

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

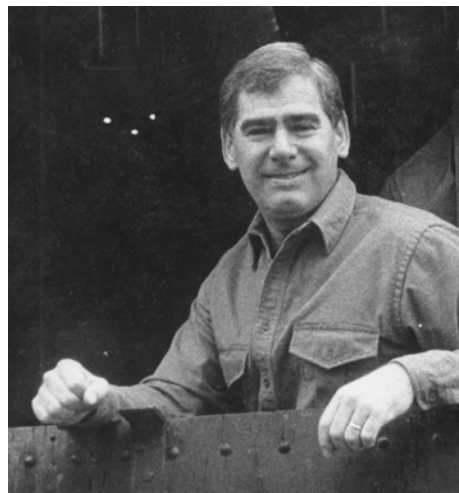
Larry Murchison, Editor



NEWS FROM THE PRESIDENT

From Rod Diridon

(Continued from the January issue of the Clearboard.)



Special points of interest:

- Where did the 2479 cab come from?
- When are the wheels going to be finished?
- How has the loco become home for the birds?
- Where is our dirt going?
- What about those weeds?
- How to use the word "Hopefully."

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At the same time all of this was occurring, the historic San Jose Lenzen Avenue Central/Southern/Union Pacific Railroad Yard (roundhouse, turntable, water tower, herder's shed, and associated tracks and ties) were carefully dismantled, cataloged and placed under cover (though the tarps have had to be replaced) on the Eastern edge of the Museum adjacent to but not intruding into the construction zone. DeSilva Construction has deposited 5,000 cubic yards of clean fill as part of the 7,000 yards needed to replace the old garbage dump found on the site that must be excavated and moved to a dump site. Over 60 contractors have volunteered to help with the civil and structural construction of the project and contracts are in the process of being developed to begin the site work in the spring. Unfortunately the County is requiring that, although the contrac-

tors will be paid only about 20% of their costs, they will have to bond, indemnify, and insure for the whole project. That has been a major stumbling block which has delayed the construction. Negotiating those contracts and beginning the Museum construction project will be a primary task for the coming year.

While all of this was occurring the Union Pacific Railroad's contract rail scrapper begin taking up the track the leads to the Fairgrounds. A meeting was called with Mike Ongerth, UP Vice President in charge of the area, who, after an extended exchange of pleasantries and not-so-pleasantries, agreed to replace the track and stay the scrapper from further intrusion into the portion of the UP system that had been granted to Santa Clara County and CTRC. In addition, a portion of the track was covered in fill in preparation for a parking lot by a private developer. That has been stopped and the developer will uncover the tracks.

While all of this massive activity was occurring CTRC's internal bookkeeping system was being overvalued and an audit was being pursued. Dr. Annette Nellen, an award winning San Jose State University Accounting Professor, has become the Finance Committee Chair and is working with Don Moors of Berger Lewis Accountancy to accomplish these tasks on a pro bono bases. The completion of that effort is a major objective for the next six months since a clean audit is needed for the submission of the grant re-

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CTRC BOARD MEETING MINUTES

CTRC Board Meeting Minutes Feb. 21, 2002

Attendance: Fred Bennett, Rod Diridon, Randy Hall, Art Lloyd, Kit Menkin, Annette Nellen, Charlie Wynn, and Jack Ybarra.

Minutes: The 11/15/01 meeting minutes were approved by consent.

Chair's Report: Rod announced that an 80th birthday celebration is being held for Fred Bennett on Tuesday, Feb. 26th at the Pacific Hotel at History San Jose. Manley will soon be back on the job to do the steam test for 2479. There's been some disagreement over certification. CTRC is insisting on FRA certification. The locomotive is blocked up, leveled, and ready for the tests.

Financial Report: No formal report was presented as the auditors are still working to value CTRC's assets. Rod mentioned that about \$45,000 in grant money will be recovered from the County now that the paperwork has been taken care of. The HHC grant funding will be decided tonight; CTRC's request for \$125,000 is pending, though the organization probably won't receive the entire amount requested. That money would be used for Locomotive 2479's wheels, drive rods, and pistons.

Current Projects:

A: Trolley – Fred reported that the volunteers are busy on weekends giving visitors tours and doing the same during the week for school groups. One of the volunteers produced a CAD drawing of a maintenance and inspection pit for the trolley barn and had a contractor price it. The initial cost was \$20,000 but was tripled to allow for changes and inspections required by the City of San Jose. Council member Cindy Chavez



had expressed a willingness to seek funds for the pit, but that was when the estimate was \$20,000. Work is progressing on a spare trolley car air compressor.

B: Locomotive 2479 – Jack Young, who couldn't attend the meeting, submitted the following written report: Total Hours for the last 3 months are in excess of 600 hours. This would be primarily work done on Saturday. Focus Areas: Boiler Status: All required materials is on site for Manley to complete the boiler work. An attachment to the letter (Rod is drafting to Manley) outlining the areas that need work or clarification is currently being drafted. This will be



sent to Manley prior to their return. CTRC still has 24 studs to manufacture and install in the steam dome. Expect to do this in the next month. Locomotive Frame Status: Repair of the spring hangers in the locomotive frame is proceeding. This job has been going on for over a year now. It is a slow process of weld repair, and machining. We are now down to the final two holes out of 12 holes. Exhaust Nozzle Repair: Due to excessive wear on the exhaust nozzle, it was decided to remove the flange and replace it with a 1.5" steel plate. Work continues on the installation of the plate in the smoke box. Completion is anticipated in the next month. Lead Truck: Work continues on the lead truck with all the brake rigging being re-bushed and new pins being manufactured by CTRC. The journal boxes have had new babbit poured on the thrust faces (by CTRC). The boxes are waiting to be machined on our shaper/planer. New pedestals and journal box liners are being installed on the truck and journal boxes. Planer/Shaper: Work continues to get the Planer/Shaper operational. Currently power has been restored to the machine and cover over the machine is being fabricated out of old boiler tube and tin roofing. This will allow CTCR volunteers to set up projects on the machine and leave them setup from weekend to weekend. Open Items: What is the status of the wheel bid? Roundhouse - We seem to be losing bricks from the pallets. Most of the wood material has been covered but we'll need to order more plastic to cover all material. Water tower is starting to rust badly. Also there is concern about the turntable now sinking into the mud and the damage that might be accruing to the steel that is submerged. Other Items: CTRC membership has been allocating lots of time to attend Historical Heritage meetings during the funding round for 2002 projects. The

Historical Heritage Commission is meeting on 2/21/02 at 7:00 PM to allocate funding. CTRC submitted a request for \$125,000. We would appreciate any additional support from the Board!

C: SCC Railroad Museum – this project is on hold, as Rod hasn't had time to work on it.

D: Happy Hollow Rail Extension – The electrification schematics need to be signed off by an electrical engineer. Pacific Bell is willing to string the wires once the plan has been approved. Fred will make this a priority.

E: City Projects – The Clabber Truck has been a good project for keeping volunteers interested in restoration work. Fred's been working over the winter on fine-tuning the Steam Tractor engine. The cab for 2479 needs to be brought into the barn for restoration.

New Business:

A: Acquisitions – Fred mentioned that CTRC could use a new trolley body. We also need a small locomotive – 20 to 25 tons. Art will follow through with PLA and mentioned that it would be helpful to have something to trade. The locomotive would have to be FRA approved, which would make this a long-term project. CTRC is also working to find a tank engine for a static display, which, when cleaned up, would be a big draw. Woodland wanted \$20,000 plus hauling for theirs. Mac Gaddis was going to offer them \$5,000. Rod will follow up with Mac to see if there's been any progress.

B: Historic Heritage Commission – The meeting is tonight; some of the membership will be attending.

C: Fundraising – no efforts under way. Brenda Davis is ready to help when needed.

Next Quarterly Meeting: Thursday, May 16th

Below are pictures of a couple of birds nests constructed within our locomotive parts.



JOHN EZOVSKI & THE DIRT TAKERS



On Wednesday the 17th of January John noticed an employee of the Fair Grounds with his front-end loader scooping dirt off the pile. John asked him who told him he could take dirt from our pile and the employee gave John a couple of names. John mentioned that our personal pile of dirt was not fair grounds property. John said OK you may have two more loads of dirt if you will bring back enough gravel to file our swamp at the entrance to our area. (That's why the swamp will no longer support alligators.) Evidently fair grounds employees have been taking dirt from our area for some time because there is a regular path where the front-loader has been traveling.

Editor's note: the roundhouse bricks seem to be disappearing as well.



TROLLEY BARN UPDATE

By Fred Bennett from 7 JAN 02

What I've been doing is getting the inside of the traction engine boiler dried out with a blower and I also dried out the water tanks for the winter. Not much else is happening at the Trolley Barn but we are getting quite a few visitors. A lot of people bringing their kids for us to baby sit.

Are you getting many riders on the trolleys?

Yea, we're still running them. We don't get too many riders. I was running the trolley last Sunday and we had about twenty-five riders. I think it will start picking up now that Christmas is over. People don't start arriving to ride the trolley cars until about 1:00 or 2:00 and we finish about 5:00.

What are you doing now?

Well, we'd like to get another trolley car but we're not having much luck so far. We're going to finish rebuilding our spare air compressors for the trolley cars. That's a must. If we don't get another trolley soon we'll start on the Portuguese car and finish that up. The car runs and could carry people in it but the floor is bad and there is plywood on the outside in places.

What about the interior of the 2479 cab?

Oh, that's a must we have to do. I keep forgetting about that. It's sort of hidden away there. Yea, we have to start working on that. I walk by it every time I have to go to the John so...



ART RANDALL'S SEARCH FOR THE 2479'S CAB ORIGINS

I actually went up to Sacramento a couple of weeks back and I went looking for pictures of or the list of locomotives, there are about 12 locomotives that were, first of all, Harriman standard designs MT2s and A3s that were scrapped in Sacramento within a year or two previous to the 1937 wreck. And so they are the most likely candidates for as donors of that cab. Out of 10 locomotives I only found pictures of 4 of them. So I have some more looking to do. I did find a picture of (locomotive) 3200 that did have a sport model cab. The sport model cab is a retrofitted item. None of the locomotives came off the assembly line with a sport model cab. So the donor of the cab is a locomotive built around 1900 and was later scrapped.

The cab may have come from an Atlantic (4-4-0) locomotive. They were perfectly OK engines but they hadn't been modified with superheating by the beginning of the depression. Well some had and some hadn't and the ones that hadn't about half way through the depression and they said, "What do we need with another locomo-



tive. These things aren't superheated." Gone! So that's what happened to a lot of engines that were scrapped during the depression. They had not been modernized previously so, because of the lack of depression era traveling and the fact that technology had passed them by (no superheaters), they were scrapped. If I recall correctly there were two or three of the old original cab forward mallet compounds that had not been modified by the time of the depression and they got scrapped. They didn't make it through the depression. If the modernization hadn't been completed (on the locomotive) before the bottom fell out, and there were great lines of the damn things, they were scrapped. As scrap prices picked

up they would go out and pick out the ones that they didn't want to have anymore. As I remember there were about 4 Atlantics and 7 Mikes, or maybe it was the other way around, that got the treatment.

So you're looking for one of those that had the same configuration as the 2479. I've already seen a picture of one that did have (the sport model cab) but there is no marking on our cab so I can't be sure. It was in 1937 that the cab was replaced so during that time, about 20 years before it (the 2479) was withdrawn from service, you would expect this engine to have undergone a major overhaul about 5 times. And during that major overhaul it wasn't uncommon to sandblast the thing and do it all over again.

The cab from the wreck was not repairable. The suggestion from the picture in the book "Family Album 2472" of this engine in after the wreck and it doesn't have any cab at all. So there is a suspicion of the fact that there wasn't anything to repair. It was a goner. Also it's not uncommon for wrecking crews to inflict more damage in trying to recover the thing than the actual wreck. They're interest is in getting the line clear and they don't give a damn, just get it out of the way. It was probably damaged pretty good in the accident. What happened was that the drawbar broke and the tender took off in one direction and the first baggage car behind the tender ran up and smashed into the back of the cab. That would have folded the cab up pretty good. All the wreckers did was finish the job.

And I want to preserve all the little holes that are in the cab or at least be able to find them because that's part of its history. Even the little notches at the top corners of the cab roof to clear the extended height of the tender are part of its history.

(Continued from page 1)

quests needed to complete the Museum and Locomotive projects.

All of these complex and time-consuming efforts were temporarily paralyzed along with the rest of the Nation on September 11, 2001. While we emotionally emerge from that period of shock, many of us are involved in the new requirement to more effectively protect the nation from terrorism. That's especially true here at the Mineta Transportation Institute (MTI) that has conducted 3 counter-terrorism studies since 1995 and was called on to sponsor the National Transportation Security Summit on October 30 in Washington, D. C. for 400 of the nation's top transportation leaders. Since this frightening, and time consuming requirement will continue for MTI, the level of detailed involvement by the CTCRC President, who is also MTI Executive Director and Chair of the California High Speed Rail Authority Board, must be reduced. That decentralization of activity and authority will be designed by a committee of the CTCRC Board during the next two months with the objective of allowing the organization to thrive without the rational day-to-day involvement by the President.

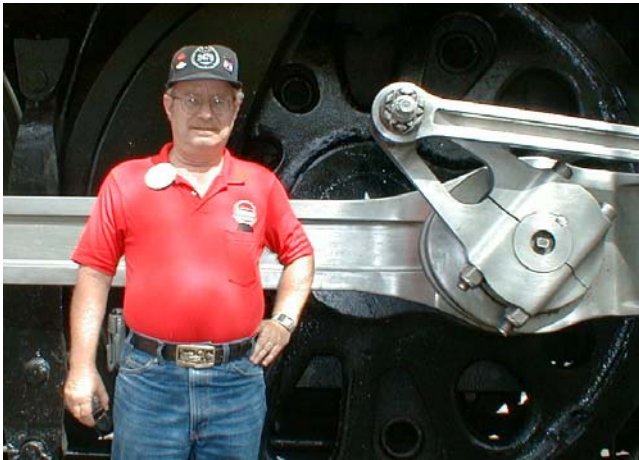
The next challenge for all is the annual County Historical Heritage Commission grant review session at 7:00 PM on Thursday, January 17, at the County's Isaac Newton Senter Auditorium. Chuck Aldrich and Jack Young have lead this effort this year and will prepare for the testimony. An element of that preparation would be the erection of the Museum display at about 6:30 PM of the new HHC Commissioners to see in preparation for their action on our \$125,000 Locomotive 2479 grant request. I leave on 1/9/02 and will return from Washington via Sacramento that morning and will help but the pre-contacts with the Commissioners and others must arrange set up.

Indeed, CTCRC is involved in several major efforts that must be successful during the coming year. With all of the Board and Members stoking the firebox, we'll have the steam to continue this wonderful organization's protection of the best of the past to create a better future.



SITE STUFF

By Denis Murchison



Some of the things I've been doing at the project lately are to re-cover the tarps over the roundhouse parts and holding them down with over 100 tie plates. The wind had blown them off all the parts they were supposed to cover. I also fixed the tarps on the side of the big storage rack. The wind had done a number on them too. I've made some of the dividers for the magazines to divide them by years. I have a lot of organizing to do there. I also want to set up another set of shelves like the ones in the dual-wide now for magazines, for storing the large nuts, bolts, washers, etc. that are now in one of the containers. This would make them much easier to see and a lot easier to get to and see what needs to be re-ordered.

"And what about the weeds, Denis?"



I haven't done any weed stuff in a long time. I was asked to take some of the gravel and move it to the puddle just in front of the gate we drive through to get in the place. I need to get more weed killer and spray when it isn't raining or going to rain.

LETTERS TO THE EDITOR

thanks for the cool newsletter. great job. only because you ask for a grammar lesson & I'm a bit of a grammarian (& not because it matters) am I mentioning that, although just about everybody does it, it is not correct to say something like "Hopefully" such & such was done.

Hopefully is an adverb (a descriptive word used with a verb to describe the way in which the action specified by the verb was carried out).

So, for example, one marries hopefully or takes a job hopefully or migrates to a new place hopefully (that is with hope). People enter into a contract hopefully. Everyone says stuff like "Hopefully you're fine" when they should say "I hope you're fine" or "it is hoped" or "it is to be hoped", or "Hopefully there won't be an earthquake on the day of the picnic" when, really, people may plan the picnic hopefully [verb: plan + adverb: hopefully] but they hope there won't be an earthquake.

Anyway, it's really nice to see people involved in doing something real. I hope it's going well.

regards,

Patricia Kimball, Assistant to the Publisher
VIA Books, CSAA

Ed: Thanks for the kind words, Patricia.

I hope to never again use "hopefully."

At least I began each sentence with a capital letter. :-)

LarryM . . .



Whose pants are these?

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: California Trolley & Railroad Corp, P. O. Box 403, Campbell, CA 95009.

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 CTRC, P. O. Box 403, Campbell, CA 95009.

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 Santa Clara County Railroad Museum 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, President; Charles Aldrich, Fred Bennett, David Crosson, Jack Ybarra, Marvin Bamburg, Peter Cipolla, Mac Gaddis, Charlie Wynn, Executive Committee; Dick Campisi, Carl Cookson, Sr., Brenda Davis, Mignon Gibson, Robert Kieve, Mike Kotowski, Kit Menkin, Greg Mitchell, David Niederauer, David Sylva, Chuck Toeniskoetter, Larry Pederson, Beth Wyman, Tim Starbird, Tom Collins, John Davis, Jerry Estruth, Marshall Hall, Rick Kitson, Art Lloyd, Ken Middlebrook, John Neece, Gary Ross, Steve Tedesco, Leigh Weimers, Glen Simpson, Pat Restuccia, Jack Young Board Members.

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

FROM THE EDITOR'S FIREBOX

PHOTOGRAPHS

Located in the trailer at the museum site is a 3-ring binder consisting of 2479 restoration and general railroad photographs. Included are thumbnail photos and a CD that contains these photos. The CD contains photos taken by Mike Demma, John Ezovski, and Larry Murchison. Also included are photos of the 2472, Daylight, Bigboy, Locos 3751 and 60000, Cabforwards, geared, and New Zealand railroads. There are also pictures of miscellaneous locomotives, the Lenzen area, Trolleys, Advertisements & posters, Artwork by Bennett, Fogg, & Kotowski, Buildings, Clipart, various sounds and close-ups of individual locomotive parts.

The printer at the museum site is not capable of printing these pictures so you would have to borrow the binder and do your own printing.

Also available at the trailer is a binder of photos taken of the right-of-way from the switch just north of Tully Road to where it goes under ground near Old Tully Road.



Happy birthday, Fred.

California Trolley & Railroad Corporation

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tion of historic transportation equipment.
Membership is open to all. Yearly dues
help finance the Corporation goals. All
donations to the corporation are tax de-
ductible. IRS #23510C(3)

COMING EVENTS

- ▶ Remember the Saturday workdays and the Wednes-
day work evenings. All very important events. See
you there.
- ▶ The first Monday of the month 7:00pm CTCRC
meeting at the Santa Clara train depot.
- ▶ The trolley barn is open from 8 to 5 except Tue &
Wed.

SPECIAL THANKS TO:

A special thanks to the CTCRC board for their contribution
towards Fred's 80th birthday party.

A special thanks also goes to Art Randall, Denis Murchi-
son, John Ezovski, and Fred Bennett who contributed to
this bi-monthly edition of the newsletter.

