

THE CLEARBOARD



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

DIRECTIONS FROM ROD DIRIDON

CTRC Caboose Welcomed Home: After decades in storage the historic CTRC caboose is home and coupled to Locomotive 1215 as part of a static display in History San Jose on the corner of Phelen Avenue and Senter Road at Kelly Park in San Jose. The caboose has a storied history described in **Ken Middlebrook's article** and is a welcome addition to the growing trolley and rail displays at History San Jose. Special thanks to **Joe Bower of Peninsula Crane and Rigging** for breaking through the inertia that stymied the move from Watsonville for many years, to the **Rotary Club of San Jose** for the \$5,000 grant to cover the moving costs that could not be donated by PCR, and and to the **CTRC volunteers** that prepared the display tracks. The caboose will need extensive renovation so will be a new project for the CTRC volunteers.

Donation of Locomotive 2479 Brass: Like the cavalry riding over the hill to the rescue, **Jerry and Karen Lane**, long time CTRC volunteers in a past life, donated \$10,000 to cover the unique brass bearing castings for the next phase of Locomotive 2479's reconstruction. Jerry and Karen asked **John Ezovski** what he needed, John told him, and Jerry & Karen responded. Wish life was always that simple but that success was made possible by John knowing how to ask and Jerry & Karen's generosity. Per **John's article**, the brass is now on order and the big project proceeds.



CTRC's Trolley VP Honored by Junior League: The **San Jose Junior League's annual Chrystal Bowl Award will be received by CTRC Trolley VP Robert Schneider** at the 44th Annual Volunteer Recognition Luncheon on April 26, 2013 at the Santa Clara Convention Center. Bob was nominated by CTRC after volunteering, often full time, for over a decade managing the CTRC Trolley operations. Those interested in attenuating the event should contact the Junior League at 408 264 3058 or www.JLSJ.org.



CTRC BOARD MEETING MINUTES

California Trolley & Railroad Corporation (CTRC)

Board of Directors

Meeting Minutes

Pacific Hotel, San Jose History Park

November 15, 2012

I. **WELCOME** – The meeting was called to order by Board President Rod Diridon, Sr. at 8:10 a.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

Attendance: Marvin Bamburg, Rod Diridon, Sr., John Ezovski, David Ginsborg, Mike Kotowski, Ken Middlebrook, Joel Maniaci, Larry Murchison, Bob Schneider, Charley Wynn, and Lynda Ramirez Jones

II. **MINUTES** – A motion was made, seconded (Ginsborg/Maniaci), and unanimously carried to approve the minutes of August 16, 2012.

III. CHAIR'S REPORT

A. **Chair to provide reports as each item is discussed.**

B. **Discussion of Fairgrounds General Plan (Kotowski)** – Middlebrook was to contact Art Troyer of Fairgrounds. Following discussion, Kotowski to schedule meeting at MTI with Diridon, Middlebrook, Ezovski, and Howard Thomas, Fair Board accountant.

IV. FINANCIAL REPORT

A. **Bank Reconciliation Statements (7/1/12 to 10/31/12)** – Diridon noted that the monthly bank reconciliation statements for the checking and savings account are in the agenda packet and will continue to be included in future agenda packets for Board review.

Diridon stated that the financial reports could be modified in the way they are presented to clarify and ease their review.

Bamburg noted that all income and donations should be in the category of income, and asked why the \$3,782.00 grant from the Rotary Club Foundation was listed as a negative expense. This is an obvious error, and staff will correct the report.

B. **Profit & Loss Statement and Balance Sheet** – A motion was made, seconded (Ginsborg/Wynn), and unanimously carried to approve the Profit & Loss and Balance Sheet reports.

V. CURRENT PROJECTS

A. **Trolley Barn** – Schneider presented the attached written report (Addendum #1) dated November 15, 2012. He referred to the trolley car ridership, noting it is declining.

Middlebrook arrived at 8:35 a.m.

Schneider reported that the ARM Fall Conference was held in Montreal November 7-11, 2012, at the Expo Rail, a museum displaying all aspects of Canadian Rail, and had an attendance of 150.

Ginsborg asked how the declining trolley ridership at History San Jose (HSJ) would be addressed. Middlebrook noted that HSJ wants booths put on streets; however, access to fire operations has to be considered. HSJ is requesting that the trolley not run on busy days.

Schneider noted that when crowds get too big, people tend to walk in front of the trolley.

Ginsborg suggested that a volunteer work in front of the trolley on busier days.

Middlebrook commented that people want space for other uses. Schneider indicated that every event has different requirements.

Middlebrook said that due to the demand, the HSJ Education Department is trying to figure out programs to increase attendance. It was noted that a perimeter trolley track would require resurrecting the Master Plan.

Diridon mentioned that Tony Ridder had talked to him about stopping by to see the San Jose Mercury News car though a date had not been set.

B. Locomotives 2479 and 1215 – Ezovski submitted the attached report (Addendum 2)

Ginsborg left at 9:20 a.m.

Ezovski reported that a critical need exists for side and main rod bushings for Locomotive 2479. Cost is approximately \$10,000.00 to complete the next step for this project.

Bamburg left at 9:30 a.m.

C. SCC Rail Museum – Diridon reported he is making efforts to develop a relationship with Neil Young, who has a large railroad museum, to become a CTRC patron.

Diridon conveyed that the Santa Clara County Parks & Recreation (SCCOP&R) continues to look for a site for the rail museum. The Santa Clara County Parks Acquisition Fund has \$12 million in funds, which have not been expended because they don't have enough staff. He said that the new SCCOP&R Director, Rob Courtney, toured the CTRC facility; however, is unable to make any financial commitments at this time. Diridon reiterated that both SCCOP&R and County Executive Jeff Smith are aware of CTRC's need for rail museum property. The Santa Clara Valley Water District also has funds for streamside projects, and Diridon is researching whether funds can be used to acquire the Three-Creeks' Trail. Diridon requested a meeting at MTI with the Willow Glen group to be set up by Ken.

Ezovski left at 9:40 a.m.

D. Kelley Park Rail Stops – Benches and Signage – Maniaci reported he has made progress on the poles, and they need to be moved to the site. He asked Schneider to look online for three more dedication benches.

Diridon offered to call Mary Ellen Ittner to assist with this effort.

E. Volunteers – Middlebrook referred to Schneider's Trolley Barn report (Addendum #1.).

F. Acquisitions

- i. **Name New VP of Acquisitions** – Diridon noted that the Board still needs a Vice President of Acquisitions.

G. Grant Applications – Nothing to report - continued.

H. Diridon Station Museum – Nothing to report - continued.

I. Future Local Event – Middlebrook reported that the potential partners from Portola Valley; Portland, Oregon; and Cheyenne, Wyoming are still interested in participating. Current plans are to do two encumber two tracks at the Diridon Station during the week and four on the weekend. A deadline is approaching for other groups to plan alternate events if feasible. Diridon requested Middlebrook send him the pertinent information for Diridon to email a notice to interested parties.

J. Fundraising – Diridon said that the Santa Clara County Historical Heritage Commission grants a total of \$500,000 per year, and the application comes out in April 2013.

K. NEW BUSINESS – None.

L. Miscellaneous:

1. Kotowski to contact Bonnie Bamburg about assisting in fundraising efforts and acquisitions.

2. Kotowski noted that the 15th anniversary of Union Pacific is coming up, and will set up a meeting for planning an event.

Middlebrook to follow up with Taylor Heavy Hauling about moving the caboose from Salinas to History San Jose Park, and then call Diridon with update. If that is not successful, Diridon will call PCL to request help in expediting the move.

ADJOURNMENT – The meeting was adjourned at 10:07 a.m. in memory of Gene Martin.

Snail's pace best describes progress this past quarter. A number of reasons are the cause for this pace with the most significant being funding. Rain and cold weather has not helped.

Outlook is much brighter thanks to a very generous grant from the Karen and Jerry Lane Foundation. This significant donation will allow CTCRC to acquire all the bronze material required to replace the locomotive's main and side rod bushings. Turning and quartering of the driver pins and boring of the number two driver pin holes in the main and front rods make it necessary to replace these items. A current quote is in hand and the order for material should be placed before the end of February.

Machining of a new bushing for the right end of the reverse rod which runs across the locomotive was the most significant restoration task. The original bushing was heavily worn and no longer serviceable. This bronze bushing is of significant size thus moderate cost. Machining of this bushing required a number of complex steps. Our journeyman machinist made the task look easy resulting in another completed repair.

A number of small tasks that have been on the work list for years have been addressed. One of two grease cellars for #3 driver was missing its two springs which holds an access door closed. The cellar contains a block of grease which lubricates the driver's journal. Occasionally the grease block must be replaced. It is through this door that these blocks are replaced. Nobody on the work crew had ever made a spring. Research was performed and several attempts at forming springs failed. Several more experiments eventually lead to success.

The tender's hand brake system has not been functional. To correct this problem, a number of chain links had to be formed and welded into the chains that connect the hand brake rod to a lever in the brake system. Another task off the list.

Both of the locomotive's sander valves are in need of repair.

Sand is gravity feed into the valve from the sand dome. Air then forces sand threw the input and output ports. The output port is lined with lead to protect the cast iron valve body. One valve requires new lead liners, while the second valve requires significantly more help. Sand has worn away the lead liner and cut into the valve body. There has been many long discussions regarding how to return this valve to service. A process was selected and repairs have begun.

Inspection of the tender revealed moderate corrosion on its running boards. These surfaces were wire brushed, primed and painted. All of this was completed before seasonal rains began.

The locomotive's super heater units have been stored cover, outside since they were hydrostatically test about 10 years ago. At the beginning of each fall season, new covers were replaced to continue to provide protection. Rather than continuing to store these units outdoors, a more suitable storage location for the units was found in one of the two passenger cars. Moving the units was no easy task as each unit is about 18 feet long and is very heavy.

The two fork lifts are now partially protected from the weather thanks to a shelter located on the right side of the dual-wide trailer.

Thanks again to Karen and Jerry Lane. Their grant is going to allow CTCRC to acquire a "big ticket" item, provide several months of work and move 2479 one step closer to steam.



Left side bad—right side good

Trolley Barn News from Bob Schneider

OVERVIEW: Normally this is a quiet period. We continue to operate the trolleys, but do get rained out once in a while.

FAMILY DAY 12/8: The Holiday Festival held on 12/8 was great. Our numbers were 350 trolley riders, 183 Barn visitors and 110 Hand Car Riders. The weather was clear and cool. 182 people visited Santa on the Trolley.

TROLLEY BARN VOLUNTEER MEETING: We held a Volunteer Meeting in December and picked up those that missed it in January. We covered items that have come up recently and status on items for next year.

THE MISSOURI PACIFIC CABOOSE OUR NEWEST DISPLAY ADDITION

By Ken Middlebrook



After CTRC volunteers completed a cosmetic restoration of our SP steam 0-6-0 locomotive #1215 in the employee parking lot of History San Jose, Alida Bray approached me with the idea of relocating the “train” to the front of the museum alongside Senter Road. As the location would become a more prominent site for the locomotive, I embraced the concept; however, I corrected Alida by stating that a “train” requires a locomotive and a railroad car...like a caboose. Subsequently, I explained to Alida that CTRC had two cabooses in its existing collection that would be available for display with 1215.

CTRC’s most visible caboose is SP bay window #1589 coupled to steam locomotive 2479 at the county fairgrounds. 1589 houses a small historical display that is shown to the occasional visitor to that site. CTRC’s second caboose is wide cupola style Missouri Pacific #13522 that had been stored in Salinas by Wayne Yetter since 1997. While not historically operated in San Jose, 13522 has a cupola and is painted in red, both characteristics of which the general public relate to cabooses.

In November 2011, locomotive 1215 and its tender were relocated to the new display site. Over the following months, the display track was leveled and ballasted. More importantly, the track was long enough to accommodate caboose 13522.

Logistical planning occurred for transporting the caboose from Salinas to the History Park which involved heavy equipment such as large trucks and a crane. Taylor Heavy Hauling, who previously assisted with the movements of 1215 and Little Buttercup, would provide the trucks. Joe Bauer and Peninsula Crane and Rigging would provide the cranes. To fund this effort, a generous grant was received from the Rotary Club of San Jose foundation. Due to future plans by his landlord, Wayne Yetter became eager to move the caboose off his site.

Ironically, bringing the caboose to San Jose is a homecoming of sort. After its retirement from the railroad, the caboose was purchased by Rick Griffith for use as an office at his distribution company off Park Avenue near the railroad depot. While the exterior retained its original appearance, the interior was gutted to accommodate office equipment. When the railroad planned to abandon the connecting branch line, Mr. Griffith donated the caboose to CTRC.

With snow visible on the ridgelines above Salinas, the various crews arrived at Wayne’s yard on a clear and cold Thursday, January 10. Discussion ensued about the best method of keeping the load height under 15’9”, the criteria set by Caltrans. Another concern was stability of the load. Subsequently, the carbody was loaded onto the trailer with Wayne standing by with his torch ready. With some pruning of the bracket rigging, removal of a set of steps and amputation of the stove pipe, an

acceptable height of 15'7" was accomplished. Due to a later than expected start and various travel curfews, the crew decided to move the caboose northward the following morning, Friday, January 11.

Although the load height was below the requirement, special routing was called to avoid low overpasses on highway 101, particularly in the Salinas area. As a result, the routing called for traveling west to highway 1, passing through Castroville before turning inland to highway 101. Just south of Gilroy, the caravan would take highway 25 toward Hollister and return via highway 152. Additionally, the Salinas Police Department was required as an escort through 1.5 miles of their town.

By 11:00 am on Friday, the police was not available for the escort and it appeared unloading at History Park would not occur that afternoon. Plans were tentatively rescheduled for the following Monday. However at 2:10 pm, an unexpected call was received stating that the Taylor caravan was nearly the Tully Road exit in San Jose. A flurry of calls were made in attempt to arrange a Peninsula Crane crew but to no avail. Unloading would occur on Monday and the loaded caboose and large Taylor trucks spent the weekend in the back parking lot of the museum.

Monday morning, January 14 was a clear day. After spending the weekend at their homes outside Sacramento, the Taylor crew returned early whereas the Peninsula Crane crew had a 1 mile drive from their corporate yard to the museum. Careful preparation was taken to position both the crane and Taylor trucks at the display location. A consideration was the various overhead wires in the museum grounds yet everything went smoothly. By midmorning, the caboose was safely on its display track coupled to locomotive 1215.



While they may have a static appearance, both locomotive 1215 and the caboose will play an active role in educating future museum visitors with the historic relationship between railroads and our former agricultural based economy. Similar to the locomotive, the caboose will receive a cosmetic restoration. New signage will be added to the display. The caboose interior will be used as a classroom for students participating in the museum's Historic Transportation Experience program.

Many "thanks" is given to the various individuals who participated in the relocation effort. Finally, CTCRC owes sincere appreciation toward Rotary Club of San Jose for generously providing the necessary funding.

And Alida...you can now accurately call the display "a train!"



Information

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

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 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 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; Executive Committee** are Marvin Bamberg, VP Design; 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 Knight, Mike Kotowski, Art Lloyd, Joel Maniaci, Kit Menkin, Denis Murchison, David Niederauer, Tim Starbird, Neil Struthers, Steve Whitaker, Beth Wyman, Charles Wynn.



CTRC Staff:

President: Rod Diridon <diridon@mti.sjsu.edu>

Vice President: Ken Middlebrook <kamiddlebrook@comcast.net>

Motive Power: Jack Young <jyoung99@pacbell.net>

Electrical: Bob Paddleford <bobpadd2479@comcast.net>

Site Maintenance: Denis Murchison <dmurch@charter.net>

Equipment Maintenance: John Zielinski <johnz2@sbcglobal.net>

Technical Assistance: Art Randall <arandall@earthlink.net>

Historian: Larry Murchison <larrymurchison@comcast.net>

Editor: Larry Murchison <larrymurchison@comcast.net>

Treasurer: Annette Nellen

Membership: TBD

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

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

Acquisitions: OPEN

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

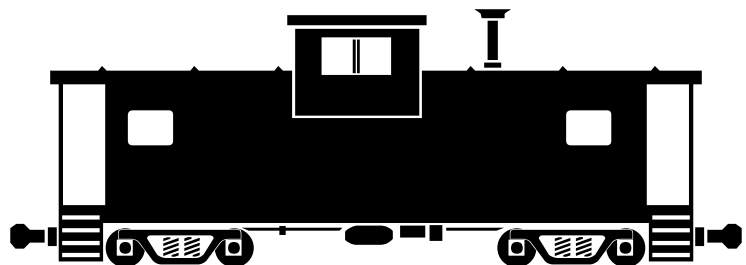
Web Site: Karl Auerbach <karl@cavebear.com>

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 CTCRC 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 your hand.

► The next CTCRC board meeting will be Thursday, February 21st, 2013 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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Like yourself, we are individuals with different backgrounds, talents, and skills who share a common interest in preserving our 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

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