

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

San Jose Steam Railroad Museum:

The past year has been a time of frantic effort to obtain the community support toward encouraging the San Jose City Council to request our congressional delegation in shifting funds allocated for a new road bridge. Instead, these funds would be used to purchase the historic former site of the 1863 San Francisco and San Jose Railroad's Coleman Avenue Yards which in turn would be used as a community park and railroad museum. So far we have formal letters of endorse

from the Guadalupe River Park and Gardens Board, Willow Glen Neighborhood Association, Thirteenth Street Neighborhood Advisory Committee, Vendome Neighborhood Association, California Pioneers of SCC, Alameda Business Association, with others pending. Not one vote in any of those organizations was cast against our museum project. Larry Murchison's museum models, Ken Middlebrook's historic summary, Jack Young's PowerPoint of the rolling stock and museum design, the design documents provide by Marv Bamberg and the attendance of those stalwarts at most of the presentations have been pivotal in obtaining that support. The proposal will be presented to the City Parks and Recreation Commission at 6:00 PM on February 13 at Novellus, 3960 North First Street. Endorsing sessions are being scheduled with the City's Historic Landmarks Commission, the Santa Clara Valley Water District and the City Council later in the month. We are down to the final decisions from these stakeholders. Meeting attendance by CTRC members and our supporters is imperative.

Happy Hollow Trolley Line Electrification:

The County's Historical Heritage Commission grant for \$10,000 is nearing final co-signature by the City and another grant request is pending before the HHC for this year. An additional special grant is being pursued with the San Jose Rotary Club for the remaining funds necessary. Gene Martin had done a great job preparing the grant request and processing the contract with Bob Schneider. Additional recognition to all of the volunteers who turned out at the HHC meeting have been responsible for our success so far. Gene and Bob are working with Ron Wells of Stacey and Witbeck, Mass Electric and Hatch Mott McDonald Engineering so that they are ready when the funds become available. The objective is to install the overhead conducting wire this spring.

SP 1215 Comes Home:

A great effort by the locomotive crew was needed to prepare and move our newest locomotive from the Western Pacific Railroad Museum in Portola to the new temporary home in the employees parking lot behind the Trolley Barn. Special thanks to all of the locomotive crew and thanks to Alida Bray of History San Jose for arranging for those accommodations. And the locomotive crew, lead by Jack Young and others, moved several dump truck loads of earth from the area recently to allow for the little switch engine to be more effectively displayed.

Another Locomotive To Join the Fleet?:

As of this writing, discussion led by Ken Middlebrook may lead toward the acquisition of a small steam locomotive. If CTRC can satisfy the current owner's condition of indoor storage, this intact, yet non-operable, locomotive may arrive in the very near future.

Volunteers:

And the wonderful CTRC locomotive and trolley volunteers continue to work week after week rebuilding, operating and maintaining our growing fleet of trolleys and railroad rolling stock. That continuing effort, extending back to 1981 and totaling over 300,000 donated hours, is appreciated by the CTRC Board and by the residents of our Valley.

CTRC BOARD MEETING MINUTES

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

Meeting was called to order at 8:10am.

Attendance:

Rod Diridon, Sr., Gene Martin, Denis Murchison, Larry Murchison, Bob Schneider, Jack Young, David Ginsborg, Ken Middlebrook and Heather Gornitzka (staff).

Minutes: (MSP – Middlebrook/Schneider) that the minutes of the August 16th, 2007 CTRC Board meeting be approved without correction.

Chair's Report:

President Rod Diridon decided to defer his report to comments on the other agenda items.

Financial Report:

President Diridon presented the financial, income and expense statements for the quarter as prepared by Heather Gornitzka

Current Projects:

A. Trolley Barn/History San Jose – VP Bob Schneider presented the Trolley Barn “Annual Report” to the Board. He reported that this year there have been 25,400 trolley riders plus 2,030 students who took the HTE class given by the museum volunteers. That brings the total riders to 27,430 (+19% YTY). There have been 15,192 barn visitors (+36% YTY) with 99% motorman and host coverage. Regarding the volunteers, 26 work each month out of 30 active volunteers. They average 616 hours per month. Regarding the accomplishments of this year, the group is doing very well after four full years of being run by volunteers. The Cable Car (23) was removed 12/06 and the Melbourne Car (403) has been sold and is to be

removed in spring 2008. There also was a major technical “education” with Birney’s “missing bolt” episode. Overhead wire spur line was repaired by VTA, track one ties have been replaced by an Eagle Scout group, the horse car was displayed on the Alameda and Bob and Gene attended the ARM Annual Fall Conference. Recognition to the volunteers was made by creating and making the 5000 hour award belt buckle, making 2 awards for HSJ (Sohn plaque and “Morrow Markus” sign). Current projects include the overhead electrification; the design is being reviewed by HMM. CHHC grant for \$10K was approved and a grant has been submitted to Rotary for \$10K. Another grant is being developed for CHHC for \$10K and poles need to be ordered before winter raises prices. Another project, the trolley air compressor has had its serious “flashover” problem resolved and the unit was tested under load and performed acceptably. Work on the 1923 American La-France Torpedo Fire Engine started in April 2006. It is being rebuilt for parade use. The wheels have been rebuilt, body has been repaired and painted, drive line problem has been resolved, upholstery has been replaced and final assembly is in progress (SJFD Muster Team is the owner/sponsor). CTRC relations with History San Jose (HSJ) remain excellent by daily contact with facilities and educational teams and by helping with HSJ events such as the Antique Autos Family Day, Historic Transportation Experience (education class), and assisting HSJ with various facility tasks. CTRC’s relations with SJFD Muster Team, VTA, 2479, SF Muni and Western Railway Museum also remain excellent.

B. Locomotive 2479/1215 - VP Jack Young reported on the Locomotive’s progress. Regarding SP2479, measurements on the shoes and wedges have been completed, next step is to machine to final fit. Boiler back head is in the process of being cleaned and repainted. New tarps were procured to cover lead truck and trailing truck for winter. Regarding site clean up – Continue effort to keep the site clean and looking good. Water tank needs paint badly, it is starting to become an eye soar. Regarding

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SP1215, it was moved from Portola to History San Jose early Oct. 2007. This consumed most of the CTRC resources planning and executing the move. CTRC had a crew in Portola for the Loading of 1215 and a Crew at History San Jose for the Unloading of 1215. Due to extensive planning by CTRC personnel both events went off with out a hitch. Loading and unloading took about 6 hours. Peninsula Crane and Rigging moved the Panel track from the Fair grounds to HSJ as a donation and A-tool shed had equipment on standby if needed. Letter of donated costs is needed from Jack. Eccentric rods need to be picked up from Terry Johnson. Rod will check on the UPRR sale of the SCC's right-of-way of track to fairgrounds.

C. SCC Rail Museum – Marv Bamburg was not present so VP Middlebrook reported on the project. In an email written to President Diridon, VP Middlebrook stated that the Coleman Site (see page 9) is, by far, the optimal location for the railroad museum; however, he shares our community's concern about the amount of resources needed for this undertaking. The trolley barn is a successful example of our resources; unfortunately, our trolley barn resource model may not be applicable toward the stand alone railroad museum which we are proposing for the Coleman site. Creating, establishing and sustaining a railroad museum will require CTRC resources that have yet to be identified. For board consideration, VP Middlebrook suggests that a formal museum feasibility study be preformed on the Coleman site. The study should outline the opportunities and challenges that CTRC will face in developing the facility. Furthermore to enhance the museum's credibility, the study should be performed by a knowledgeable third party. To this end, VP Middlebrook has received a feasibility proposal from a recognized consulting firm from the tourist railroad industry. The initial cost for the feasibility study would be \$25,000. This would include 3 on-site visits for kick off meeting, marketing review and findings

meeting, research and report. Additional site meetings would cost \$2,000 each. After discussion it was decided not to consider the proposal until after the pending decision by the site SJ City council and then to try to obtain that service as a donation.

D. Happy Hollow Rail Electrification – Gene Martin is working on a Rotary grant for this project. He is also working with the representatives from Hatch Mott and Stacey and Witbeck to begin the project. The City has the HHC grant and is preparing the agreements needed to allow the County's \$10,000 grant to be used for the project.

E. Volunteers Report – Move of 1215 went well. There is a need to have new charismatic projects that will attract new volunteers.

New Business

A. Acquisitions – Ken has identified the potential for a small, 0-4-0, locomotive to be granted to CTRC and will follow up on that prospect.

B. Historic Heritage Commission/Grant Applications – Gene Martin and Jack Young has two grants in progress for this year's grant cycle.

C. Fundraising Efforts – None at this time.

Next Meeting – The next CTRC Board Meeting will be February 21, 2008 at 8am

Meeting was adjourned at 9:30am.

Respectfully Submitted: Heather Gornitzka



LOCOMOTIVE NEWS

From Jack Young

Shoe & Wedges –

Final machining of the shoes and wedges is under way. A minor set back was encountered when the bridge port mill table would no longer move. New parts for the mill have been procured and the machine process has started again.

Spring Rigging –

Once again we are cleaning and painting the springs and spring rigging being outside pose a constant battle with the rust and corrosion on the locomotive and the related parts.

Boiler -

John Blain completed the weld installation of the lower bushing of the water column on the back head of the boiler. John Ezovski, Tom Anderson and Art Randall then test installed the water column on the

back head of the boiler. Due to excessive wear a new top bushing was machined for the water column after the test installation. The crew also continues to strip and repaint the firebox area of the boiler.

Brake Foundation –

The brake foundation levels have been reinstalled on the locomotive these levers connect the air cylinders to the brake rigging each lever weighs about 250 pounds and have to be lifted into position under the locomotive. This job was completed in early December 2007.

Other activities around the 2479 site -

Site clean up and vegetation control is a continuing effort especially in the winter months – Larry Murchison and Denis Murchison help to control the vegetation with the assistants of our ride-on lawn tractor “Christine” which John Zielinski keep operational through out the year. Due to the harsh terrain at the Locomotive site it is a constant battle to keep the ride-on lawn tractor operation hats off to John Zielinski for his relentless effort to keep this machine operation!

A number of the restoration crew was involved in promoting the California Trolley and Railroad Corp at the Christmas fair at History San Jose in December a good time was had by all.

SP 1215 Restoration

A new sign was constructed and installed next to 1215 at History San Jose to explain the history of the locomotive and the involvement of the California Trolley and Railroad Corp. In addition to the sign work continue to move the locomotive into it final static display area. This required the removal of a large pile of dirt. With the donation from A-Tool Shed of a dump truck and front loader the 15 truck loads of dirt were removed and relocated. This will allow the installation of 2 panel tracks behind 1215 tender and locomotive. Once this is complete 1215 will be moved back another 32 feet. This will free up the parking area that the locomotive is currently occupying.



TROLLEY BARN NEWS

From Bob Schneider

Happy Hollow Line Electrification: We are working with the city parks people to work out the details they require for the new line. Items they have identified are;

1. An Operating Plan (we're revising our existing one)
2. A Maintenance Plan (for the line)
3. An ADA (American Disabilities Act) assessment
4. A design reviewed and approved by the city
5. Payment to the city for their appropriate expenses (we'll try to do all the work ourselves if we can)

Trolley Barn "Annual Report": Each year I present an "Annual Report" of Trolley Barn activities at the November CTRC Board Meeting. Items from that report and not covered elsewhere are as follows:

27,430 Total trolley riders (+19% YTY)

15,192 Trolley Barn visitors (+36% YTY)

26 Volunteers worked 616 hours each month on average.

4 Years the Trolley Barn has been run entirely by volunteers.

Note: I attribute the large increase in rider ship/Barn visitors to HSI's new programs to increase visitors

1923 American LaFrance Torpedo Fire Engine: All of the items such as the water pump, water tank, passenger seating, etc. have been installed. Trim pieces and small parts have been polished and installed. Electrical wiring is in process and moving along quickly.

CTRC Participation in Heritage Holiday on 12/1: CTRC was a significant participant in Heritage Holiday at the San Jose History Museum on December 1. Car 124 was run constantly with 1349 riders the Trolley Barn logged 519 visitors. Using a hand car borrowed from Ardenwood, we gave free rides to 466 people. This was a new venture for us and we think it turned out great. The 2479 team had a booth to show off our future railroad museum at a potential location near the airport.

ARM Annual Fall Conference: Gene Martin and Bob Schneider attended the Conference in Washington,



Pennsylvania October 4-7. There were excellent talks on various aspects of museum operations as well as technical sessions. Bob Schneider gave a short talk on "Sand Casting Tips/Techniques" during the Parts Meeting.

Next year the Fall Conference will be held at the Pikes Peak Trolley Museum in Colorado Springs 10-14 September There will be 3 optional side trips that offer superb scenery and railroad rides. I have brochures for anyone that is interested. Registration is \$275.

Helping Others:

1. We spent a week cleaning part of the roof of the Stables, did a temporary patch of a hole and trimmed back the cypress around the building. The roof is in poor condition.

2. Modular shelving was assembled in the Facilities storeroom (9), Peralta Adobe (1) and Digital Clubhouse storeroom (2).

3. Roofs of the two sheds used by Education were replaced. They were in poor condition and leaked. Hap Campbell of California Roofing donated the roofing paper.

4. Two chairs were repaired for O'Briens.



Boiler Work:

Wire wheeled and repainted.

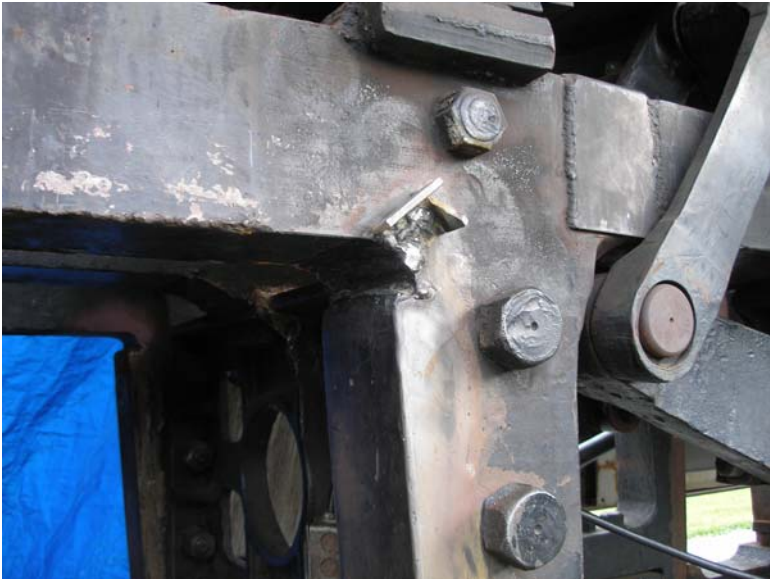


Install and hammer seal all remaining firebox stays.

Welded all remaining staybolt holes—approx 14.
Attached by welding remaining staybolt half sleeves.
Pad welded 6" X 4" Waste" area of firebox on left side along running board.

Pedestals:

Welded large cracks where pedestal joins the main frame beam.



Replaced #2 left pedestal face.



Welded fitting to back head for water column.



Ground flat #2 left and right shoe and wedge pedestal shoulders after weld repair.



Running Gear:

Measure, measure, and more measurements of the frame with and without shoes installed.



Trimmed drive spring saddles.

Brake Foundation:

Ground and welded approximately nine large cracks in the brake foundation.



Clark Fork lift:

Remove, repair and installed vertical hydraulic cylinder.
Remove, repair and installed tilt cylinders.

Remove, repair and install water pump.



Wiggins Fork Lift:

Remove, repair and installed both vertical hydraulic lift cylinders and both tilt hydraulic cylinders.



40-ton Press:

Moved and positioned under the outdoor shop. Required adding a roof extension to contain the upper press housing.



Created an N-scale model of our proposed San Jose Railroad Museum Park



Depot at the proposed San Jose Railroad Museum Park



Proposed site layout for the San Jose Railroad Museum Park

THE YEAR IN REVIEW CONTINUED

Site:

Cut lots of grass and weeds.



Straightened up piles of railroad ties that were about to fall over.

Cleaned and repainted the compressor and welding housings.



Filled many dumpsters with debris along the perimeter fences.



Arranged and consolidated other miscellaneous equipment including roundhouse bricks.

Miscellaneous:

In January we had a visit from a few of the royalty of steam railroading. In the picture below from left are: Jack Young, Robert Franzen, Steve Sandberg, Nick Kallas, Doyle McCormack, and John Ezovski.



A belt buckle was created as an award for major hours contributed.

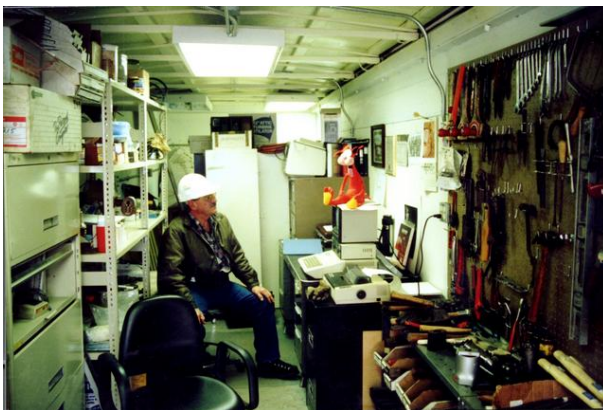


Les Gallahorn

Jan 27, 1917—Dec 22, 2007

From Terry Johnson:

Les was a Senior Methods Engineer for the time period that I knew him. He retired in 1992 after 35 years at FMC in San Jose working primarily in support of manufacturing the US Army's M113 family of vehicles. He was 75 at retirement. Les always had some pictures or posters of trains on his desk. That's how I got to know him. He started up at the 2479 in 1990. See the attached "Inside Track" article from FMC. He did not credit it in the article, but it took some months of encouragement on my part to get Les out to the site. Once he joined, he was a committed and key participant in the project. Les was very physically strong despite his age. There were many times I recall looking up from some activity and seeing Les carrying some heavy part or tool. On one occasion, I recall mentioning to Les that our group needs to have some certified boiler operators for the eventual 2479 operation. The next work weekend that we met, Les produced a boiler operator's license or certificate. It was dated back in the 40s or 50s. He had it hanging over the desk in the container after that for as long as I can remember. With my faulty memory, it seems that it was for operating a boiler facility in a building in downtown San Jose. This is something you should corroborate with his family. I've added one of my favorite pictures of Les that I took in 1991. The stuffed "Bill the Cat" character Les brought in expressed his subtle humor. Les owned the container (shown below) and managed the tools and other materials that were stored there.



RUBBER WHEEL MAINTENANCE

By John Zielinski

Despite the fact that that our organization is focused on the restoration of steel wheeled vehicles, our projects are supported by a large number of vehicles which don't have steel wheels. I joined the group for the primary purpose of learning about steam locomotives. As I worked with the group I found that important obstacles to further progress on the locomotive involved working on something other than the locomotive itself. One of these items which has come to consume a significant amount of my volunteer time is tires.

You've all heard the recommendation to check the air pressure in your car tires monthly. Air diffuses through the body of tires at a slow rate, even on the best quality, brand new ones. The rate of loss is greater with older tires and those with some damage. Most of the CTRC vehicles have tires in the latter category. If that lost air is not replaced, the tire will eventually become too flat to function safely. When I joined the #2479 restoration team at the fairgrounds I asked who kept track of the air pressure in the various tires on site. I never found anyone who had taken on this task in an organized fashion. This often meant that the vehicles were used with the tires significantly under inflated. I decided that one contribution I could make would be to start a program to check tire pressure and maintain proper inflation of all tires on the site. I began the record keeping by searching for the maximum pressure molded into the tire sidewalls. I also consulted user manuals where those existed. In a couple of cases I even did some internet research to get information. Eventually, this information was distilled into a computer spreadsheet with blank cells to record the dates when pressure checks were done. Eventually, I decided that every three months was often enough for the vehicles and use patterns we have. The records from this process show that there are currently 15 vehicles on site with inflatable tires. The total count of inflatable tires at the fairgrounds site is 43. They range from little ones on hand trucks up to 10.00x20 duals on the Clark forklift. By making sure that all tires are inspected and filled periodically, we don't have as many interruptions to fill the tires in the middle of a project and we don't get surprised by having problems due to nearly flat tires. The quarterly checking process also identifies problem tires which require closer watching.

Recently I noticed that there are several vehicles on display in the Trolley Barn which also needed this preventive maintenance. During my first round of inflations, I found that two tires on the front of the Model T Ford truck no longer hold air. The tubes inside have rotted to an extent that the air leaks out almost as fast as it is put in. As a temporary fix, that axle has been raised on jack stands to avoid further damage to the sidewalls of those tires until a permanent repair is completed. If you know someone with experience replacing tubes in antique, clincher style tires, please let them know that we have a volunteer opportunity just waiting for them to fill. I've started a second spreadsheet to monitor the tires on the trolley barn vehicles and will continue quarterly inspections of them this year. I understand that there are several additional vehicles at the Trolley Barn site which are not historical display artifacts, so the Trolley Barn spreadsheet may be expanded as the year progresses.

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.

CTRC BOARD OF DIRECTORS

Rod Diridon, Sr, President & Founder; Vice Presidents are Marvin Bamberg, Design; Ken Middlebrook, Volunteers; Bob Schneider, Trolleys; Jack Young, Locomotive. Board Members are David Bottomley, Dick Campisi, Tom Collins, Carl Cookson, Sr., Brenda Davis, John Davis, Hon. Jerry Estruth, Mac Gaddis, Mignon Gibson, David Ginsborg, Robert Kieve, Rick Kitson, David Knight, Mike Kotowski, Jim Lawson, Art Lloyd, Joe Maniaci, Edward McCauley, Kit menkin, John Neece, Annette Nellen, David Niederauer, Larry Pederson, Gary Ross, Gary Simpson, Tim Starbird, Robert Stromsted, Chuck Toeniskoetter, Beth Wyman, and Charles Wynn.

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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 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, February 21st, 2008 at 8:00am at the History San Jose Pacific Hotel first floor conference room.



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www.ctrc.org/newsletter.html

