

THE CLEARBOARD



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

DIRECTIONS FROM ROD DIRIDON



2479 Crosshead Guides Installed: After years of preparation, several course corrections and a final herculean effort, the babbitt-filled power crossheads have been installed, probably truer than when they were new. That will be covered by in the locomotive section of the newsletter. Great plaudits to the crew for prevailing over all odds.

Giant Trolley and Locomotive Yard Sales: The Trolley Barn crew sold off unused, surplus equipment and materials during the past two months. The inventory of material and parts sold sounds quite a bit like a railroad scrap yard...I did not say junk yard. Anything that a person will pay for is not junk and the sale brought in nearly \$1,000 to be used to cover operating costs during the coming year. Thanks to Bob and John for "cleaning up", both in terms of excess material and cash!

Two San Jose Rotary Grants Received:

Super volunteer Ruth Moreno wrote two grants for CTRC and both were winners! The first was for \$5,000 to move CTRC's historic caboose from Salinas to HSJ. The caboose (see page 6) will be placed on the short display track behind locomotive 1215 to be visible from Senter Road. Thanks also to Reed and Graham for donating the last 17 cubic yards of ballast rock to stabilize and dress up the track section under the display.

And special thanks again to our good friends at "A Tool Shed" for loaning the dump truck and skip loader to move the ballast. And special, special thanks to all of the volunteers who donated the elbow grease to put all of the donated product together.



Ruth's second grant was for about \$3,500 for the cutout switch for the trolley's conducting wire. The switch allows the electrified wire section for the main Senter Road track to be isolated from the section on the HSJ property. That allows groups to install displays under and adjacent to the wire without danger while the trolley's run along Senter Road. We'll be working with Cupertino Electric to install the switch and appreciate their support so often.

Complements to all who helped, especially Ruth and the Rotary Club of San Jose that has helped CTRC so often.



CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY & RAILROAD CORPORATION (CTRC)

BOARD OF DIRECTORS

MEETING MINUTES

PACIFIC HOTEL, SAN JOSE HISTORY PARK

NOVEMBER 17, 2011

WELCOME – The meeting was called to order by Bob Schneider, Vice President of Trolleys, at 8:05 a.m. at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

Attendance: Marv Bamburg, Alida Bray, Rod Diridon, Sr., John Ezovski, David Ginsborg, Mike Kotowski, Joel Maniaci, Gene Martin, Ruth Merino (guest), Ken Middlebrook, Denis Murchison, Larry Murchison, Steve Raby, Bob Schneider, Charles Wynn, and Lynda Ramirez Jones.

MINUTES – A motion was made, seconded (Maniaci/L. Murchison), and unanimously carried to approve the minutes of August 18, 2011.

CHAIR'S REPORT – The Chair is to provide reports as each item is discussed.

The agenda was moved to Item V-A.

V. CURRENT PROJECTS

Lease Request from Willamette Shore Trolley Consortium –

Schneider reported that the Consortium had a meeting last week to discuss long-range planning; however, they have never formalized a final plan, and it is unknown whether they will proceed with their plan to lease a car from CTRC.

Trolley Barn - Schneider submitted the attached Annual Report for the period

November 1, 2110 to October 31, 2011.

Rod Diridon arrived at 8:15 a.m. and presided over the meeting.

The agenda was moved back to Item IV-A.

IV. FINANCIAL REPORT P/L,

Balance Sheet – It was moved, seconded Ktowski / Schneider), and unanimously carried to approve the financial statements dated November 16, 2011.

B. D&O Insurance – Jones reported that staff is awaiting quotes from insurance brokers and will have an answer at the next meeting.

The agenda was moved back to Item V-C.

C. Locomotives 2479 and 1215 – Ezovski reported that the 58-year old forklift at the County Fairgrounds has been running poorly and needs to be rebuilt. He said nothing much is happening with Locomotive 121. (Later in the meeting, the subject of moving the caboose

Bray arrived at 8:20 a.m.

Ezovski noted that progress is being made on Locomotive 2479, and described the lengthy process developed for boring holes into the crosshead guides. He anticipates completing the job soon.



From History San Jose

D. Rail Museum - Bamburg had nothing new to report. Diridon reported on the three preferred sites – Coleman Avenue, next to Guadalupe Creek would cost \$20 million; the City could probably purchase it for less, but it is strapped for funds. The next preferred site is the Beech-Nut Plant property owned by Union Pacific. It has access to the railroad tracks. He stated that the County is considering purchasing the right of way for trails and perhaps the County could a pie-shaped piece of land to include space for the museum. He mentioned that the County has unencumbered funds under the Charter Parks Reserve Fund to be spent on open space. The third piece of property is near the sewage treatment plant.

Diridon asked Ginsborg to look into Park Charter Funds, which currently has approximately \$12 million in reserve.

By consent, Diridon appointed a committee to work on this issue with San Jose Councilmember Madison Nguyen and Supervisors Ken Yeager and Dave Cortese. Members appointed to the Committee are Marv Bamburg, Rod Diridon, David Ginsborg, and Mike Kotowski.

Diridon asked Kotowski to look into available funds under the State Heritage Fund.

Ginsborg left at 9:05 a.m.

E. Kelley Park Rail Stops - Maniaci reported that two pads have been poured for two signs. He said that the City of San Jose and VTA have researched their surplus supply for benches and historic poles and nothing is available. He will continue to explore and pursue this matter and report back.

F. Volunteers – Middlebrook reported that a volunteer webmaster is working on a video to put on the CTRC website.

G. Acquisitions – Diridon asked Board members to assist in finding a person interested in serving on the CTRC Board and in the capacity of Vice President of Acquisitions.

Grant Requests – Bray reported that Middlebrook and Randy Spencer submitted a proposal to Rotary for a grant to move the caboose to Locomotive 1215. The grant was rejected by Rotary, re-written and re-submitted for re-consideration.

Diridon reported that the grant request is for \$5,000.00 and an additional \$2,500.00 is still needed for moving the caboose. He will make every effort to raise the \$2,500.

Maniaci noted a place in San Jose which has plenty of equipment that seems to never be used. He will approach

the business and ask about using the equipment to move the caboose.

Diridon to contact Mark McKenna or Bird Rock Company about donating 17 yards of ballast-size rock.

Martin provided input for a grant request to the Historical Heritage Commission (HHC.) He stated that it is best to get familiar with the eligibility requirements for a grant from the HHC. He said anything related to trolley lines would qualify. He asked Diridon's assistance in submitting a request.

Diridon Station Museum – Diridon thanked Bray and Middleton for getting Mineta's book and picture in the display. Bray noted they are still working on improving the lighting of the exhibits.

Schneider left at 9:15 a.m.

Future Local Event – Middlebrook reported he had nothing to add at this time.

K. Fundraising – Diridon noted that future fundraising efforts need to be doubled.

VI. New Business

Middleton raised the issue of painting the trolley barn. Bray working on a project to digitally measure the entire park – could figure out the dimensions of every building, would help to better maintain park and develop exhibits on line. Google has already been out and done it. Plans for Trolley Barn are available – who has them?

B. Maniaci conveyed he had received a call from John Slick in Pleasanton regarding any design service needs. Martin responded that such services could be used for the "Switch" if it is funded by Rotary. Diridon referred to the Pepper Tree project and indicated a possible need for engineering services.

VII. Adjourn – The meeting was adjourned at 9:30 a.m. to the next quarterly meeting at 8:30 a.m., on Thursday, February 16, 2012

Respectfully submitted,

Lynda Ramirez Jones

LOCOMOTIVE

The past three months have not produced extensive progress on the locomotive. That doesn't mean **important** progress hasn't been made. Work was concentrated on the Right and left power crossheads and the crosshead guides.

A wire was centered through the right power piston and measurements were taken between the wire and each guide as well as guide to guide. These measurements were taken on both sides of the locomotive. To align the guides, shims were created. This all sounds simple but bolts that have been in place for many years can be difficult to remove and when they are removed they are sometimes in no condition to be re-used and new bolts must be manufactured. For a part time crew this all takes time. Some bolt holes were no longer cylindrical and/or too close to the edge of the guide and weld material was used to fill the hole then it was recreated. This required an elaborate setup to march bore the guide and its mounting bracket at the same time. Ask Tom Anderson if this is indeed a boring job. :-)

The babbitt in the crosshead shoes were worn down to a level where new babbitt needed to be installed. To do this dams were created to keep the babbitt in place.



Checking the crosshead shoe temperature

Then the babbitt and the crosshead were heated to the proper temperatures and the babbitt poured. The crosshead was then machined on the Rockford planer and the crosshead guides repositioned to match the crosshead.

Repairs to the 2479's crossheads and guides are now complete.



Pouring the babbitt

Tramming of the steam distribution Crosshead and guides has begun. A wire has been set through the center of the cylinder. The biggest problem here is the need for the new valve bushing for the front end of the left cylinder. Material must be purchased for this item.

The locomotive and tender have not been moved in almost two years. There has been some concern about journal surfaces on the locomotive and tender. A few weeks ago the journal boxes were checked for oil levels and the locomotive and tender were moved at least one full revolution of the wheels.

Bores in the main and side rods as well as all driver pins were measured. This data is needed to purchase material for new rod bushings.

As always, other equipment is always in need of repair or maintenance. The fork lift radiator was leaking and was fixed. The site equipment tires are always in need of air and John Zielinski has his handy little container of compressed air and he visits every piece of equipment that has a tire. He is also starting to get the Clark fork lift cleaned, primed, and painted. When it's finished it will be a fifty-year old showpiece. No one will want to drive for fear of scratching the paint.

A major cleanup of the south-east corner was completed. Several tie plate containers had rotted and the contents were open to the rain and rusting. It was apparent that black widow spiders love this environment. All the container contents were removed and arranged

(Continued on page 6)

From Bob Schneider

Repairs: The bumper on the Birney was painted black. The sloped panels were re-installed with the usual fussing to get all the screw holes to line up. Next is to paint the center panel the correct color with help from our friends at VTA. VTA took a “shot” of adjacent panels with a portable meter. The image is then fed to a computer program that gives the right ingredients for mixing the paint. On site use of the portable meter makes our job **much** easier.

Using the same paint as the Birney bumper, we painted the previously damaged steps on Car 124. The step side panels look like new.

Hand Car Day: On **Sunday 23 January** we will have a **Hand Car Day** using an antique hand car loaned to us by the folks at Ardenwood. This could be rained out or it could be a nice winter day. We shall see.

The folks from the HSJ Education department will have crafts for kids.

We are planning to offer more such days, once each month, as things progress. Depending on interest, we may add distance or some other variation on the basic theme. Time trials? Who knows? **February 13 is our next possible date.**

In any event, come out and have fun.



John Hanson helping



Mike Brownlee as Santa Claus

Heritage Holiday Event: We had a great day. Ten guys (Ray Cosyn, John Hansen, Larry Larsen, Gene Martin, Jim Maurer, Igor Ouimett, Steve Raby, Bob Schneider, Jack Stallard and Bill Traill) worked all day for a total effort of 55 man hours. The crowd was about 10% below last year. Trolley Ridership was 702, Barn visitors 420 and Hand Car 477. Mother Nature tried to rain 3 times, but just couldn't make it happen.

HELPING OTHERS: Gene made a flat puzzle of the Statue of Liberty for the HSJ Education Dept. that is 5 feet tall and composed of 20 pieces. It is meant to be assembled on a floor with each student having one piece. Gene went off the deep end by using a paint system that replicates the patina of the actual statue and it sure looks realistic. It will be used for the class on immigration.

ROTARY GRANT RECEIVED TO MOVE CABOOSE

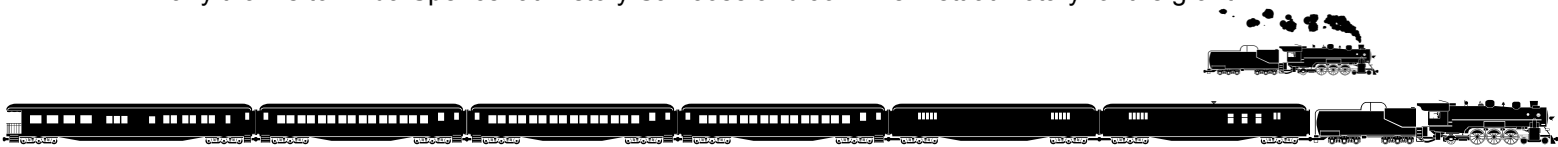


In November, the Rotary Foundation Board awarded a grant to History San Jose toward the addition of a caboose to the existing SP1215 display at History Park. The selected item is CTRC's MOPAC wide cupola caboose #13522, which was donated to CTRC in 1997 and has been generously stored by Wayne Yetter in Salinas since that time.

The caboose will be relocated and coupled behind CTRC's 0-6-0 steam locomotive #1215. New signage will be added to the display informing park visitors on the historic role railroad's played in our community. Furthermore, it is anticipated that both locomotive and caboose will be integrated into History San Jose's educational programming for school children.

Before the caboose will be relocated, the 1215 display track will receive new ballast. Since the History Park site is landlocked from active rails, the Rotary Grant provides funding to hire an outside contractor for highway transportation of the caboose to San Jose. Additional support will be sought to help with the loading and unloading of the car.

Many thanks to Linda Spencer at History San Jose and John Kennett at Rotary for the grant



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and distributed to palettes and placed against the east fence. The palettes were covered to reduce the rate of corrosion.

All unusable ties were separated for the usable ties and stashed in the back area out of sight.

The fence along Healey Avenue was cut on two occasions. There was no apparent attempt to break into any of the containers nor was there any graffiti applied. The cuts in the fence occurred under a tree that probably provided some cover. The cuts have been repaired. Several workers heavily pruned the tree and several other trees to hopefully discourage this activity. While this activity was in progress a massive cleanup of several years of dry leaves along the fence was accomplished to reduce the chance of fire.



Information

Membership Meetings: First Saturday of each month at 10:00am at 2479 Healy Avenue, San Jose, the locomotive restoration site double-wide trailer.

Work Schedule: Saturday and Wednesday after work of each week.

CTRC Office: 1600 Senter Road, San Jose, CA 95112.

Mailing Address: CTRC, c/o MTI, 210 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 CTRC is a California 501(c)(3) not for profit educational corporation established in 1982. The organization is the official support group for the Trolley Barn at History San Jose and the San Jose Railroad Museum Park currently in the early stages of development.

MISSION STATEMENT

The mission of the California Trolley and Railroad Corporation (CTRC) is to restore, preserve and interpret railroad, trolley, and related equipment as it was used to serve the people in Santa Clara Valley, California.

CTRC BOARD OF DIRECTORS

Rod Diridon, Sr, **President & Founder**; **Executive Committee** are Marvin Bamberg, VP Design; Gene Martin, VP Grants; Ken Middlebrook, VP Volunteers; Larry Murchison, VP Communications; Bob Schneider, VP Trolleys; Jack Young, VP Locomotive; Annette Nellen, Treasurer; David Sylvia, Corp Secretary/Attorney; Lynda Ramirez Jones, Administrator. **Board Members** are Alida Bray, Michael Burns, Dick Campisi, Carl Cookson, Sr., John Davis, John Ezovski, , David K. Ginsborg, Bob Kieve, Rick Kitson, David Night, Mike Kotowski, Art Lloyd, Joel Maniaci, Kit Menkin, Denis Murchison, David Niederauer, Gary Ross, Sr., Tim Starbird, Neil Struthers, Leigh Weimers, Steve Whitaker, Beth Wyman, Charles Wynn.



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COMING EVENTS

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

► The first Monday of the month 10:00am CTRC meeting at the Santa Clara Fair Grounds locomotive site. Be there for a lively discussion about something or you can just look at the displays.

► The next CTRC board meeting will be Thursday, August 18th, 2011 at 3:00pm in the History San Jose Pacific Hotel first floor conference room



Do you want to view this exquisite newsletter in color? Why of course you do and you should. Who knows, the time may come when that may be the only way to read this informative missive. Progress you know.

On your computer go to:

www.ctrc.org/newsletter.html

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An invitation to join

The CTRC strives to restore, maintain and operate the few 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 out 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. \$ _____

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