

The Clearboard

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Rod Diridon, President

<http://www.ctrcc.org>

Larry Murchison, Editor



News From The President

From Rod Diridon

While the County helps CTRC find another site for the Steam Railroad Museum the restoration of Locomotive 2479 continues with amazing effectiveness. The remarkable volunteers are piecing together with skill, determination, and ingenuity the relic of the Valley's proud steam period and are about to receive some professional help. Recently the County Historical Heritage Commission approved a second grant to complete the rehabilitation of the drive wheels and associated mechanisms. It has taken several months to process the grant which is now in effect. During that time the delayed bidding to complete that work has progressed. To be more precise, the bid process will yield the following benefits to CTRC. First, each bidder will present a detailed scope of work for all of the tasks remaining for 2479 to be completely mainline railroad worth. Second, bidders will present a fixed price bid with corresponding certifications of qualifications and timelines for the rehabilitation of the drive wheels and associated mechanisms. We'll select the bidder that has the best combination of qualifications, understanding of the scope-of-work, ability to advise the volunteers conveniently periodically and price for the wheel work. The intent will be to add on to that contract the remaining tasks that can not be done by the volunteers by negotiating contract change orders as additional funding becomes available. So far we will receive bids from three nationally respected locomotive heavy maintenance shops and have interest from one more. The bid due date has been delayed until the end of October to allow a response from as many qualified bidders as possible. We hope to have a contractor selected by the end of November.

Jack Young will be preparing the next round of County Historical Heritage Commission grant requests for submittal soon. Comments to all who are working so hard to protect this important piece of the Valley's history...

Rod Diridon, President
CTRC

Special points of interest:

- Who is bidding on what?
- What of our finances?
- What boiler was successfully hydrostatically tested?
- Who can change tires while sitting on the ground?
- Who is inspecting what?
- What does "Running a Wire" mean?

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CTRC Board Meeting Minutes

CTRC Board of Directors Annual Board Meeting Minutes August 12, 2002

Attendance: Tom Anderson, Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, David Knight, Ken Middlebrook, Denis Murchison, Larry Murchison, David Sylva, Charley Wynn, Jack Young, John Zielinski

Guests: Dan Moors and Andrea La Croix

Minutes: The June 13, 2002 minutes were approved by consent.

Chair's Report: The Request for Proposals for the wheel work has been mailed to four qualified bidders who will visit the site to gather the information needed to prepare a full scope of work for completing the locomotive restoration and a specific bid for the wheel work.

After the merger of SJ Trolley and SCV Railroad, a DBA was filed with the county clerk. No paperwork has been filed with the Sec. of State's office to change the 501c3 form. IBM insisted on sending their check to the address on the 501c3 form, which is a defunct address, and resulted in that check getting lost. In the meantime, IBM had changed their granting policy and issued CTRC a check for \$1,000 rather than the original grant amount. The CTRC Legal Council will be asked to assist in the filing of formal merger papers for the organizations to avoid a reoccurrence of the problem.

Financial Report: Auditors Dan Moors and Andrea La Croix from Berger Lewis presented the draft results of the FY 2001 audit. Dan pointed out that the audit was clean but that the key to completing the audit was valuing the remaining unvalued inventory properly. They took a tour to view the inventory, verified the ownership, and worked to establish the value of the assets. Dan mentioned that the CTRC records were satisfactory to establish an audit trail, which is very important. The Chair asked Jack Young and Fred Bennett to develop replacement cost values using their best judgment for the remaining unvalued inventory items.

The statement of financial position as of 6/30/01:

Assets	\$4,960,375
Accounts Payable/Deferred Revenue:	
	\$142,129
Equity	\$4,816,655

There's \$372,000 in cash from the trolley sale. The fund is owed about \$60,000 from the county grant for 2479.

Adding in-kind contributions will boost the asset value and percent of funds spent on program activities. CTRC has a very good breakout of expenses: 83% is program related, management accounts for 15%, and fundraising is only 2%.

The audit team decided to value the trolleys at their market value rather than as depreciating assets. The items in the Trolley Barn are harder to value. The board needs to make a policy decision as to how to classify the other assets (Portuguese Car, horse drawn car, Birney, historic autos, speeders, etc.), i.e. museum collection vs. depreciating.

M/S/P (Crosson/Bamburg) to make \$350,000 from the trolley sale a board-restricted fund, designated for activities in Trolley Barn use. Interest from the fund will be used for Trolley Barn operations. The other \$100,000 from the sale will be used as a revolving fund to front expenses that will be reimbursed by grants for work on 2479 and other projects.

M/S/P (Crosson/Sylva) to adopt a policy that CTRC's collection will be capitalized to increase the assets with the understanding that the assets' income will be invested back into the collection unless there's action otherwise by the board. A value will be designated for the collection but not used to secure loans.

David Crosson noted that Fred Bennett's salary and benefits are a donation in kind from History San Jose and was thanked by the Chair.

Dan Moors offered to do the '02 financials pro bono. Rod praised Dan and Andrea's efforts and noted that CTRC will be able to pursue more grants now that there's been an audit of the accounts.

Current Projects:

A. Trolley Projects – Fred reported that the volunteers have been busy working on the spare compressor, replacing two panels on the Portuguese car, and working on the cab roof of 2479. They need an ultrasound tester. Hugh Crawford has to pay up front so he'd like the money in advance. The IBM grant was to have paid for it but has been reduced to \$1,000.

B. 2479 – Jack noted that 10-20 volunteers
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show up to work on Saturdays. The lead truck has been a labor-intensive project. They are close to reassembling it, having fixed the brake and spring rigging, installed new pins and bushings, finished the journal box and locomotive frame. Each of the eight holes that were bored took about 300 hours of work, including making the bushings and pins. The crew is now working on the super heaters in anticipation of the hydrostatic testing.

Ken mentioned that the RFP for the wheel bid has an end of September response date. The Chair noted that all four companies have indicated an intent to bid on the project. The \$85,000 county grant will be used to pay for the work. This locomotive is being rebuilt to the highest standards and should avoid the troubles that have plagued other locomotives. Rod has been in communication with Manley; they are ready to finish the job and will await scheduling arrangements by Jack Young.



C. Railroad Museum – Marv, shown above with Rod, reported that more funds and land are needed to make the museum a reality. Losing the fairgrounds site is a step back but may create some opportunities, especially to proceed quickly. Bob Strazell of UP is working with VTA on the sale of the old Western Pacific right of way. VTA would like to buy the Fremont to Santa Clara St. portion and have an option to buy the right of way to Tamien. UP still has three clients and would reestablish a link with the main line on the south end.

Rod has been pursuing a significant state grant through the offices of Sen. Vasconcellos and Assemblymember Alquist. In addition, a \$10,000 request to the UP Foun-

dation is pending.

D. Happy Hollow Rail – According to Fred, an electrical engineer is still reviewing the plans. Fred is updating the prices on poles and wiring. Rod noted that Pacific Bell is still committed to providing the poles and installing the wires.

E. City Projects – Fred reported that maintenance is being done on the steam tractor, and volunteers are working on restoring the 1905 Cadillac.

New Business:

- A. Acquisitions – CTRC needs a trailer that can carry the Birney Car and a small locomotive. Rod suggested inquiring about the locomotive in Niles Canyon and will follow up on the locomotive in Hayward. The missile trailer was donated to Peninsula Crane and Rigging. Max Gaddis and Art Lloyd will follow up on the locomotives.
- B. HHC – Jack Young mentioned that he will be working on a grant in Sept/Oct. and will submit a different project this year.
- C. Fundraising – Nothing specific to report; grant requests will be filed following the completion of the audit.

David Crosson announced that History Park will have a series of festivals starting in April and is looking to work with member organizations. He asked if CTRC would be interested in a transportation themed weekend. HSJ wants to have activities, not just static displays. Al Greenberg's Model A group would be included. Ken will poll the members.

Fred's crew wants to rebuild a very small steam locomotive for the Happy Hollow line.

The South Bay Historical Society is inaugurating the Santa Clara rail tower on 10/11/02, at which the Chair is a guest speaker, and wants to borrow the large speeder to exhibit in front of the section house for the day. M/S/P (Bennett/Gaddis) to allow the speeder to go on display providing there's no expense to CTRC.

Rod mentioned that CTRC would be handing out awards at the BBQ in addition to the recognition of volunteer hours. A special certificate, with the wording that will be cast in bronze and mounted in 2479, will be presented to Chuck Aldrich's wife and son. The auditors will receive special recognition for their pro bono work.

Next meeting: Nov. 21, 2002

Respectfully submitted: Leslee Hamilton

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Barn Update

1905 Cadillac

The major focus continues to be rebuilding the wood car body and seats. As with almost all restoration of wood parts, most of the pieces need to be replaced. The work is proceeding rapidly.

Port Huron Tractor

The California State Pressure Vessel Unit inspector has thoroughly examined the Port Huron tractor's boiler system and approved its Permit to Operate for another year.

Birney Trolley

The Birney is back on the tracks. Repairs to the door operating system have been completed.

Overhead Wire System Extension

As you may remember, trolley tracks were laid down several years ago from the Trolley Barn to Kelley Park along Senter Road. The next requirement is to install overhead electrical wires. Fred has submitted the design drawings and specifications to a registered Professional Engineer for his approval as the next step in this process.

More Tribute to Chuck Aldrich

By Ken Middlebrook

The history of the locomotive restoration project and Chuck's involvement with such is inseparable. Each accomplishment, whether for example it was the original agreement with the county, acquiring new (or previously "well-used") tools, the annual picnics, this newsletter, or invoice payments, etc, required countless conversations, follow-up calls and letters. In April, Chuck asked Jack Young and myself to retrieve his "SCVRRRA/CTRC files from his business office. The files comprised of several moving boxes filled with 4" binders each categorized by year. These documents represented only a portion of Chuck's commitment to the organization.

It is well known that Chuck was frustrated with the prolonged restoration process. Yet nearly every year, he and I would discuss the year's progress, usually over a corn dog bought during the county fair. Each year, we would discover numerous tasks that were completed. Taken individually, these tasks appeared insignificant, yet when strung together would illustrate progress. To a passerby to the fairgrounds site, the restoration appeared to be stalled. But that has never been the case.

If providing necessary organizational support during the week was not enough to illustrate his commitment to the project, Chuck visited the restoration site at the fairgrounds nearly every Saturday for the past 13 years. To maintain a balance in our personal lives, we have traditionally worked at the site only on Saturdays. One could understand "why" the project has taken so long. Like many of us, Chuck maintained a balance with his family life. In spite of his busy family and church involvement, it is amazing that he was able to make an every Saturday commitment to the project.

Chuck often remarked that if he knew previously how long this effort would require, he would have second thoughts

about initiating it. While others may have joined and left this effort, Chuck toiled with it for over 20 years. Is this a case of stubbornness? No, it was his perseverance to a worthy cause.

While each one of us has a vision of what our organization could become, Chuck had the ability to communicate his vision to anyone willing to listen. This vision inspired Chuck to initiate the organization in 1981. Industrial preservation is not as glamorous as restoring a cute Victorian home. How many century old individual homes have been restored whereas the old factory, that once employed the owners of those homes, had been long lost to the wrecking ball? Industrial heritage preservation can be difficult because technological advances lead to obsolescence and higher costs. By the time a preservation effort may be undertaken, industry has often scrapped prime examples of earlier technological processes.

Locomotive 2479 is the only remaining mainline steam locomotive in Santa Clara County. Chuck recognized the significance of what steam locomotives and railroad meant to the growth of an agri-centered Santa Clara Valley economy. The completion of the transcontinental railroad in 1869 provided new markets for local growers which in turn created growth of local canneries. Expansion of local canneries led toward a growth in supporting equipment manufacturers. These equipment manufacturers supported the world war effort leading to a local defense industry. The defense industry eventually spawned a newer local industry based on silicon. The former San Jose Roundhouse would offer an opportunity to retell the importance of railroads and steam locomotives to the economic growth of Santa Clara Valley.

Chuck's admiration of western US history and steam locomotives inspired his vision and commitment. Often anything hobby related activity dealing with trains or a simple fascination with railroads is perceived as quirky; however, Chuck's

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John Zielinski & the Fork Lift Wheels

I woke up early this morning so got in about a half hour ahead of my normal schedule. The mag-base drill was already up on the backhead so I knew that smokebox repair plate was not going to be my project of the day. I did pick up the Clark cylinder parts Thursday morning, but I didn't really want to start another new project with so many half started ones going on. I decided that swapping the Clark tires to the Lockheed trailer would assure that I didn't miss that boat.

I enlisted Lee to help removing the Clark wheels on the aluminum wheel side first. Once I refreshed my memory that L stands for left-handed threads, as in "backwards", we had no trouble getting them off with Bertha. We took 3/4" manual tools to the Trolley Barn with the first two tires. Denis agreed to use his truck for transporting the tires, etc. and was a great helper in all respects. We pulled the trailer spare and compared it with a Clark wheel just to make sure that the lug pattern was identical. We were able to get the spare and three other wheels off the trailer, put the aluminum wheel back as the spare and the other Clark wheel on one of the trailer positions, then get all that back to the Fairgrounds by lunch. I got out the hoses and scouring powder and scrubbed the tires while the other guys had lunch, then ate part of my lunch while the tires dried. I coated them with Armorall, then finished my lunch.



After lunch we installed two tires on the right side of the Clark, then removed and replaced the tires on the other side. I asked if the crew wanted to

stop or try to finish in one session and both guys said, "Go for it." We took the last two Clark tires and mounted them on the trailer. I would suggest that we notify the new owner that three of the tires on the road were not installed by professionals and without a torque wrench. They should be checked for proper torque before a highway run.

Another big thank you to Denis and Lee! I never expected to be able to finish in one day even when I picked up such marvelous helpers.

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A Note From Jack Young

Status from the visitors from Strasburg.

Kelly Anderson and Brad Robinson arrived at the site on Friday Sept. 27 to inspect the locomotive. They arrived at about 3:00 PM Ken and myself gave them a brief history of the organization and the locomotive history pre and post move. Saturday Sept 28 Kelly and Brad arrived at the site to start the formal inspection of the locomotive. CTRC members assisted the inspection team by removing the steam dome cover, removing the covers for the cylinders and valves, re-



moving the journal brass from the shipping containers and uncovering the drivers. The inspection team looked over every inch of the locomotive and all the parts that have been removed. About 3:30 PM we went over to the Trolley barn to inspect the side and main rods. Once that inspection was complete we chatted for a bit. The question was asked as to what they thought of our operation. Kelly was pleasantly impressed by what he saw in terms of the mechanical repairs that have been done to the Locomotive so far and the future repairs that we had described to him. He was also impressed by our machine capabilities. We also managed to get quite a bit done. We had 3 machines running the lath turning out Pins, Mill boring Spring hanger links, and the shaper cutting one of the lead truck journal boxes. In addition we had another crew working on the lead truck and some repair work going on with the herders shed.

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Coming Events

- ▶ Remember the Saturday workdays and the Wednesday work evenings. All very important events. See you there.
- ▶ The first Monday of the month 7:00pm CTRC meeting at the Santa Clara train depot.
- ▶ The next CTRC board meeting will be November 21st at the radio station.

John Zielinski and the Super heater

We had a great day today. Five complete units were banded, plus 2/3 of another. We found one unit in the rack which had been completed and not logged which was a nice surprise. The tally at day's end is 21 units completely ready to load back in the boiler, 16 units requiring some professional weld repair before we can band them, and only 3 units not looked over since passing hydro testing.

Rod brought out the welding certificates for a coworker at Hellwig who appears to me to be qualified to do this work. If the committee agrees, I'll try to get that organized.



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stature with civic leaders assisted in overcoming that hurdle. Together with Cliff Luscher, Larry Ingold, and Bill Poor, Chuck formed the Santa Clara Valley Railroad Association. The rest, they say, is history.

Chuck's passing offers an opportunity to reflect where we, as an organization, have been; more importantly, it is a time to reaffirm our own commitment to establishing a permanent sheltered home for an operable locomotive 2479.

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Letters To the Editor

No one wrote to the editor so you get this sing-along sung to the tune of "The Middle Of the House." Originally sung by Rusty Draper.

THE MIDDLE OF THE HOUSE

By Bob Hillard

Oh, the railroad comes thru the middle of the house
The railroad comes thru the middle of the house
The trains all come thru the middle of the house
Since the company bought the land.

They let us live in the front of the house
The let us live in the back
But there ain't no living in the middle of the house
'Cause that's the railroad track

When a bill collector comes to the house
He knocks and bangs on the door
So we set him right down in the middle of the house
And he never comes back no more

Noooo, he never comes back no more.

The railroad comes thru the middle of the house
The railroad comes thru the middle of the house
It comes and goes thru the middle of the house
And the trains are all on time.

And here comes the five O nine. (Whooo-whooh)

Oh, the railroad comes thru the middle of the house
In and out of the middle of the house
Right smack dab thru the middle of the house
Where the parlor used to be

There's a great big door in the front of the house
There's a little ol' door in the back
But we can't have doors in the middle of the house
'Cause that's the railroad track

A relative came to visit the house
He liked to scream and fuss
So we sat him right down in the middle of the house
And he never more bothered us

Nooo, he never more bothered us.

The railroad comes thru the middle of the house
The railroad comes thru the middle of the house
It comes and goes thru the middle of the house
Since the company bought the land.

I'm a'telling this tale in the middle of the house . . .

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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; Fred Bennett, David Crosson, Jack Ybarra, Marvin Bamburg, Peter Cipolla, Mac Gaddis, and Charlie Wynn, are the 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, Rick Kitson, Art Lloyd, Ken Middlebrook, John Neece, Gary Ross, Steve Tedesco, Leigh Weimers, Glen Simpson, Pat Restuccia, and Jack Young are the Board Members.

CTRC Staff:

Motive Power: Jack Young <jyoung99@pacbell.net>
 Electrical: Bob Paddleford <bobpadd@pacbell.net>
 Site Maint: Denis Murchison <dmurch@allover.com>
 Technical Assistance: Art Randall <arandall@earthlink.net>
 Historian: Larry Murchison <larrymurchison@attbi.com>
 Editor: Larry Murchison <larrymurchison@attbi.com>
 Treasurer: Pat Restuccia
 Membership: Gene Martin <trains4@attglobal.net>
 Time Keeper: Hugh Crawford <hugh@mycrawford.net>
 Trolley Barn: Fred Bennett: 408/293-BARN (2276)
 Acquisitions: Mac Gaddis
 Public Relations: Ken Middlebrook <middlebrookk@kaisere.com>
 Web Site: Karl Auerback <karl@cavebear.com>

From the Editor's Frame Shoe

Three little kittens were born in our CTRC compound and they holed up under the tracks under the caboose. Don't know where they are now but here is a picture of one of them.



Would someone please give me a detailed explanation or point me in that direction as to what "Running a Wire" means?

