

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

Reference board meeting minutes for Rod's comments

Noted Steam Locomotive Experts Visit the 2479.

At least the middle four are...

Story on page 3



Bracketing the four smiling faces in the middle are Jack Young and John Ezovski. Those smiling faces are Robert Franzen, Steve Sandberg, Nick Kallas, and Doyle McCormack

CTRC BOARD MEETING MINUTES

**CTRC Board of Directors
Meeting Minutes
Pacific Hotel, History San Jose
December 14, 2006 8:00am**

Meeting was called to order at 8:10am by president Diridon.

Attendance: Larry Murchison, Gene Martin, Charles Wynn, Bob Schneider, Ken Middlebrook, Mike Kotowski, Rod Diridon, Sr. and Heather Gornitzka (staff)

Minutes: The minutes from last two meeting were approved (MSC – Middlebrook/Wynn).

Financial Report: President Diridon presented the financial and income and expense statements prepared by Heather Gornitzka. The financial statements were approved (MSC – Wynn/Martin).

Current Projects:

A. Trolley Barn/History San Jose- VP Bob Schneider presented the Trolley Barn report to the board. 11,000 visitors have been to the trolley barn and there have been 3,000 riders on the trolleys for the last year. Out of 30 active volunteers, on average 28 show up per month and contribute about 637 hours of work per month. VP Schneider reported that the volunteer group is working well together. Gene Martin and VP Schneider went to ARM conference and learned a lot of useful information. The Milano car shell has been chopped up and sold. The area has been cleaned up. The cable car body was sold and is being transported to New York. The Melbourne car has been sold but has not been moved from the current location.

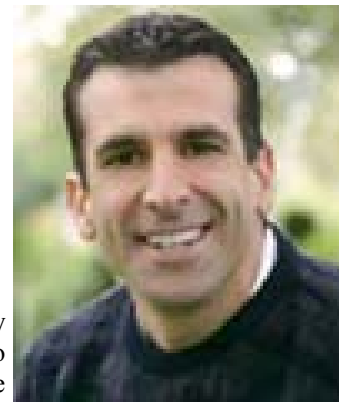
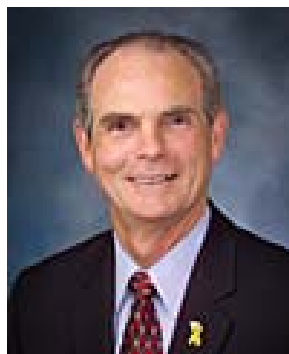
And soon this will be gone...



B. Locomotives 2479 and 1215 – VP Jack Young was unable to attend this month's meeting so Ken Middlebrook reported on the Locomotive 2479 project. It was reported that there is a crack in the 2479 frame and work is being done to repair it. VP Middlebrook reported that the Portola group has selected an abatement contractor for both their locomotive and ours. After sending a RFP to several candidates, the first returned bid was scientifically higher than budgeted. Fortunately, Portola negotiated a reasonable bid with the selected contractor. Per the terms of our contract with Portola in August 2004, Portola offered free storage of the SP 1215 for a period of nine months with the idea that the joint abatement would have been done during that time frame. Understanding our homeless situation and their own delay in the abatement work, Portola had generously agreed to waive the monthly storage fee. Now after 27 plus months, Portola will not be able to provide this generosity after the forthcoming abatement work. As a result, the agreed upon storage fee will soon commence. VP Middlebrook suggested paying one year's rent in advance but President Diridon suggested only paying the rent for 6 months at a time beginning after the acceptance of the abatement work. That recommendation was approved (MSC- Schneider/Kotowski).

CTRC has not secured a permanent museum location and it is unknown when a site will be formalized. In November at the ARM/TRAIN convention in Sacramento, VP Middlebrook explored the availability of temporary storage for SP 1215 at either CSRM or Niles Canyon.

C. SCC Rail Museum – President Diridon reported that he would be discussing the museum plans with the new San Jose Mayor **Chuck Reed**. Relations are being strengthened with the new mayor and staff. Ken Yeager has expressed much appreciation of President Diridon's support so he will probably be good to work with. **Sam Liccardo** will also be of



help and is not only Cindy Chavez's replacement but also being promoted for the County's Cities' appointment to VTA and MTC. VP Middlebrook suggested for the Coleman site to remove the shed and depot from the plans. Diridon said that the depot should not be removed but we should work with them to adjust the road and only compromise if we must.

(Continued on page 3)

(Continued from page 2)

D. Happy Hollow Rail Extension – Diridon reported that the poles given to us by Caltrans were found to be too short for CTRC use. Ron Wells of Stacey and Witbeck is ready to do the installation as soon as poles are received that meet the right specifications. Diridon is going to ask VTA and the public works departments in various cities to look out for poles that are at least 30 feet tall and 24” in circumference at the top.

E. Kelley Park Mini-Train – Diridon and Mac Gaddis walked the tracks and found that the route will work for the train providing access in proximity to the Trolley Barn. New resources are needed for this project which will not draw on the CTRC reserves. The Train would interconnect the Happy Hollow Zoo, Japanese Friendship Garden, and the history museum. Diridon has found significant community interest, mostly in Willow Glen, to help with Train.

F. Volunteers Report – VP Middlebrook noted that a few people attended the holiday party. New volunteers are needed for various projects. The locomotive crew at the fairgrounds is continuing to work hard. New projects are needed to attract and retain more volunteers. Diridon suggested bringing the 2479 Cab into the barn for work as a new project. VP Schroeder noted that all of the lumber is cut and the basic steel work is done and ready for painting. The wood and other fixtures can't be installed until the cab is on the engine and is stabilized so that there is not that much to do on the Cab.

New Business:

A. Acquisitions – None to report

B. Historic Heritage Commission Grant Applications – Small grant this year since HHC has only \$90,000. Gene Martin is working on both the HHC grant for about \$20,000 and a San Jose Rotary Grant for \$5,000 for the material to install the Happy Hollow Trolley Line's conducting wire.

C. Fundraising Efforts – Gene Martin went to ARM conference to find new information for grants and is looking for grant papers from the past. Kotowski noted that Bamberg had a set of the TI Grant application from the early 1990s.

Next Meeting: The next CTRC Board of Directors Meeting will be Thursday, February 15th, 2007 at 8:00am at the Pacific Hotel at History San Jose.

Meeting was adjourned at 9:30am.

Respectfully Submitted:

Heather Y. Gornitzka



(Continued from page 1)

By Jack Young

The story unfolds this way – I received an email from **Robert Franzen** at the first of the year letting me know he



was going to be in town the weekend of January 13, 2007 for a Private car convention at the Double Tree hotel in San Jose, and could I pick him up and bring him to the site to visit the SP restoration, to visit the restoration crew and catch up on the project. So I replied to Robert's email letting him know that we would welcome a visit to the site. Friday January 12, 2007 I called Robert to arrange a time to pick him up at the Double Tree Hotel we were all set for 9:30 AM the following day. Saturday January 13, 2007 8:00 AM I got a call on my cell phone from Robert asking if he could bring down 3 more folks. I told him no problem. I got to the Hotel and out comes Robert Franzen and his 3 Friends **Doyle McCormack** of the Southern Pacific Daylight 4-8-4 #4449; Portland, OR, **Steve Sandberg** of the Milwaukee Road 4-8-4 #261; Minneapolis, MN, and **Nick Kallas** of the Frisco 2-10-0 #1630; Union, IL. So I pretty much have the brain trust for Big Operating Steam in my Bronco heading to the restoration site of SP 2479. As we head to the site on freeway 87 I had the opportunity to point out some points of interest. The VTA Maintenance Facility where we had SP 2479's Tender, lead truck and trailing truck wheels turned and the new maintenance Facility for CalTrains and of course the status of the SP 2479. We arrive at the restoration site for SP 2479 with work in process on the locomotive. The work crew took a break to be introduced to our visitors. We then conduct a walking tour of the locomotive (inside and Out) and the facility. They seemed to be impressed by what they saw and the completeness of the restoration. Our visitors stayed for little more then one hour and then it was off to the History Museum of San Jose for another walking tour of the grounds. I then returned these folks to the Double Tree so they could attend their conference. All in all a very interesting day.



LOCOMOTIVE NEWS

By Jack Young

Work continues on the locomotive frame the past couple of months has seen some progress in the wrong direction. During the measurement process on driver #2 pedestals it was discovered that L2 wedge plate was loose. This required the



removal and reinstallation of a new wear plate. This prompted the mechanical crew to inspect all other wear plates for the same type of issue. R2 also need some corrective action as there was a defective weld on the pedestal liner. This task also required that we construct some unique tooling to grind the pedestal face. So an improvised grinder attachment (See "Pedestal Repair" on page 6) was constructed and attached to the frame of the locomotive.

In conjunction with the frame work the boiler is being cleaned and painted with a fresh coat of paint. Work continues on the preparation of the Form 4 with additional calculation on the auxiliary dome cover.

A number of the cab appliance are being cleaned up and repaired this includes some of the gauges.



Equipment Maintenance

Maintenance on the equipment that helps the restoration is an on going effort. The restoration crew just finished a major over haul of the hydraulic lift on the Wiggins forklift this effort took the crew about a month to complete. This piece of equipment is vital to the day to day operation of the restoration site. We are currently in the process of over hauling the hydraulic lift on the Clark forklift as well (See story "Around the Site" on page 6). The Clark is used for heavy lift operations.

Site improvements

A number of site improvement task have been completed – The work shop has had the open ends enclosed with a temporary tarp system that can be removed to allow materials to be brought in and out with a fork-



lift. Late December one of the passenger cars was tagged which prompted a re examination of the perimeter fence – It was discovered that the barb wire on top of the fence was damaged in many place. So a repair effort is underway to repair the fence. With the donation of 3 gallons of exterior paint the compressor shed is now sporting a new look at the site. The plan is to now paint the welding shed and garden shed.

Work Sessions

Work session are conducted on Saturdays and Wednesday although the Wednesday work parties are arranged week by week by email. We also had a delicious year end spur-of-the-moment Spaghetti feed the weekend before Christmas.



TROLLEY BARN NEWS

By Bob Schneider

1. ARM Conference: This year the ARM (Association of Railway Museums) Conference was held November 8-11 at the California State Railroad Museum in Sacramento. The conference was held jointly with TRAIN, so attendance was close to 400.

Two days prior to the conference the Western Railway Museum at Rio Vista Junction offered tours/workshops with emphasis on electric railway activities to augment ARM's agenda. Gene Martin and Bob Schneider attended an all day round table discussion on the maintenance and repair of traction air brakes. We learned how little we know about this subject, but left with an excellent set of part documentation and names of people to contact

Bob Schneider visited the Siemens Production Facility (light rail cars) and the Sacramento Regional Transit Repair Facility. Car 129 (Restored by CTCRC and sold to Sacramento) was on display. It has been renamed ("PG&E" and given the number "35"). It is only run on special occasions and is in great condition. We saw older VTA cars from San Jose that will go into service starting in 2009. Their present rider ship is 60,000 (compared to 40,000 for San Jose). Sacramento has started regrounding their rail head so that the wheel wear is distributed. The result is twice the life before the wheels must be resurfaced.

In the Conference "vendor area" we discovered the folks from Ardenwood. During the conversation we learned that:

a. Jiggs is alive and well (rumor was that he had died). He is very much available to us. A significant part of the cost is renting a horse trailer. Ardenwood does not have one and Jiggs is pretty big. He is a 2160 pound Belgium draft horse. The horses are now resting for the winter, but we will be working on a way to get our horse car running next year.

b. They regularly run a hand car for visitors, but theirs is narrow gauge. However, the idea of allowing the public to operate one "sparked an old flame" in us. We'll be pursuing this as a possible new project.

2. Trolley Barn Annual Summary:

For the past 12 months Trolley riders totaled 23,112 (down 5% YTY) and Barn visitors totaled 11,167 (up 17% YTY). On average 28 out of 35 active volunteers put in 637 hours per month.

3. Trolley Car status:

Cable Car 23: The car was sold sometime ago. It was removed from the Barn, put on a truck and left for New York on 12/6. The space is being used, so far, to reduce the clutter in several areas of the Barn.

Melbourne Car 403: The car has been sold to a private restoration company in Washington state. No details are available regarding removal.

Birney Car 143: Work on the people catchers has been diverted to a more pressing item. One of our motormen found a bolt near the track. Later we found the nut. Since the bolt was one inch in diameter and greasy it was easy to determine that it was one of 4 bolts that hold a motor/axle bearing cap in place. The following week we found a dowel pin near the tracks. Further examination revealed missing shims. When consulting our expert at Rio Vista Junction

we learned that there should be no shims. Further looking and a "house call" by the expert on 1/7 revealed more abnormal conditions (when he first went down into our pit and looked things over his words were "oh boy"). In spite of the abnormalities, the car has worked just fine for a number of years, so we are in the process of putting the hardware back together the best way possible. The car is perfectly safe, so the concern is long term wear and maintenance. We are learning all sorts of things in the process.

4. Automobile Status:

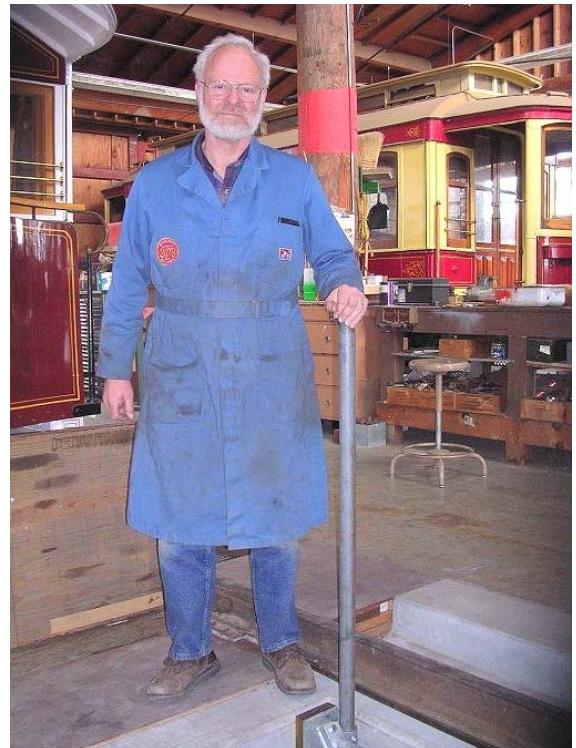
Rauch & Lang: Restoration of the car was completed and the car returned to its owner/sponsor, the Campbell Historical Museum, on November 9. The restoration took 24 months and involved the help of several outside shops. Total volunteer effort was 1784 hours.

1924 Dodge Brothers Truck: After many months spent repairing a number of items, it appears that the timing chains is way off. The present plan is to take it as is to an engine repair expert

1923 American LaFrance Torpedo Fire Engine: Some progress has been made on the driver's seat; but, as you would expect, work has been slow due to the holidays and cold weather. Brrrr.

The Pole

"Normally a pit does not require railings above the floor level. To accommodate special guests when we show them the pit, we made a single pole that helps folks steady themselves while stepping down into the pit. The pole can be dropped down into the pit quickly and easily for storage."

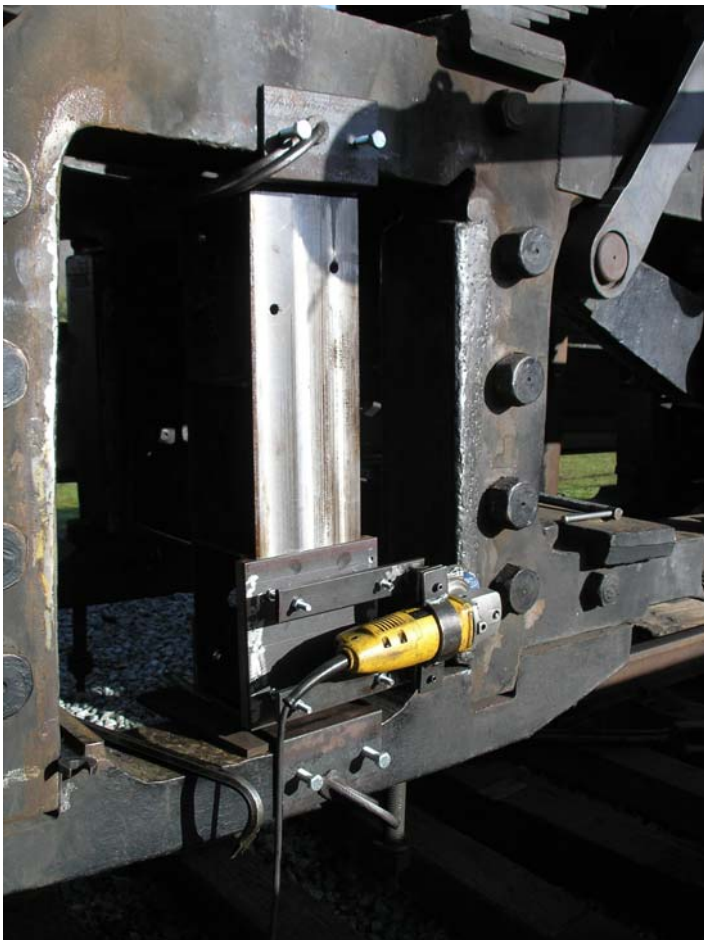


Pedestal Repairs

By John Ezovski

During the process of fitting shoes and wedges to the pedestals, the crew was unable to obtain repeatable measurements between the number 2 driver shoe wedge pair. Cracks were noted along the vertical edges of all four pedestal faces of number 2 driver. These cracks were explored and found to pass completely through the weld that holds the pedestal wear plates to the frame. There is about linear 52 inches of weld along the top and sides of each wear plate. At the completion of carving out all of the cracks, there was less than six linear inches of weld holding each wear plate to the frame.

Welding has been completed on the edges of three of the wear plates. The welded area must now be ground flat to allow the shoe or wedge to sit properly in the frame. Grinding the welded area by hand was found to be unsatisfactory. A tool was constructed from on hand materials to hold an angle grinder parallel to the frame. The jig was tested on January 20th. Its performance was positive and hopefully will improve with acquisition of proper abrasive wheels for the angle grinder.



Around the Site

By John Zielinski

Forklift repairs and facility improvements have occupied member's time the past several weeks.

Rebuilding and installation of two large hydraulic cylinders that perform vertical lift has been completed on one forklift. Members are now in the process of removing the very large hydraulic cylinder from the group's heavy lifting forklift. Once this cylinder is removed, it will be transported to a shop for a repair estimate. Feasibility of repair will be made once an estimate is in hand.

Recently one of the passenger cars was tagged. This graffiti was painted over and repairs to the barbed wire along the top of the perimeter fence have been completed to hopefully prevent this from reoccurring. This may be only the first occurrence of vandalism to our equipment since moving to the new site on the fairgrounds.

A much-needed coat of paint was applied to the air compressor shed. Improvements are also taken place to the outdoor machine shop. Barriers have been constructed using plastic tarps and old boiler tubes across the north and south ends of the outdoor shop. These barriers provide workers protection from the cold winds and more important protection to machinery stored in this area from winter rains.

Work has not stopped on the locomotive. Repairs to the number 2 driver pedestal faceplates are slowly moving forward. In order to provide a flat surface along the vertical sides of the pedestal, a jig was constructed to hold an angle grinder parallel to the edge. This past weekend the jig was tested. It appears that the tool will perform the task once proper grinding wheels are obtained.



Using the Wiggins to repair the Clark

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: CTCRC, 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 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 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 Sr, President & Founder; Vice Presidents are Marvin Bamberg, Design; Ken Middlebrook, Volunteers; Bob Schneider, Trolleys; Jack Young, Locomotive. Board Members are David Bottomley, Dick Campisi, Tom Collins, Carl Cookson, Sr., Brenda Davis, John Davis, Hon. Jerry Estruth, Mac Gaddis, Mignon Gibson, David Ginsborg, Robert Kieve, Rick Kitson, David Knight, Mike Kotowski, Jim Lawson, Art Lloyd, Joe Maniaci, Edward McCauley, Kit menkin, John Neece, Annette Nellen, David Niederauer, Larry Pederson, Gary Ross, Gary Simpson, Tim Starbird, Robert Stromsted, Chuck Toeniskoetter, Beth Wyman, and Charles Wynn.

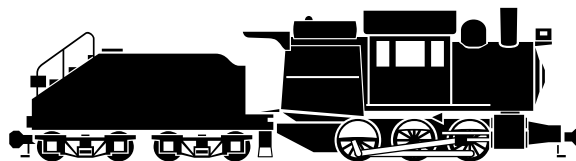


CTRC Staff:

President: Rod Diridon <diridon@mti.sjsu.edu>
 Vice President: Ken Middlebrook <kamiddle@rockwellcollins.com>
 Motive Power: Jack Young <jyoung99@pacbell.net>
 Electrical: Bob Paddleford <bobpadd@sbcglobal.net>
 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>
 Time Keeper: Hugh Crawford <hugh@hughcrawford.net>
 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 CTCRC 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 CTCRC board meeting will be Thursday, February 15th, 2007 at 8:00am at the History San Jose Pacific Hotel first floor conference room.



Do you want to view this lovely newsletter in color? Why of course you do! I spend hours correcting other's use of the English language so enjoy. My high school teacher would be amazed. "He's doing **what?**"

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

