311 General meeting was held upstairs at 1659 Scotts Blvd at 8:00pm.

850400 Mechanical committee consisted of Larry Ingold, Ken Middlebrook, and Chris Allen.

Safety rules were created.

Work was stopped because of a \$500,000 liability insurance policy requirement by the county.

1986

860400 Liability insurance problem solved with insurance through the fair board.

860500 Ken Middlebrook volunteered to keep track of hours, an insurance requirement.

Larry Ingold is the master mechanic and Ken Middlebrook is his assistant.

Time to reorganize and re-elect the board.

860709 Finally got insurance for the volunteers after a 19 month delay.

Bob Boehm wrote a song and played it at the board meeting.

860725 Santa Clara County Fair display. Made \$600 and one new member.

Board meetings were at the Lyon's restaurant on El Camino and San Thomas.

860900 Still looking for containers to store parts.

861200 Actual restoration begins.

1987

870724 Santa Clara County Fair display. \$125 in donations.

1989

890501 Asbestos removed by Asbestos Control Group, Inc.

890700 The board consisted of:

President:	Chuck Aldrich	Scheduling and Operations:	Ken Middlebrook
Vice President:	Mike Kotowski	Historian:	George Craven
Secretary:	Gene Martin	Chief Mechanical Officer:	C. W. Craven
Treasurer:	Bill Poor		

890700 San Jose Mercury News published an article about the 2479.



1990

900600 The board consisted of:

Chairman:	Rod Diridon
President:	Chuck Aldrich
Sr Vice President:	Mike Kotowski
Secretary:	Gene Martin
Treasurer:	Bill Poor
VP Events:	Ted Johnson
VP Planning:	Gary Ross
VP Operations:	Ken Middlebrook
Chief Mechanical Officer:	C W Craven
Historian:	George Craven

900600 "Report on the condition of..." by Sierra Railroad Co. of CA.

900700 Rod Diridon, Santa County Supervisor, was named Chairman of the Board.

900700 FMC Corp. donates an electrical air compressor.

900726 Santa Clara County Fair display.

901022 Rod suggested to SP to allow SCC to "...retain use of the trackage in a manner acceptable to SP"

901200 Preparations made for moving the locomotive about 200 feet.

901200 Gene Martin, with the help of Marv Bamberg, prepared a scale model of the proposed Depot.

901200 Jack Young's company Ultron has donated a 12" by 36" lathe.

901211 Chuck request from FMC (Food Machinery Corp) "...all railroad related equipment and tools..."

901215 Saturday at 12 noon the 2479 was moved for the first time in 27 years. The tow pintle on the tugging grader broke and the cable snapped back denting the tender.

1991

910000 Terry Johnson is the Clearboard editor.

910119 Began removing superheater elements.





910215 SCVRRRA attended to California Railroad Museum's Railfair.
910300 Large container donated by Instant Storage.
910928 Cab removed.



911025 The Santa Clara County Fair Board approved the family fair park as a permanent site for the railroad.museum.
911030 We got the dual-wide trailer.





911215 The tender was separated from the locomotive.

911220 The board consisted of the same as before. Additional members listed are:

Jack Young	Terry Johnson	Bob Paddleford	Mike Demma
Bill Jump	Les Gallahorn	Theodore Johnson	Jo Hunt
Jim Hunt	Jim Hayes	Charles Winn	Randy Pawell
Troed Johnson			

910725 Santa Clara County Fair display. \$2,156 from donations and sales. 2479 whistle drew people.

910805 first annual picnic at Oak Meadow Park in Los Gatos.

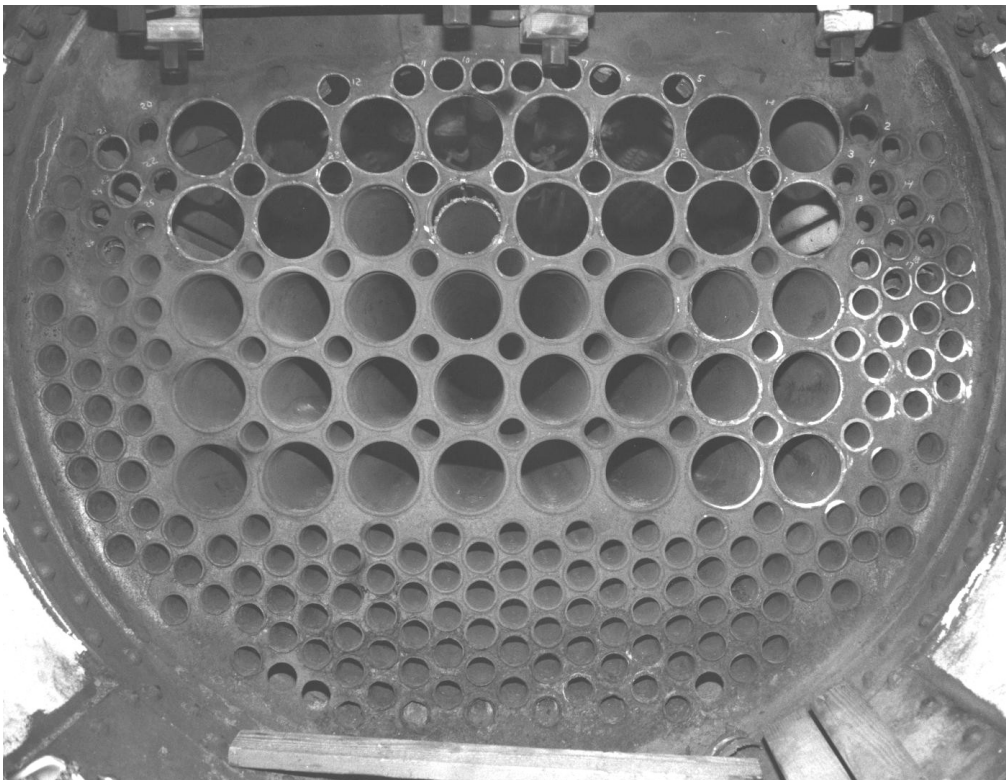
910900 New member listing. (First time this has occurred in any document.)

Meryl Amos	Karl Auerbach	Phillip Barsotti	Peter Baumgartner	
Kurt Blackburn	Larry Blaich	Don Connelly	David Campen	
Peter Christy	Richard Croll	A. W. Dalcher	Dean Durbin	
Christopher Jones	John Kaczynski	Jerry Lane	John Allen Lee	
Ralph Leroy Jr.	Gary Loitz	Derek Lyon	Lanny Mitchell	Ted
Powers	Arthur Randall	Steve Schramko	Clark Simm	
Peter Skoda	Lee Westfall	Jack Yahasz		

911000 Santa Clara County Historical Commission grant of \$9,000.

1992

920222 All tubes and flue were removed.



920300 PLA starts dismantling 2467.

920300 Dead rodent removed from oil bunker.

920222 The last of the boiler tubes was removed.



920224 Started cleaning inside of boiler.

920400 Santa Clara County Historical Commission grant of \$100,000.

920408 Tender wheel sets were finished by the Santa Clara Light Rail Facility.

920500 New member listing:

Allan Blaine	John Blaine	Michael Lewis	Mary Rios
Doug McCabe	Gerald Rizzuto	Eric Bracher	Joseph Minnich
Richard Silveria	Gregg Cunningham	Richard Morton	Ray Tirri
Bob Habeeb	Michael Mule	Tom White	Jim Goudy
John Nolan	Teresita Worsham	Bill Kohler	Jim Pisula
Walter Worsham	Rick Kohler	Martin Rice	

920500 The dual-wide was donated by the Central Fire district and assembled on site.

920600 Santa Clara County Historical Commission grant of \$99,000.

920600 Marv Bamberg completed the initial plans for the museum site at the fairgrounds.

920603 Jackets with names were ordered.

920700 Oil bunker removed cleaned and painted.



920800 Work continues on various parts of the tender.

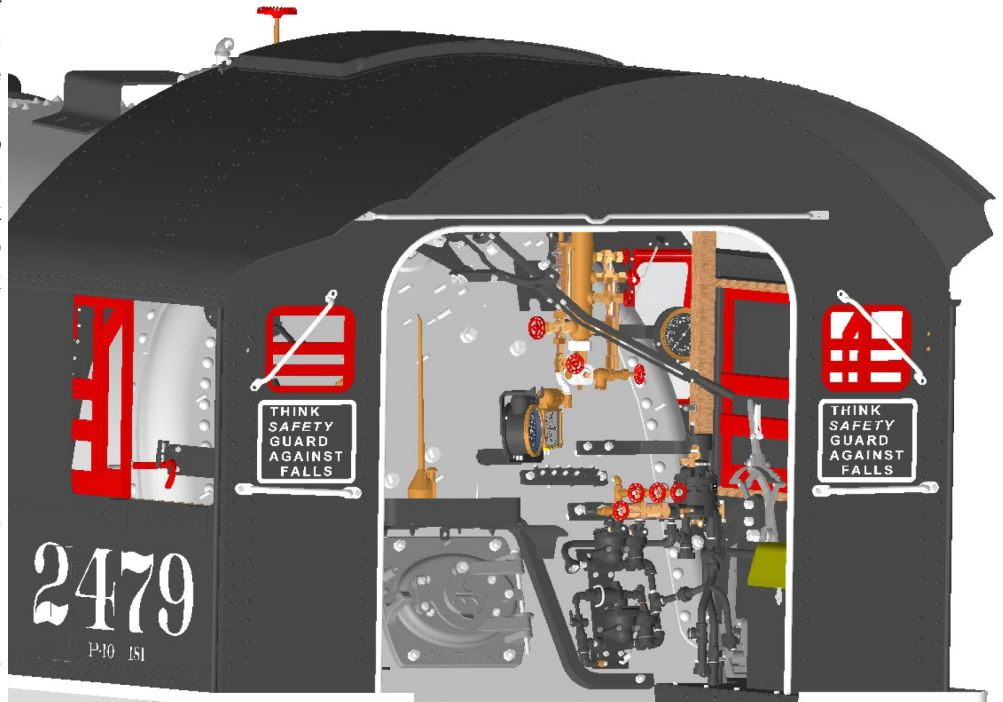
920800 Exterior piping on the boiler has been "mapped and tagged."



920800 Art Randall explains the origin and peculiarities of our cab.

The 2479's original cab was destroyed in the Selma wreck. It was apparently replaced with a cab from an older locomotive, or maybe with parts from two or more existing cabs.

Examination of the cab suggests that it was cut in two lengthwise and riveted back together, making the cab narrower by about five or six inches than the original. Clearly visible are the edges torch cut at both the front and back walls and along the old rivet seams on the roof. The hat section center slice, common to SP cabs from the earliest steel cabs, has been cut out and the roof sides overlapped about 1 ½ inches. The reason for doing this is that older cabs were wider to



accommodate doors in the front wall for access to the catwalks. As boilers became larger the doors were omitted and the cabs narrowed to permit access the catwalks by climbing around the cab on the small shelf that resulted from the narrower cab on the same sized deck plate.

The roof hatch has been enlarged to be the same size as those in later cabs (33" long by 42" wide.) However, other P-10's had hatches split in the center, swinging upward and outward to the sides. 2479's "new" hatch pivots at the front and swings upward from the rear. It looks like the old hatch was a little longer, or at least further back of the hatch opening.

The edge of the roof rear overhang shows that it originally went straight back from the cab wall, and was modified by cutting torch to emulate the tapered overhang that was typical of the later Pacific's and larger engines.

From the pattern of rivet holes in the corner angles, it appears that the sides have been replaced (the corner angles clearly have two sets of holes on the side seams, but only one on the front and rear seams.) the side came from a "sport model" cab which had a tapered front to clear the flexible staybolts so they could be inspected and replaced without removing the cab. Filler pieces have been added to make the cab square again.

Photographs available show that the modifications described above were typical of cabs rebuilt for the A-6 and P-4 modifications in the 1920's and for the SP-4 0-8-0's (except for the tapered overhangs.)



It is clear that the cut for this 'sport' cab were not intended for our engine, as the cab would have to be shorter and the angle a little different to fit the 2479 correctly. Indeed, there is a row of punch marks running all the way over the cab about 6" behind the front wall, indicating where the cab should be cut go make a 'sport' cab configuration when "Skyline" dome casings were installed.

Even the rivets are interesting in our cab. They are certainly from the age of hand work, as both the pitch and alignment of the holes is uneven in most seams. Instead of reaming and forming button heads on the rivets, most holes are tapered with the large end toward the inside of th cab, sometimes very roughly, and the rivets are headed inside with a flat snap to swell then into the taper. The effectiveness of this technique is attested to by the fact that after all these years there are very few loose rivets in the whole cab. Moreover, in seams that are riveted using this technique, the rivets cannot be removed by driving the back from the inside. The outside head must be cut off, and the rivet punched through to the inside.

The cab is a reminder of the surprising amount of development in technologies that has taken place since 2479 was constructed almost one hundred years ago. Examining the parts of the locomotive, and trying to piece together a plausible guess as to its history from the evidence they present, is one of the real pleasures of working on restoration.

ADDENDUM

In February, (1993) I went up to CSRM looking for some evidence of the origin of this cab. My original idea, that it might be from an Atlantic, looks much less promising now, because Atlantics do not appear to have had Sport cabs applied to them before conversion into something else, e.g. A-6's SE's, etc. However, not only did early Mikados (MK-2's and 4's) have sport cabs in some cases, but some of them were scrapped at Sacramento shortly before 2479's visit to get repaired from the wreck, and at least one of those, the 3200, did have a sport cab before scrapping. There is a picture of 3200 in the dead line in Ogden in August with a sport cab. There are no pictures of either 3210 or 3231, among the group that was scrapped in Sacramento at that time, showing their cabs. The rest, however, did not have sport cabs. This group of engines, most of which were vacated in Ogden, were scrapped at Sacramento in November and December 1936.

ADDENDUM APRIL 1993

The sport cab modifications on the MK's had all the features of the conversion we have. The large vents, the blocked in fixed window in the side (one is a patch in the side extending from the front of the window forward and from the sill angle up on both sides,) the small vent wing at foot level added, and the taper cut into the overhang. All are present on the MK conversions. The MK's then are a speculative possibility as to the origin of our cab until we find further evidence.

920823 A hydrostatic lubricator was acquired from the Monterey 1285 0-6-0 switch engine.





921100 New member listing:

Neil Anderson	Donald Love	Timothy Apra	Joseph Mann
Joseph Bauer	John Miller	Brian Bergtold	Walter Mizuno
Charles Byles	Jim Mourer	Hugh Campbell	David Ogilvie
Will Carney	Robert Pavone	Lou Chiramonte	Beth & Jill Pfahnl
George Clough	Bradford Phillips	Steven Dahl	Mark Pizarek
H. L. Davis	Richard Regan	Tom Diamond	Casey Reiter
Myrna Edginton	David Rouse	Bob Elmore	Deryk Sparks
Stephen Fenwick	Doug Stivers	Steve Jackson	J. R. Stoner
Austin John	Jim Swanbeck	P. L. Kelly	John Unger
Frank Limon	Tom White		

921207 \$825 in the bank.

930200 Cab moved off site to Borch Iron Works for metal repair.

1993

930215 Ultrasonic testing of the boiler begins.

930220 The tender was lifted off the frame.





930300 New members list:

David M. Barbosa	David Barton	Ed Ellefsen	Gerald Feeney
Douglas Foster	Dale Huen Jr.	Ole Jensen	Roland Johnson
J. A. Kinney	James Leggate	Kristiane M. Mass	Mark McPherson
M. Meacham	Katheryn Middlebrook	Rich & Mitch Peterson	Bill Pradel
Howard Rathlesberger	Jim Sutter	Cliff Walters	Dan Williams
Russell T Wolfram			

930417 NDT boiler testing.

930700 Tender oil bunker work is complete.

930700 The Tuesday evening crew is expanding.

930710 Cab has returned from Borch's Iron Works.

930711 New member list:

J. Peter Baumgartner	Seth Neuman	Rick Perot	Mike Clifford
Carlo Rossi II	Don Connelly	H. Hart Rumbolz	Charls Lahn
Peter Savioa	Arnold Menke	Steve Schramko	Denis Murchison

930725 Santa Clara County Fair display highlighted the cab near the entrance but attendance was unfortunately much lower than last year and donations were minimal.

930800 NDT testing was completed.

930900 Received \$1,000,000 grant from the Intermodal Surface Transportation Efficiency Act of 1991.

931000 Denis and Patti Murchison donated a Southern Pacific bay window caboose #1589.





931023 159 members and guests enjoyed the annual BBQ at Swanton Pacific.

931030 The locomotive was lifted and the wheels were rolled out.



1994

940200 The Southern Pacific Transportation Company donated the Lenzen Avenue Turntable, roundhouse, water tower, and the College Park yard tower to the SCVRRRA. These will be reconstructed on the museum site at the south-west corner of the fair grounds.

940210 SP offered to rebuild the Forth Street main line to the fair grounds and provide SCVRRRA a permanent easement for use of the track.

940220 Robert Franzen visited the 2479.

940200 New member list:

Hance Anderson	Stewart Bean	Chris Carlton-Jones	Earl Cherne
C. W. Craven	Roberta Leibreich	George Johnson	Raymond Brooks Freye
Gary Lindgren	John McLemore	Larry Murchison	Ronald Murphy
Robert Neumayer	Nelson Sisler	Bob Paddleford	John Unger

940226 Franzen reviewed the restoration project.

940300 Tender bolsters moved to the Oakland Machine Works for machining.

940400 Effort is being made to restore the caboose to its SP colors.

940500 Drivers have been moved to Westinghouse.

940500 Bob Paddleford and Bill Jump have created a carrying case and Gene Martin created a model of the museum site.

940600 Merger with the San Jose Trolley Corporation has started.



- 940600 The caboose has been cleaned and painted and is ready for visitors.
- 940600 A vertical lathe has been delivered to the trolley barn.
- 940700 Tender bolster were returned from Oakland Machine Works.
- 940725 Santa Clara County Fair display highlighted the cab and also the caboose. Donations were \$1500
- 940830 Passenger cars arrive at the fairgrounds.
- 941107 The merger was ratified. The new organization will be called the California Trolley and Railroad Corporation.
- 941031 Organization board members are:

Fred Bennett	Bob Kieve	Pierre Prodis	Susanne Collins
Mike Kotowski	Gary Ross	Carl Cookson Sr.	Thomas Lacy
Rixford Snyder	Randy Cowherd	Edwin McCauley	Steve Tedesco
Gary Ehlert	Kit Menkin	Leigh Weimers	Migon Gibson
Greg Mitchell	Jack Ybarra	Reid Gustafson	Carita Mosby
Marshall Hall	David Neidermuer		
- 941100 Ralph Demenici donated a heavy duty Clark fork lift.
- 941201 "Project is approximately 40% complete."

1995

- 950600 Tender trucks were reassembled and the frame mounted to them.**
- 950725 Santa Clara County Fair display raised over \$1,000.
- 951017 Santa Clara County board of supervisors approved a plan for a Santa Clara County museum at the fairgrounds. Most of the 9 million dollars project will be built with donate labor and materials.
- 951030 New logo approved. (See page 12.)
- 951100 The 2479 board of directors has established mid 1998 as the target date for completion of therestoration of the 2479.
- 951125 The lead truck was disassembled.
- 951100 Two Santa Fe cupola cabooses delivered to San Jose.
- 951100 Mike Demma moved to Idaho.
- 951219 Drive wheels were magnetic particle tested at Westinghouse.



1996

- 960127 The tender water tank was reassembled to the frame.
- 960204 A CTRC article in the San Jose Mercury News by Leigh Weimers featured efforts to restore the 2479.
- 960212 2479 is to be finished by 1998 in order to participate in the 1999 California Railroad Festival.
- 960410 A fire burned the College Park tower.
- 960411 CTRC acquires a Fairmont M2 speeder from the San Mateo probate court.
- 960430 ISTEAF funding has been denied.
- 950725 Santa Clara County Fair display raised \$1,200.
- 960900 A large sign version of the CTRC logo was donated by the Custom Color Laboratory of Palo Alto.



960900 Plans are being formulated for a possible loop around the fairgrounds on which CTRC can operate its rolling stock.

961100 The state of California has signed on the environmental report for the museum. Santa Clara County has yet to sign.

1997

97???? Kaiser Cement Company donated a 65 ton GE center-cab diesel to CTRC. Still at Kaiser.



970300 Jay McCauley is the editor of the newly reformatted Clearboard newsletter.

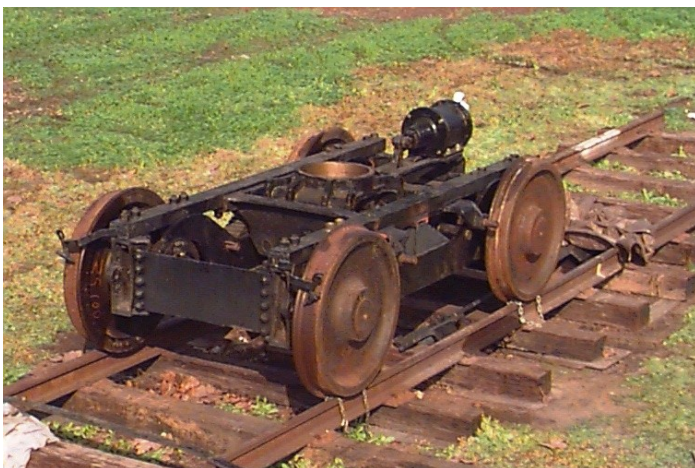
970300 The museum project has received \$1,000,000 from the Integrated Surface Transportation Act (ISTEA)

970300 A mission statement is proposed.

970300 CTRC is considering the purchase of other old locomotives.

970300 "Sometimes 12 people working at the locomotive site."

970300 The lead truck wheel sets have been returned to the locomotive.





970300 Fire pan and burner sheet removed.

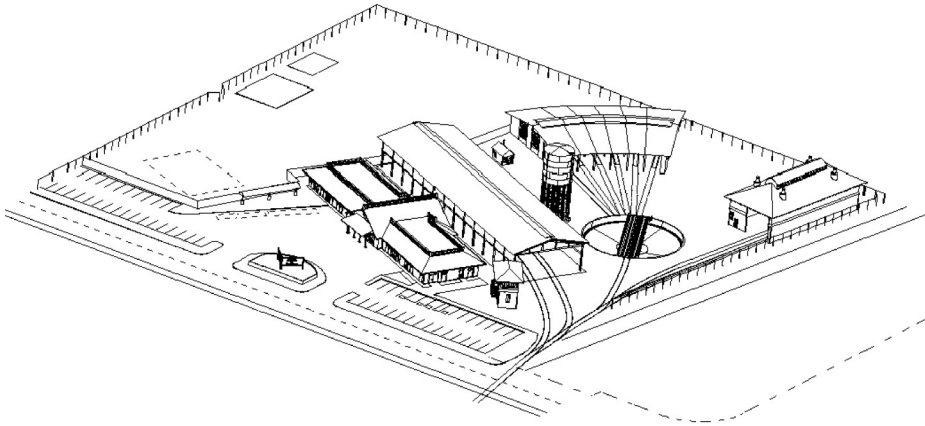
971021 Floor plan for the museum building was approved.

971215 The Fresno rotary Club wants to give their switch engine #1238 to CTRC. They will ship it when the track is connected to the fairground.

1998

980100 First of the museum project skepticism begins.

980100 A large 4' by 6' model of the entire museum area has been created. Marv Bamberg designed the area, Bob Paddleford built the wooden case and Larry Murchison added the n-scale model according to Marv Bamberg's layout.



980100 Feed water heater and dynamo were sent to Backshop Enterprises for rebuilding.

980100 Running boards replaced.

980301 Manley Boiler Works Begins on the firebox. To be completed 3-1-99. \$234,430.00.





980700 All three sets of driving wheels have been sent to the Light Rail Facility.

980730 The Santa Clara County Fair used the caboose and the large n-scale model.

980800 All the spring rigging has been removed from the locomotive.

980800 At the annual BBQ Rod Diridon says that 210,000 hours have been contributed to the reconstruction of the 2479.

980820 CTCRC celebrate its 15th anniversary at the annual BBQ.

980821 The cab was sent to the restoration area of the trolley barn.



980900 17" lathe acquired from Golden Gate Railroad Museum.

981000 All the studs have been removed from the boiler.

1999

990100 Charles Aldrich is now the editor of the Clearboard.

990200 Manly group moves ahead on reconstruction of the boiler.

990200 A late spring ground breaking is assured for the archives and railroad museum.

990200 "The probable completion of the 2479 by late 2000 appears to be pretty good."

990600 The newly restored 1863 horse-drawn street car was featured at the 1999 California Rail Fair.





990700 "We're easily looking at another year and a half for the completion of the 2479."

990700 "We estimate that each stud including removal, manufacture and reinstallation takes approximately 10 hours - times 210."

990700 All brake rigging is restored except the cylinders.



990729 Email from Ken Middlebrook To: distribution Subject: The future of CTRC?

Rod and all - I would like to express some concerns about our California Trolley and Railroad Corporation... . Volunteers at the fairground site remain upset due to the lack of progress toward a secure building for the locomotive. This need was first identified in 1982. Although funding was secured for the boiler work, additional resources are required to complete the restoration. The major incentive for combining the railroad association with the trolley corporation was the prior financial success of the San Jose Trolley community-focused board. How many of those board members remain active?

The Metro newspaper has recently reported that the fair management corporation will not authorize construction of our archives and railroad museum project. This is due to a valid concern over the lack of total committed funds necessary for a timely completion of the entire project, not just the archives building. As a result, approval of our landmark project hinges on intervention by the county board of supervisors. If the museum project is recinded, how will this impact the locomotive's restoration and future? If the museum project is built, what will be the attraction for visitors, aka revenue source? Aside from the current locomotive restoration focus, no additional exhibits/equipment have been either identified , acquired and/or restored. Most museums are built for an existing collection; however, we appear to be proposing a museum shell with no content.

Since our merger over five years ago, fundraising has relied only on grants from the county's historical heritage commission. The federally funded ISTEA grant was awarded to the railroad association prior to the merger. Private grants should have been sought to supplement the public funds and our in-kind donations, i.e., the Kelley Park track-laying. However, one of the requirements for private grant writing is an audited annual report and yet, we do not have that information available. Additionally, the grant authorization process can be time consuming. A couple of years ago, a marketing/business plan was drafted and presented to the board; unfortunately, the organization has lost critical time toward the formalization and implementation of this plan.

Volunteers are upset. Board participation is lax. Current projects such as the track electrification and locomotive restoration, require additional funds. Our proposed railroad museum is being reasonably questioned by our landlord and subsequently, receiving negative press. Future objectives and financing are unknown.

In summary, CTRC is in a crisis.

As a long time (17 years) supporter and newly appointed board member, I am frustrated with our current situation and concerned with the continued lack of long term direction and financial stability of this organization. These issues need to be addressed by the entire board; unfortunately, quarterly board meetings are not enough during this critical time.

To: allan.greenberg, ryoung, CliAldrich, rboehm, cantrell, hugh.Crawford, diridon, bduffy, ezovski, TLJohn316, MKotowski, esmartin, emca, Kitm, DMurchison, Larry_Murchison, bob.paddleford, rmp, gary_ross, trainenr, psf503, jyoung, brandt, garyhunter, zielinski, arandall, poodlou, mabamburg, battisti, DCrosson, TeJohnso, Rick_Kitson, prooney, aandelloyd, kieve, cwynn, mmoses, s.tedesco



991100 The Clarke fork lift is being rebuilt.

991100 "There is every reason to believe that by this time next year 2479 will be an intact locomotive..."

991222 Bill Hewett donates three machine tools.

2000

001100 The roundhouse, turntable, and water tower have been dismantled and moved.

001200 Rod Diridon: "... the construction at the fairgrounds is about to break ground. The job should be completed during 2001"

001200 "Over 30 contractors have agreed to help prepare the site."

2001

010200 All equipment and site infrastructure has been moved to the new location - Fair Family Park. The locomotive remains to be moved. This will be done in March.



2002

020100 Larry Murchison becomes editor.

020200 It was reported that 10-15 volunteers show up each Saturday. A few on Wednesday.

020400 Over 60 contractors have volunteered to help with the construction of the museum site, unfortunately the contractors will have to be bonded, indemnified, and insured for the whole project. This is a major stumbling block.

020400 Union Pacific began removing the track leading to the fairgrounds.

020511 Chuck Aldrich pass away. He was 63.

020624 Site across Senter Road from HSJ considered for the museum. It has railroad access.

020800 CTCRC has relinquished the property previously designated for the railroad museum to the county.

020800 CTCRC is looking for various potential museum sites that have access to a railroad.

021200 Major problem with the boiler repair work done by Manley.

2003

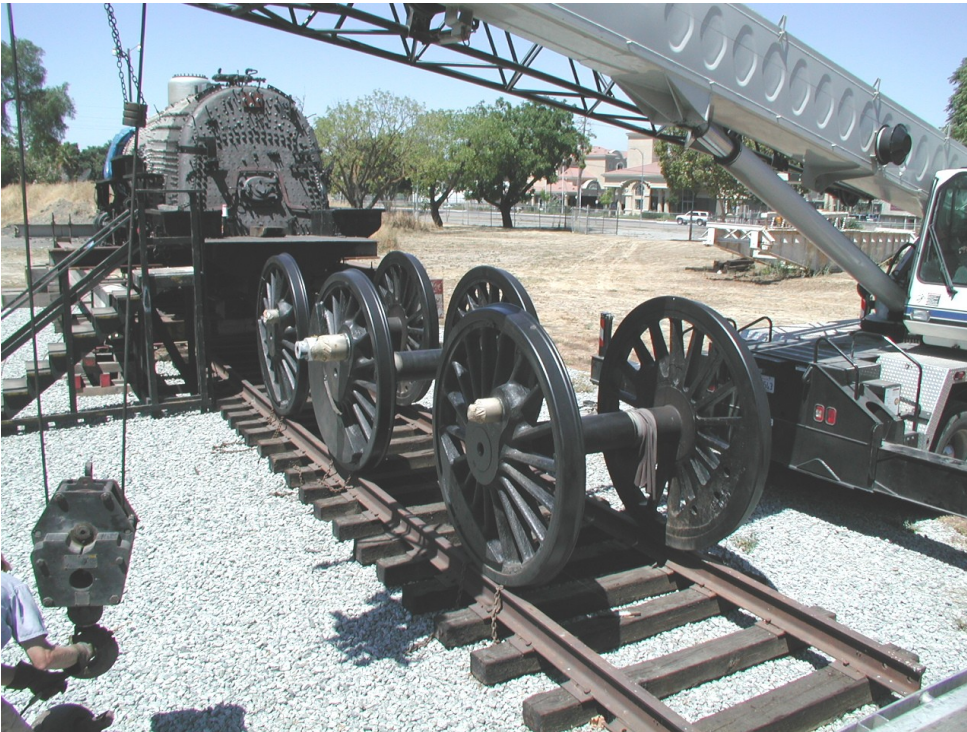
030200 The spring rigging is ready to be reinstalled.



030200 First use of the King vertical milling machine on the centering mechanism for the lead truck.

030400 The county may be planning to put housing or a hotel on the site.

030709 Drive wheels are loaded for repair work.



030813 CTRC celebrated its 20th anniversary at the annual BBQ.

030900 Fred Bennett retires. He was with CTRC for 20 years.

030900 CTRC is considering the acquisition of switcher locomotive #1215 from the Feather River Rail Society.

030913 2479 is trammed.

031100 The 1215 has been purchased. It will be stored in the HSJ parking lot.





2004

040728 The drive wheels have returned to the site.

040117 The lead truck has been assembled except for the braking.

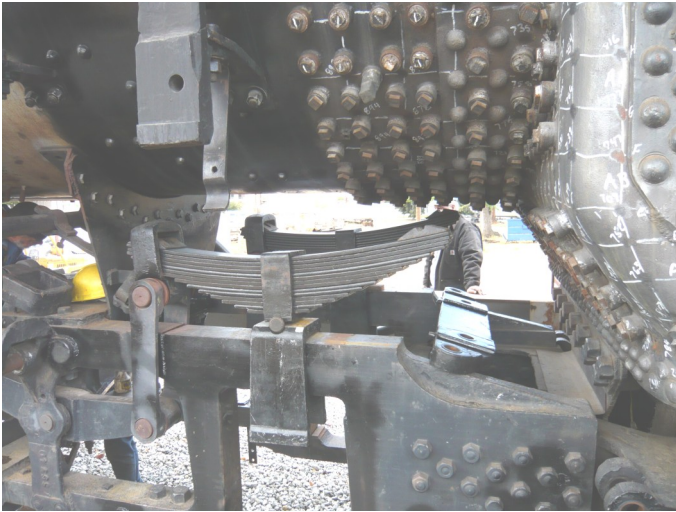
040200 CTCRC still have problems with Manley concerning their faulty staybolts.

040217 All the equalizing system holes have been bored.

040300 The lead truck has been completely assembled.

040400 UP is not interested in providing land in Gilroy for a railroad museum.

040400 The spring rigging has been reinstalled on the locomotive.



040600 The minutes mention that CTCRC is still looking for a museum location.

040600 The drive wheels and journal boxes have returned.

041100 Estimate \$214,000 to finish the locomotive.

041111 A "Concept for Discussion" was created for a museum at the San Jose Fire Fighters Training Facility.

2005

050300 Boiler thickness tests are completed.

050300 80 staybolts have been replaced with 100 left to go.

050409 Bob Franzen visits site.





050700 A lot of enthusiasm for the firefighter's training center for the museum.

2006

060200 San Jose is now taking our need for a San Jose Steam Railroad Museum seriously.

060200 \$216,000 was estimated for completion of the project.

060200 thermal couples installed on all drive boxes.

060500 The old Bassett Street location is proposed for the Railroad Museum.

060800 Brake rigging rebuild is complete.

2007

070627 Belt buckle designed. Awarded for 5,000 hours of service.



070112 Steam locomotive experts Robert Franzen, Doyle McCormack, Steve Sandberg, and Nick Kallas visited the 2479 with Jack Young on one end and John Ezovski at the other end.





070125 Asbestos removed from the 1215 locomotive.

070500 Work on the throat sheet is complete.

070500 A number of defects in the frame and other wear plates are repaired.



070500 the Clark fork lift is now operational once again.

070800 All remaining stay bolt issues have been resolved.

071016 1215 arrives at History San Jose.

071100 The Guadalupe River Park is still high on the list for the Railroad museum.

071100 The boiler jacket is being documented.

071100 A scale model of the RR museum at the Guadalupe River Park area was presented to the local HOAs for their approval.

071222 Les Gallahorn died.

2008

080200 Measurements on the shoes and wedges is complete.

080900 Roundhouse material, the caboose, and the tender have been moved to the new site located in the north west corner of the fairgrounds.



081025 The wheels were rolled under the locomotive.



2009

090200 "The search for a museum site has hit a brick wall."

090200 the locomotive was moved to join the tender and caboose.





090600 The brake cylinders were reconditioned.

090600 An area north of Colman Ave. and west of Guadalupe Creek near the Rotary Playgrounds is now being considered for the museum site.

2010

100200 The area across Senter Road from the HSJ is strongly considered for the museum.

100200 The 1215 has been brought back to visual life complete with lettering.

100500 Various holes and pins in the valve linkage must be re-bored and remade due to rust and pitting.

100800 Mr. Rod Diridon Sr. said that "...CTRC has invested over \$4 million in donated funds, over \$10 million in donated materials and professional services, and over 300,000 in volunteer hours to create well over \$20 million in trolley and railroad programs..."

100928 The water tank was repainted.

101103 The 1215 was moved to an area near Senter Road for display.



2011

110127 Mac Gaddis died.

110500 "After nearly 30 years of volunteer effort, and well over \$500,000 in cash and as much more in professional in-kind donations, #2479 is nearing completion."

110800 After a long effort the crosshead guides have been re-aligned and re-installed.

2012

120813 Computer donated by Larry Murchison.

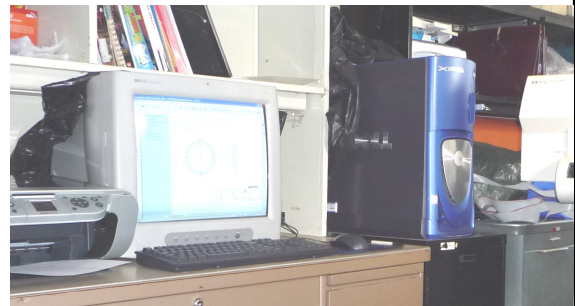
120900 Aux dome work is complete.

121005 Gene Martin died.

2013

130200 Missouri Pacific caboose has been moved to the HSJ and is displayed behind the 1215.

130200 Locomotive progress is moving at a "snail's pace."





130200 The superheating units were moved into a passenger car.

130514 Lee Westfall died.

131121 Orchard Supply Hardware will donate their box car to History San Jose.



2014

140200 A new steam dome cover has been installed.

140300 Rod Diridon Sr. indicated that he is ready to retire.

A process has begun to find a new president.

140400 Cindy Chaves was elected to become the new CTCRC president but was notified that since the CTCRC organization was in her district she could not ethically vote on anything associated with the CTCRC. Cindy then resigned her presidential position. The board then elected David Ginsborg who accepted the position.

140805 The OSH box car was placed behind the 1215 in the display area.





140900 Boards for the cab roof were planed and tongue and grooved.



140916 The 65 ton diesel was moved from the Lehigh-Hanson cement plant to the locomotive site.

141100 Lynda Ramirez-Jones retires.

2015

150200 David Ginsborg starts as president of CTRC.

150800 David Ginsborg resigns as president of CTRC.

150800 Rod Diridon is once again president of CTRC.

2016

160200 CTRC has a new logo. (See page 12.)

160200 Previous days of bad weather has stifled work on the locomotive.

160500 Piston repairs are finally completed.





2018

180129 John Ezovski died.

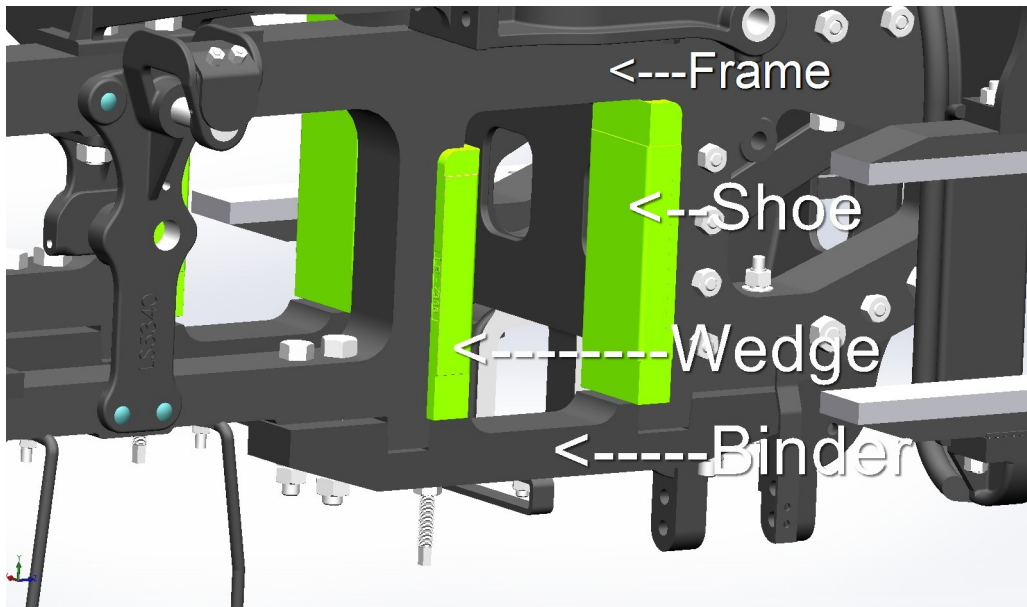
180215 Half of the \$50K grant is used.

180300 It was noted that "...the crew is down to occasionally two working volunteers."

180300 Planning for the secession of Rod Diridon as president is underway.

180800 Mike Kotowski has been elected the new CEO/president of CTRC.

181100 Shoes and wedges were installed.



2019

190200 Ceiling and side boards have been installed in the cab.





190200 Locomotive is being prepared for display at the August county fair.

190200 Lynda Ramirez-Jones retired.

190200 discussions are still ongoing concerning the proposed museum site near the Rotary Club playground.

190400 The cab was installed on the 2479.

190400 Windows were made for the cab.

190400The locomotive was painted.



190400 Peter Savoy created a 3D printed headlight that was installed.





190400 Claire Kotowski became the corporate administrator.

190815 At the annual BBQ the locomotive was mentioned as being 90% finished.

191100 Having a railroad museum anywhere is looking bleak.

2020

200200 A master plan for the fairgrounds was presented to CTCR.

F00200 finding the locomotive pipes and tubing and their proper location on the 2479 is proving to be very difficult.

200500 Work on the 2479 has come to a complete stop due to Covid-19 a highly transmittable disease.

200500 Board meetings are now conducted by internet viewing due to the pandemic.

200800 Ken Middlebrook has been nominated to become the next president and CEO of CTCR.

201001 Ken Middlebrook accepted the position.

201100 The volunteers are getting ready to fill the boiler with water to do a hydrostatic test.

201100 The locomotive is being prepared for the winter as it is every year.

2021

210200 Holes for mounting the cab to the floor are complete.

210200 Effort has begun to prepare the locomotive for movement to Niles Canyon Railroad.

210300 Bolts and pins are being removed to separate the boiler from the frame and wheels.

210417 Crew came to assess the locomotive in preparation for deconstruction and reconstruction bids.



Art Randell - Ken Middlebrook - Robert Franzen - Steve Sandberg - Tom Anderson - Peter Savoy



210821 Rear support sheet bolts to remove.



211120 Waist sheet bolts removal.





2022

202222 Steam pipe smoke box cover removal.



220300 Saddle bolts removal



To be
continued.

Present date:
5-19-2022.