

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrcc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

COME TO THE BBQ

Please recall that the annual CTRC Board meeting is at 3:00 PM on 8/17, Thursday, in the Pacific Hotel Conference Room at History San Jose followed at 5:30 PM by our 23rd annual volunteer's recognition BBQ. We thank History San Jose for allowing our rational date to be retained and look forward to all of you attending this event that is free in appreciation for the great work of our wonderful volunteers. RSVP to Heather, 'Gornitzka@mti.sjsu.edu' or 408-924-7560, so that we can be sure of having food and beverages for all.



Special points of interest:

- What did Mr. Diridon have to say in this newsletter?
- Who worked on the 1215 to remove the exterior parts?
- What is a bucking bar?
- Who usually handles the bucking hammer?
- What does the entrance to the trolley barn look like?
- See you at the BBQ, right?

SWITCH ENGINE 1215 WORK CREW

See story on page 6



John Ezovski, Brian Duffy, Jack Young, & John Zielinski

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CTRC BOARD MEETING MINUTES

CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
May 18, 2006

Meeting was called to order at 7:35am.

Attendance: Marv Bamburg, John Ezovski, Rod Diridon, David Ginsborg, Mike Kotowski, Larry Murchison, Bob Schneider, Dave Sylva, Jack Young and Brendan McCarthy (staff).

Minutes: (MSC – Ginsborg/Schneider) that the minutes of the February 17, 2006 CTRC Board meeting be approved.

Chair's Report: Chair Diridon deferred his report to be made as comments as the meeting progressed.

Financial Report: President Diridon reported \$255,000 in the bank and \$140,000 pending reimbursements from the County Parks Department from the last of CTRC's Historical Heritage Commission Grant contracts. Chair Diridon has requested payment from the County several times over the past two years and has been assured that the reimbursement was appropriate and pending. Chair has also met with County Executive Kutas to speed up the effort.

Current Projects:

A. Volunteers Report – VP Middlebrook could not make the Board Meeting because of a previously scheduled business obligation. Chair Diridon indicated that he had heard very good things from the County about the work done by volunteers to clean up the locomotive site. VP Young



Field of Dreams

concluded and reported that the amount of help from volunteers had been steadily increasing. Also, VP Young reported on the volunteer trip to Portola Railyards made in April.

Chair thanked VP Middlebrook for his continued support and work with the ever valuable volunteer assistance.

B. Trolley Barn/History San Jose – VP Bob Schneider presented the Trolley Barn report to the Board. The sign on the west door of the Trolley Barn has been completed and installed. The volunteers are currently working on re-doing the entry area display case. Board member Gene Martin indicated that some of the older machinery pieces on display may have use for CTRC but most of them do not. Chair Diridon cautioned that pieces with historic value should be kept by CTRC if possible. Board member Crosson indicated that collectors and museums have been taking older machinery and tools at a decent rate and that he offered to move the process of disposing of the tools along if needed. VP Schneider also reported that the pit has been used several times for work being done in the barn with great success. Chair Diridon thanked VP Schneider for the update and commended his work, along with that of the volunteers, on the Barn and the pit.

C. Locomotive 2479 – VP Ken Middlebrook reported on the Locomotive's progress on behalf of VP Jack Young. The volunteers continue to work on the renovated drive wheels, shoes, and wedges provided by Robert Franzen. Also, VP Middlebrook reported that an impressive amount of progress had been made on the brake rigging work. Work continues on the FRA authorization for the boiler and progress is being made. A shaper has re-



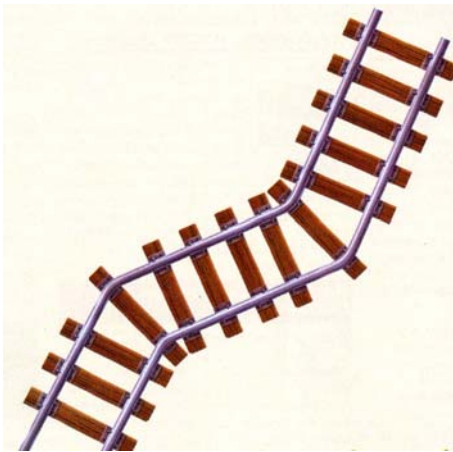
cently been received and VP Middlebrook noted Chair Diridon's help in receiving it. VP Middlebrook commended the work of all who helped to get the shaper into working order.

D. SCC Rail Museum – VP Bamburg expressed enthusiasm regarding the progress that has been made since the last CTRC board meeting on a possible museum site and indicated that the prospects were the brightest they have been in years. VP Middlebrook displayed a 1931 aerial photograph of the possible sites to

(Continued on page 3)

(Continued from page 2)

help further the discussion about the site's historical significance. The Chair indicated that it looked like Councilmember Cindy Chavez was going to take the lead on the issue for the City of San Jose and that it appeared that the City was attempting to get the developer to donate a piece of the land for a museum. The Chair indicated that approximately 3 acres of the 12 acre sight were needed and that commitments of support from four of the Councilmembers had already been received. VP Middlebrook indicated that he had been speaking with Dennis Korbiak of the City's Redevelopment Agency regarding concepts for the site. Chair Diridon reported that his conversations with RDA Director Mavrogenes indicated that the Museum could become an RDA project if the City Council could not convince the developer to donate the needed land. Both the Chair and VP Bamburg applauded the work of Larry Murchison in creating models that could conceptualize the issue for the Councilmembers whose support CTIRC was seeking. The Chair also thanked VP Bamburg for his work and support on this issue.



E. Happy Hollow Rail Extension – Chair Diridon reported that a meeting had occurred with SBC/AT&T Regional VP Birt Johnson and his staff seemed to be supportive of the project and of finding a way to get it done. Chair Diridon reported that his last conversation with Birt led him to believe that the project was moving ahead, but that he would follow up at a later date.

F. Volunteers Report – VP Middlebrook reported that volunteers from San Jose State had come to help clean up the Trolley Barn and fairgrounds and that the progress on the museum site was going a long way towards improving morale among the long time core of volunteers. Middlebrook also reiterated that all of the steps taken by CTIRC as an organization have an affect on the recruitment and retaining of volunteers. Chair Diridon inquired as to the volunteer forms on the CTIRC website and asked Bob Schneider to look into updating the form. Marv Bamburg also inquired about the response mechanism on the website and Ken Middlebrook indicated that inquiries were being made into allowing possible volunteers to reply electronically. Gene Martin offered to assist by creating a new email that would allow him to track electronic responses.

New Business

A. Acquisitions – No acquisitions are currently contemplated.

B. Historic Heritage Commission/Grant Applications – Chair Diridon noted that the 2006 Parks Charter Measure would hopefully pass creating more funding.

C. Fundraising Efforts – Nothing new to report

D. Alum Rock Park – Chair Diridon reported that he had been contacted by Roger Abe, a Park Ranger at Alum Rock Park requesting that CTIRC sponsor (at \$2500) an historic marker at the park to help educate the public about the area's historic significance. Chair Diridon was not recommending that CTIRC fund the venture, but was bringing it to the board for its consideration. Diridon expressed concerns about CTIRC setting the precedent of becoming a funding organization, rather than a fundee organization. VP Middlebrook indicated that CTIRC could possibly assist the effort with resources such as volunteer time instead of money. Dave Crosson brought a motion to deny Mr. Abe's request but to offer resources that CTIRC might be able to spare instead (M/S/C – unanimous). Chair Diridon indicated that he would communicate the Board's decision to Mr. Abe.

E. Work on the recognition plaques for the pit continues. The plaque will be placed where the public can see it, not down in the pit. Brendan continues to work to assure that all of the names are included and are accurately spelled. A sample was shown to the BBQ attendees, giving board members the opportunity to have some input on the final product. Coast Engraving and Kearney Pattern Works are committed to donate the pattern and casting.

Next Meeting – (From Rod diridon) Please recall that the annual CTIRC Board meeting is at 3:00 PM on 8/17, Thursday, in the Pacific Hotel Conference Room at History San Jose followed at 5:30 PM by our 23rd annual volunteer's recognition BBQ. We thank History San Jose for allowing our rational date to be retained and look forward to all of you attending this event that is free in appreciation for the great work of our wonderful volunteers. RSVP to Heather, 'Gornitzka@mti.sjsu.edu' or 408-924-7560, so that we can be sure of having food and beverages for all.

Meeting was adjourned at 9:00 AM.

Respectfully Submitted:

Brendan J. McCarthy



LOCOMOTIVE NEWS

By Jack Young

The task of rebuilding the locomotive brake rigging is complete all components have been repaired and stored in the containers. This was a long a tedious task. Many hours of machining parts fabrication new bushing and pins were involved many thanks to the restoration crew. This task consisted of 143 major brake parts some of which required 3 or 4 major machining operation. We also constructed new pins and bushing for all the parts which were also manufactured by CTRC personal. I would like to thank all the participated, which I believe, was just about everybody involved in the CTRC organization. A Special thanks goes out to John Zielinski for heading up this task and making it run so smoothly. We basically had our 2 lathes running every weekend for the past year or so making pins and bushings for this project.

Boiler – Now that the brake-rigging task is complete we have turned our focus to the task of installing staybolts in the boiler. There are about 160 staybolts to be sealed in the firebox. This task requires a minimum of 4 people and is better suited for 5 to 6 people. The requirement comes from the fact that it takes 3 people

SP1215 – Western Pacific Railroad Museum Portola California – A number of the steam team traveled to the site of SP1215 to remove piping and other fixture off of the locomotive in advance of the asbestos abatement process. All parts removed have been photographed and record in a parts list for the future. We were treated to a stay on the grounds in one of the museums sleep cars.

Frame – Work continues on the repair of the number 3 pedestal binder that had excessive wear. This job requires the weld up of the binder and re machining. The binder is then test fitted to the locomotive frame. This task is further complicated by the fact that the binder weighs about 200 pounds so it requires the forklift and lots of man power.

Drivers – The journal boxes have been cleaned and painted and the journal grease has arrived the plan is to install the box on the axels over the next couple of months.



Art Randall cleaning the bearing surface



Showing the bucking hammer on the left and the bar tool on the right



Lee Westfall, Tom Anderson, & Loren Cantrell

on the outside of the boiler to hold the bucking bar against the head of the stay bolt and 2 people on the inside (usually only John Ezovski) of the firebox alternating bucking the stay bolt. The average is about 15 – 20 stays a week so far we are about 50 percent complete.

Restoration site – Site clean up is an on going task especially this year with the late rains. I can report that the site is looking better then it ever has.

TROLLEY BARN NEWS

By Bob Schneider

Trolley Barn Entry: A new entry table was installed. The area is now much more open and the view of the entire Barn upon entry is significantly improved. With a few more improvements, the re-vamping of the entry area will be completed. Bruce made the table.



Birney: While making measurements when running the car, the second people catcher dropped and was damaged. We quickly went to SF Muni to see how their catchers are installed. We learned that (1) the spring needs to be tight enough to resist operating vibration (2) their catchers fall to within 2" of the pavement and are held there by a chain (3) their trip bars are 6" above the track. What an eye opener.

Italian Car (Car 1943): The San Jose Fire Department cut up 1/3 of the body as an emergency training exercise on 6/29. We have continued the work on our own.



Cable Car (Car 23): The buyer has now fully leveled and supported the car. Next he will remove the body from the Barn.

Melbourne Car: The buyer has dropped out. The cost (\$8500) of removal, trucking and placement at a new site is too high for him.

Rauch & Lang: The car returned from the paint shop and is now going through refit. Stripping of paint from the wheels is in progress so that the wheels can be repainted.

1924 Dodge Brothers Truck: Repairs on various items continue.

1923 American LaFrance Torpedo Fire Engine: The truck has been completely disassembled and sand blasting and scraping of paint is in progress. Many smaller parts have been given a coat of primer paint.

Special Visitors: Visitors from Blickpunkt Strassenbahn, a German Association of streetcar enthusiasts, visited the Trolley Barn on 6/30. At their request we ran two cars and put the other two outside for photographs. We also arranged for the group to see the old trolleys at VTA.

Garden Railroad Convention: Fred was there on time thanks to his son, David. He was happy to visit with old friends. He also made it a point to go down into the pit and walk clear to the other end to take in the full measure of its size. Our trolley ran for the event and had a total of 542 riders. Fred was in great spirits, but not as mobile as he would like to be.

Helping Others:

Refurbishing of the park bench in memory of Alec Noseworthy was completed.

A prototype street sign "Loomis Lane" was completed and presented to Pat Loomis, the guest of honor, at the HSJ fundraiser on 6/22. A permanent sign will be made in the future and placed on one of the History Park streets.

Refurbishing of slates and nail display was completed for Education. A cart was also repaired.

We installed two deadbolts and one lockable door handle in the hotel downstairs bathrooms for Facilities.

This coming Saturday we are installing a small table in the Barn for toddlers. It is a play table with a wooden trolley using "Brio" type wood track. We realized a while ago that we don't have much to offer this age group, so Bruce made up the table, some hand made trolleys and soon enough a few buildings. A number of us brainstormed the ideas, but Bruce designed and built the table. Gene obtained a donation of track.



By Ken Middlebrook

On April 21 & 22, 2006, eight CTRC volunteers participated in the first work session on Southern Pacific 0-6-0 steam switch engine #1215. The work focused on removing items in advance of asbestos abatement to be performed by a contractor later this year. A unique aspect of this particular CTRC work party is that it occurred at the Western Pacific Railroad Museum at Portola, approximately 200 miles from San Jose.

CTRC purchased SP1215 from the Western Pacific Railroad Museum (WPRRM) in August 2004. A condition of the agreement called for joint abatement work to be performed in Portola on SP1215 and WPRRM's own 0-6-0 steam switch locomotive, Western Pacific #165. Both locomotives are identical in size. WP #165 arrived home in Portola earlier this year.

Several messages were shared between WPRRM's steam manager, Chris Allan, and Ken Middlebrook to identify an available weekend to hold a joint work session. Mid-to-late April was selected to minimize the possibility of inclement weather. As part of the arrangements, WPRRM would provide on-site lodging to the CTRC crew in refurbished sleeping railroad cars.

Several days prior to the selected weekend, John Ezovski loaded tools for transport to Portola. If needed, WPRRM generously offered use of their on-site tools. Access to their welding gas tanks would prove invaluable over the weekend.

On Easter Sunday, April 16th, a spring storm dumped 24 inches of snow in Portola. This news created much anxiety for the crew.

Most of the CTRC crew arrived early afternoon on Friday April 21 with work commencing almost immediately. Although the weather had warmed and melted nearly all of the snow from the previous Sunday, the forecast was for rain on Saturday, April 22. As a result, the crew was eager to work under the dry conditions on Friday.

Our work plan was to remove most of the exterior items located outside of the locomotive's sheet metal jacketing. This would include the bell, whistle, injectors, gauges and miscellaneous piping. With these items out of the way, the abatement contractor would be able to remove the boiler jacketing and gain access to the asbestos lagging.

The CTRC crew was informally divided into teams consisting of removal "specialists" and a scribe. Crew members included: Tom Anderson, Hugh Crawford & son, Brian Duffy, John Ezovski, Ken Middlebrook, Larry Murchison,

Jack Young, and John Zeilinski.

The "specialists" used any method necessary to remove an item without incurring damage to either man or machine. The scribe would note the item's description/location and assign a unique part number. In turn, this number was stamped onto a metal washer and fastened to the item with bailing wire. Furthermore, digital images were taken to assist in identifying the item. (Entered into a database, a similar numbering process has been used during the restoration of SP2479.) These records will assist the effort in putting SP1215 back together... someday!

Because of the threat of rain, Friday's activities would focus on exterior items with items located inside the cab to be removed on Saturday. Sunday, April 23 would be used as a back up day if needed. We nearly finished the exterior work late Friday just as the rain drops began to fall. Rain would continue throughout the night and, fortunately, stop before sunrise. Despite the moist forecast, Saturday would remain dry enabling the crew to finish the planned work entirely in the afternoon and to return 200 miles home later that evening.

The larger removed items were placed into the locomotive's tender for storage; whereas, the smaller and collectable items were brought directly back to San Jose for storage. Additionally, WPRRM's facility manager, John Walker, shared the storage location of several SP1215 items previously removed by their organization. These items included an air tank, eccentric rods and driver journal covers.

A second SP1215 work session will be planned after the abatement (as of this date, an abatement contractor has not been selected). This future visit to Portola will perhaps include painting the exposed boiler shell and reinstalling some of the removed items.

This initial SP1215 work session was very successful and the crew appreciated WPRRM's hospitality during our stay.



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: CTRC, c/o MTI, 210 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 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.



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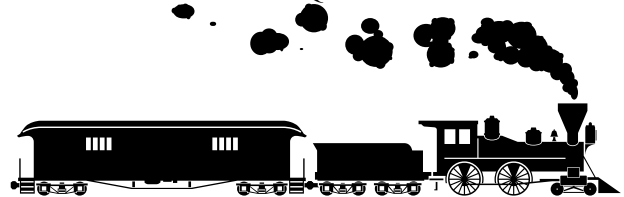
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 Site Maint: Denis Murchison <dmurch@charter.net>
 Technical Assistance: Art Randall <arandall@earthlink.net>
 Historian: Larry Murchison <larrymurchison@comcast.net>
 Editor: Larry Murchison <larrymurchison@comcast.net>
 Treasurer: Annette Nellen
 Membership: Gene Martin <trains4@attglobal.net>
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 Trolley Barn: 408/293-BARN (2276)
 Acquisitions: Mac Gaddis <macgaddis@peoplepc.com>
 Public Relations: Ken Middlebrook <kamiddle@rockwellcollins.com>
 Web Site: Karl Auerbach <karl@cavebear.com>

COMING EVENTS

► Remember the Saturday workdays and the Wednesday work evenings. Check with John Ezovski at SLBTrainer@aol.com. All very important events. See you there.

► The first Monday of the month 7:00pm CTRC meeting at the Santa Clara train depot. Be there for a lively discussion about something or you can just look at the displays.

► The next CTRC board meeting will be Thursday, July 17th, 2006 at 3:00am at the History San Jose Pacific Hotel first floor conference room. BBQ too! See the "Minutes."



Do you want to view this lovely newsletter in color? Why of course you do! I don't know of anyone who wouldn't. You can even zoom in on the images to see them better? Isn't technology wonderful?

On your computer go to:
www.ctrc.org/newsletter.html

California Trolley & Railroad Corporation

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Membership is open to all. Yearly dues
help finance the Corporation goals. All
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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 our rail heritage.
Supporters who contribute \$25 or more annually will receive our
monthly announcements and our quarterly newsletter THE CLEAR-
BOARD. Contributions of materials, equipment and skills are also
welcome.



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