

THE CLEARBOARD



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

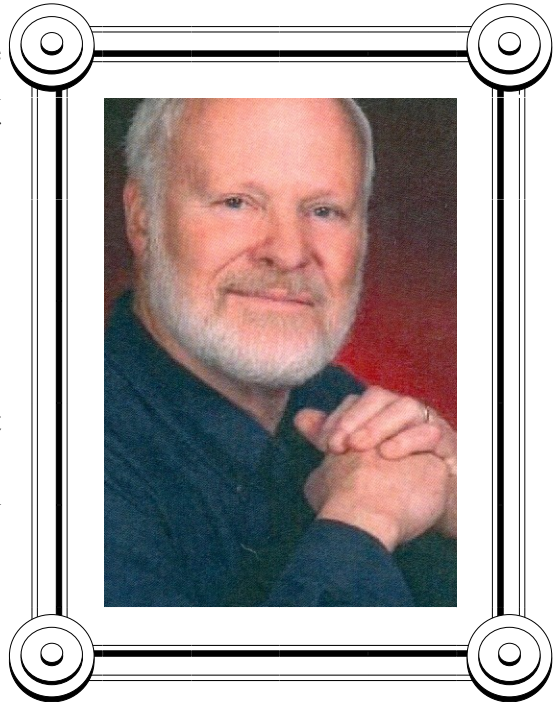


DIRECTIONS FROM ROD DIRIDON

Our dear friend and remarkable CTRC volunteer Gene Martin lost his long battle against cancer recently and leaves a large hole in the lives that he left behind.

His family and friends continue to need and miss him terribly as do his many community service friends. Within CTRC Gene will be especially missed since he did everything so very well. Whether maintaining or operating the trolleys, rebuilding locomotives, or writing the many grants that brought tens of thousands of dollars to CTRC, Gene gave his time and prodigious talent quietly and with great enthusiasm.

His November 3 memorial services at the San Jose Congregational Church was a standing room only tribute to this big man with the big spirit. The following *MercuryNews* obituary shares the perspective of his family the members of which we thank for sharing Gene and send our deepest condolences.



EUGENE SEARS MARTIN

Resident of Los Gatos

Lover of steam trains and pipe organs, master model railroader, electrical engineer, marksman, craftsman, Unitarian Universalist, 32-year friend of Bill W., enthusiastic volunteer, guitar-builder, Anglophile, expert trip planner, machinist, loyal and reliable friend, loving husband and father...Gene Martin was a man of many interests and talents.

He was born Nov. 1, 1944 in San Mateo, Calif, to Carlyle and Traver Martin, who was at war in the Pacific and didn't meet his son until he was 18 months old. After bravely and gracefully living with mesothelioma for a year and nine months, Gene died peacefully at home on Oct. 5, 2012 at age 67.

A third-generation Californian, Gene grew up in Lodi, Calif. With degrees from UC Davis and USC, he spent his career as an electrical engineer at IBM and Hi-

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CTRC BOARD MEETING MINUTES

California Trolley & Railroad Corporation (CTRC)

Board of Directors

Meeting Minutes

Pacific Hotel, San Jose History Park

August 16, 2012

- I. **WELCOME** – The meeting was called to order by Trolley Vice President Bob Schneider at 3:15 p.m. at the Pacific History Hotel, 1650 Senter Road, San Jose, California.
- Attendance:** Rick Kitson, Ken Middlebrook, Denis Murchison, Larry Murchison, Bob Schneider, and Charley Wynn. Lynda Ramirez Jones and Steve Raby were also in attendance. Alida Bray, President Rod Diridon, and John Ezovski arrived a few minutes after the start of the meeting.
- II. **MINUTES** – A motion was made, seconded (Kitson/Wynn), and unanimously carried to approve the minutes of February 16, 2012.
- III. **CHAIR'S REPORT**
- A. **Conflict of Interest Statement** – Jones distributed a list of Board members who have already submitted a Conflict of Interest Statement, and reminded those who have not to please submit a statement soon
- B. **Chair to provide reports as each item is discussed.**
- C. **Discussion of Fairgrounds General Plan** – Middlebrook reported that Kotowski continues efforts to obtain an appointment for himself, Diridon, and Middlebrook to meet with Fairgrounds staff/Board.
- Diridon arrived at 3:20 p.m.
- IV. **FINANCIAL REPORT**
- A. **Fiscal Year 2011/2012 Annual Financial Reports**
- B. **Profit & Loss Statement and Balance Sheet**
- A motion was made, seconded (Schneider/Wynn), and unanimously carried to approve the financial reports presented to the Board.
- V. **CURRENT PROJECTS**
- A. **Trolley Barn** – Schneider presented a written report dated August 26, 2012. He also reported that "Horse Car" t-shirts were sold at Car 124's hundred-year anniversary event, bringing in \$175.00, which he gave to Jones for deposit.
- Alida Bray arrived at 3:25 p.m.
- John Ezovski arrived at 3:30 p.m.
- Schneider announced that the ARM Fall Conference is being held at the ExpoRail in Montreal November 7-11, 2012. Following discussion, it was moved, seconded (Schneider/Wynn), and unanimously carried to authorize up to \$2,000.00 funds for two people to attend the conference.
- It was noted that 2013 is the 150-year anniversary of the horse car. Plans for an appropriate celebration will be developed by Schneider and Bray.
- B. **Locomotives 2479 and 1215** – Regarding Locomotive 2479, Ezovski gave a verbal summary of a written report dated August 16, which he distributed to the group.
- Diridon referred to the caboose move on Locomotive 1215, and reported that one of the stipulations of the Rotary Foundation grant is that the job be completed by June 2012. He has obtained an extension for the job to be completed by Decem-

ber 2012. Middlebrook reported he has been following up regularly with Taylor Heavy Hauling, who originally planned the move by August 2012. The move has now been postponed to October 2012.

- C. SCC Rail Museum** – Diridon reported that Bamburg and Middlebrook were invited to make a presentation regarding the railroad museum before the Willow Glen Neighborhood Association in June 2012. He also made a presentation to the several County Water District Board Members regarding the need to protect the three-creek trail and associated properties. Both groups are interested in working with CTCRC to secure the trail, the old WPRR ROW, and adjacent property on Senter Road.

Diridon spoke of unexpended capital funds from the County Parks Charter Fund and the Santa Clara Valley Water District for projects of county-wide significance, and noted the three-creek trail and railroad museum have county-wide significance. Any funds from these two sources would not cover the price of the land. He suggested creating an emergency task force made up of the local environmental community to figure out a way to tactfully pursue those funds.

Diridon went on to report that he had given a conceptual plan to the County Executive, who forwarded it to the County Parks and Recreation Director to search for a museum site. He will be meeting with County Parks and Recreation Director on September 7. He announced that Bamburg and Middlebrook met with the City Parks Director at the end of July, and the City is just beginning with its master planning.

Diridon suggested working on the environmental clearance in the interim, though that would have to be done via the City or County. More discussion is needed on this point.

- D. Kelley Park Rail Stops – Benches and Signage** – Diridon reported that Maniaci continues to work on this project. Five historic light poles have been donated for the project, and they need to be moved from the donor site. An effort to locate suitable benches continues.

Bray announced that Gina Anging is the new General Manager for Kelley Park. Bray will schedule a meeting with Anging, Diridon, Maniaci, and herself soon.

- E. Volunteers** – Middlebrook referred to Schneider's Trolley Barn report.

F. Acquisitions

- i. **Name New VP of Acquisitions** – Continued.

- G. Grant Applications** – Diridon noted that CTCRC was probably not eligible for a Rotary Foundation Grant this year, and that the next cycle to apply for a Santa Clara County Historical Heritage Commission grant is in April 2013.

- H. Diridon Station Museum** – Diridon stated he met with Gerald Francis, General Manager of Herzog, and the new operator of Caltrain, to whom he described the exhibit lighting situation. Diridon indicated that CTCRC needs to work on lighting which stays on all night.

Herzog has installed their corporate offices at the renovated Diridon Station north and south wings second levels.

- I. Future Local Event** – Middlebrook gave a verbal presentation on the proposed San Jose Railfair 2014. Rod is to schedule a meeting with the new Caltrain operator, Middlebrook, and himself to discuss this issue further.

Diridon questioned how CTCRC/Railfair could display rolling stock at the Diridon Station without negatively impacting the Caltrain operations.

Larry Murchison has taken photos of CTCRC's rolling stock, and Diridon asked him to make a complete photo inventory of all rolling stock, one page for each with a brief description.

- J. Fundraising** – Diridon announced he had brought in \$13,250.00 in sponsorships for the Annual Volunteer Recognition BBQ including \$5,000 from Wells Fargo as the "named event" sponsors. These funds will be used for operating expenses. He said the organization will need \$10,000 for operating expenses next year, and another \$250,000 to complete 2479 in time for the Railfair.

VI. NEW BUSINESS – None.

- VI. ADJOURNMENT** – The meeting was adjourned at 4:35 p.m. and the Board proceeded to the Annual Volunteer Recognition BBQ, which begins at 5:30 p.m. The next Board meeting is scheduled for 8:00 a.m., on Thursday, November 15, 2012, at the Pacific Hotel, History San Jose Park, 1650 Senter Road, San Jose, California.

Respectfully submitted,
Lynda Ramirez Jones

Tasks this past quarter: prepare locomotive boiler for winter, complete installation of left and right steam distribution valve crossheads reverse links and radius rods.

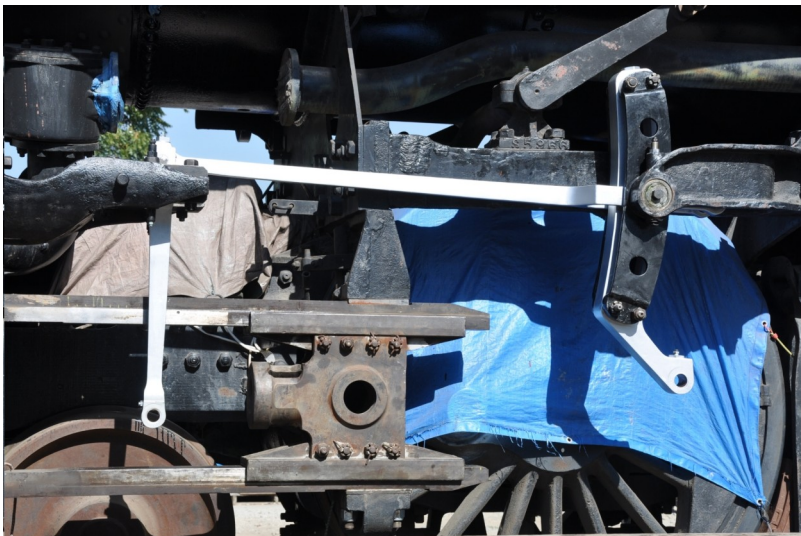
Corrosion is the locomotive's worst enemy. Close inspection of the boiler and firebox showed the beginning of this destructive process. The boiler and firebox are the most critical areas. Any heavy corrosion in these areas could result in expensive repairs. Both areas have again been thoroughly wire brushed, primed and painted. Both sides of the running boards and cab deck were also cleaned, primed and painted. These surfaces are new. Moderate corrosion was noted on their underside in a number of locations. This work should provide protection for several years. Total cost of this work is near \$400.00.

With aux dome cover work complete, the crew returned to installing the steam distribution valve crossheads and associated hardware.

Both crossheads required extensive but different repairs. The right crosshead was more difficult. The bronze surface on the bottom of the crosshead had completely worn away on one side and was very thin on the opposite. Adding bronze then machining the surface flat and parallel to the top side was a learning experience. New bronze bushings for the combination lever pin were also required. Once the bronzed surface was prepared and bushings machined, trammng the crosshead to the valve's rod was undertaken.

Trammng process consists of positioning a wire down the center of the valve cylinder. Shims are added to the bottom crosshead guides so that the wire passes through the center of the hole in the crosshead that captures the end of the valve rod. Because the thickness of the crosshead had been changed, this process was time consuming but completed. Next came assembly of the right crosshead to its combination lever.

At this step, the pin would not seat in the crosshead. After four hours of gentle filling at specific points and polishing with emery cloth the pin was set home. Reverse link assembly came next. Again more issues. Four fitted bolts could not be driven into their matching holes. Each bolt was numbered. The reverse link cheek was also numbered. It was found that SP had numbers on both the inner and outer cheeks. We were using the wrong set of references. With that issue overcome, assembly went rather smoothly considering the entire assembly weights about 250 pounds. Connecting the reverse link to the crosshead with the radius rod came next. Here again there were issues with the pin that connects the radius rod to the crosshead. More light grinding corrected the issue. Assembly complete.



Left side repairs and assembly were not as complicated. The left crosshead required weld up of the combination lever pin holes as they were well oversize. These holes were then machined and new bushings fabricated. Since the lower bronze surface of the crosshead did not require any work, setting the height of the crosshead to the piston rod was straight forward. Assembly of the reverse link, combination lever and radius rod presented none of the problems experienced on the right side.



Trolley Barn News from Bob Schneider

HAPPY BIRTHDAY CAR 124: The event was wonderful. Attendance was a bit low, but it was a hot day. The Trolley Barn team was 10 strong and 8 more came for the event ... 70% of our total team. HSJ had a cake and everyone sang "Happy Birthday" for Car 124.

The Horse Car (#7) operation went very well. Timely arrival of the horses helped get the car



through the switch area as well as delivered to the Trolley Barn door at the end of the day. After the first horse ran several laps, he was ready for passengers. These horses are smart. Once the first horse learned that he moved after 2 bells and a brief pause for the brake release, he was off without encouragement. A second horse came along and runs were done with them together. A rare event.

The horses were Clydesdales provided by a friend. Only one was needed, but they viewed this as unique training for the horses ... and the rest of us as well. It was a big learning experience for all of us.

I could go on, but I'll let the pictures tell the story.



ANNUAL CTCR VOLUNTEER RECOGNITION BBQ: Six of our volunteers were recognized at the BBQ on 8/16;

- 100 Hours – Pat Buder
Ray Cosyn
Ray Heckman
- 500 Hours – Bruce Compton
- Lifetime Achievement Award – Gene Martin & Bob Schneider

HISTORY SAN JOSE ANNUAL VOLUNTEER RECOGNITION EVENT: Four of our volunteers were recognized on 9/13;

- 15 years – Steve Raby
- 20 years – Bob Schneider
- 25 years – Jim Maurer
- Special Recognition – Gene Martin

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VOLUNTEERS: Significant events have happened with 2 of our volunteers;

Gene Martin passed away on 5 October 2012 after a 21 month battle with Mesothelioma. He had actively worked in the Trolley Barn for 7 year and has contributed to the 2479 Restoration effort since the early 1980s. His electrical engineering background was helpful on many occasions such as trolley controls and our power rectifier. As a hobby he was a machinist, so those skills were important to 2479 and trolley tasks

Steve Raby and his wife have taken a job as a property management team with a company that has many locations. Initially he will move to the Puget Sound area in Washington , but will keep his home in San Jose. The job provides an apartment and meals. Duration of his absence from San Jose is unknown, but we hope it isn't too long.

Sigh!

ORCHARD FORK LIFT: To help solve operating problems, John Zelinski and Bill Jump overhauled the cooling system to include radiator rebuild, hose and thermostat replacement, freeze plug (1) replacement and installation of animal friendly coolant. One hell of a job, guys.

OLD TOOLS: In the process of clearing out areas around the Trolley Barn, we have finally removed 2 very large tools from their outside shacks. One tool is a 12 foot lathe and the other a 6500 pound metal planer. Both are flat belt driven. Our most knowledgeable tool guys have looked them over and agree that we should sell or scrap them.

To remove the planer we had to use our 8000 pound capacity fork lift. This required repair of the ignition system and bringing the battery back to life. A special thanks to John Zilienski and Bill Jump for their efforts.



(Continued from page 1)

tachi in San Jose, except for a four-year stint in the US Air Force when he was on a missile launch team at Vandenberg AFB and a two-year IBM assignment to the U.K. that made him a lover of England, which he subsequently visited often.

Watching Southern Pacific trains pass through town during his boyhood in the '50s, Gene became enthralled with steam railroads. As an adult, he built a room-size HO-gauge model railroad layout that replicated his hometown of Lodi; helped restore the retired Southern Pacific locomotive 2479, worked on old-time trolleys with the California Trolley Railroad Corporation, was building a ride-on steam engine, and helped found two train-related organizations.

Ever generous with his skills and time, Gene enjoyed helping maintain the historic First Unitarian Church of San Jose of which he was a longtime member, doing everything from keeping its former pipe organ working to repairing pews to unclogging toilets. He could build or fix just about anything, and if he didn't have the right tool for a certain job, he would make it in his home machine shop. He created many teaching aids for school programs at History Park San Jose.

He is survived by Mary, his wife of nearly 45 years; sons Nathe, of Anniston, Ala., and Scott, of Oakland; his brother, Roy Martin, of Lodi; nine cousins, four sisters-in-law; two brothers-in-law, and 16 nieces and nephews, and his cat, Thomas Gray.

A celebration of Gene's life will be held on Nov. 3 at 3 p.m., at the First Unitarian Church of San Jose, 160 N. Third St., San Jose. (Park in the Third Street Garage.)

Rather than flowers, Gene requested donations to the building fund of the First Unitarian Church of San Jose; Hospice of the Valley; or CTRC (2479 restoration), c/o Mineta Transportation Institute, 210 N. 4th St., San Jose, CA 95112.

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 Bamburg, 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.



CTRC Staff:

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Electrical: Bob Paddleford <bobpadd2479@comcast.net>

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Editor: Larry Murchison <larrymurchison@comcast.net>

Treasurer: Annette Nellen

Membership: Gene Martin <trains4@attglobal.net>

Time Keeper: Hugh Crawford <hugh@hughcrawford.net>

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

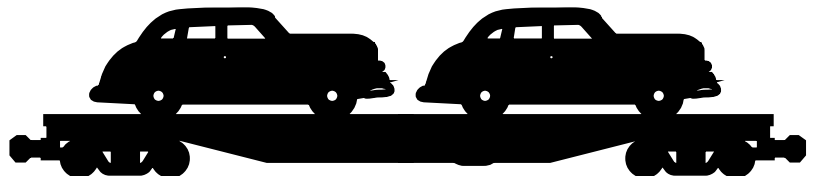
Acquisitions: OPEN

Public Relations: Ken Middlebrook <kamiddlebrook@comcast.net>

Web Site: Karl Auerbach <karl@cavebear.com>

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 Saturday 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. Maybe someone will put a wrench in yu hand.
- ▶ The next CTRC board meeting will be Thursday, November 15th, 2012 at 8:00am in the History San Jose Pacific Hotel first floor conference room.



California Trolley & Railroad Corporation

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

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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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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)