

The Clearboard

e r a s d d f g h j z



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

They're Gone

Moving the drivers to an outside contractor has been pursued for five years. Its been a frustrating combination of scope of work definition, competitive bidding, contractual discussions, HHC grants etc. Regardless, it has been the prime example of our resolve to complete the restoration!

For complete information on the wheels see page 3.



INSIDE THIS ISSUE:

Wheel Move Pictures	1
May Board Minutes	2
Trolley Barn Update	4
The Wheel Story	3
Fred Parkens "Blue Flag"	5
Coming Events	6
The Locomotive	6
Please join the CTRC	8



**Don't forget the BBQ.
More information on page
three.**

e r m d d h d d g j z

CTRC Board Meeting Minutes

CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
May 15, 2003

Attendance: Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Arthur Lloyd, Larry Murchison, Annette Nellen, Larry H. Pedersen, David R. Sylva, Jack Young, Charley Wynn

Minutes: The minutes of the 2/20/03 meeting were approved by consent.

Chair's Report: Rail Museum- Rod Diridon, Marv Bamburg, and others have been working with the county to find a site that's flat, on a spur, and large enough to build on. Rod and Marv visited two sites that the county had rejected and agreed with the county's assessment. The cities of Santa Clara and Milpitas are looking for sites to keep the locomotive in Santa Clara County. Gilroy has a potential site, across the main line from the old station, that's city and railroad owned. The museum project lost the federal ISTEA grant but can reapply in the new transportation bill. CTRC still has contractors willing to help but they can't tie up their bonding capacity. Perhaps CTRC could suggest that the UP and/or BART stipulate that 3 acres be set aside for the rail museum on the Newhall Yards lands being purchased by BART or its southern terminus and yard. Unfortunately, most of the Newhall rail yard is on the wrong side of the tracks for the museum. More plans will be developed in time for the Board of Supervisors meeting on June 3. If the county decides the project has to go, the assets need to be securely stored.

Locomotive – The contract for the wheel work was let. The wheels, boxes, journals, wedges, etc. are due to return in October.

Trolley Barn – The City of San Jose has had the design documents for the Happy Hollow Line electrification project for three months. Once signed off, the phone company or PG and E will install the wires to run the trolley to Happy Hollow.

Financial Report: No written report was provided. Berger Lewis will incorporate the asset evaluation into CTRC's bookkeeping so that by the August 2003 meet-

ing the balance sheet will accurately reflect the value of CTRC's property. No major changes from the last financial report have occurred.

M/S/P (Crosson/Sylva) The executive committee will review – after the finance committee signs off - the draft audit prior to the August board meeting so that the board can vote to adopt a final version at the August meeting.

Projects:

Trolley & HSJ – Volunteers are working on the Barn's window latches. The Cadillac has been having mechanical difficulties. Fred plans to have the steam tractor running for a Memorial Day festival. Rod suggested calling Ernie or Ren Renzel to invite them to see the tractor in operation if/when it is ready to go. More visitors are passing through. Volunteers are also working on the Portuguese Car and maintaining the trolley cars. No progress has been made on the locomotive cab but the volunteers have it on the schedule next..

History San Jose has special funding for four "Family Sunday" festivals this year. CTRC is participating in the September 7th festival, which has the theme "Time Travel." Ken Middlebrook is coordinating CTRC's involvement.

Locomotive 2479 – Jack Young reported that the tender is complete and that volunteers are working to finish the Locomotive's spring rigging and will begin the brake rigging soon. The journal boxes for the lead truck should be finished in the next six weeks. Jack and others attended a two-day FRA seminar in Sacramento that reviewed Part 230 regulations for steam operations. Volunteers are mowing the grass to cut down on fire danger. Shifts continue to average six to



ten volunteers. Jack will be meeting with San Jose Boiler to review the items to be completed, including half sleeves.

(Continued on page 3)

e r m d d h d d g j z

(Continued from page 2)

Jack will coordinate shipping the wheels to Steam Services of America.

Happy Hollow – We're waiting for city approval of the wiring plan.

Railroad Museum – see Chair's Report.

New Business:

Acquisitions – Mac Gaddis visited the galley car in Woodside and got contact information for the owner. Mac wants to have a place to put the car before following up on the contact information. It's an 85' standard car weighing 85 tons. There are some roof problems, and it's generally in shambles, though the stained glass is intact and the under frame is in good condition. The wood body is warped. There's a wood cupola caboose too. Mac will contact the owner to gauge interest. Rod mentioned that he recently saw CTRC's small locomotive at Kaiser and reported that it's well protected.

Historical Heritage Commission – CTRC was on tonight's agenda but, with no report to make, will be re-agendized for a later meeting.

Fundraising – No report.

Next Meeting: August 21, 2003

3:30 Board meeting in the Second Floor Conference room at the Fire House in History San Jose.

5:30 Volunteer recognition BBQ.

Meeting adjourned at 8:35 a.m.

Respectfully submitted,

Leslee Hamilton

Editor's and Rod's notes...

This will be the 20th annual Volunteer Recognition BBQ and is again sponsored by HNTB, Bottomly and the County Fire Fighter's Union.

IMPORTANT: Please RSVP your intent to attend This year's BBQ, 5:30 at History San Jose, to Amy at 408/924-7561 or yan@mti.sjsu.edu. Remember that you're welcome to bring a couple of guests but you need to let Amy know so the meals can be planned. If you have process questions or would care to assist please let Leslee Hamilton at 408/924-7564.

Once again the Singing Conductors will provide the music that we can all sing along to.

The Wheel Story

By Ken Middlebrook

On Wednesday, July 9th, an outside contractor helped us achieve a major restoration milestone as the locomotive's 73" drivers, journal boxes, shoes and wedges left our fairgrounds site for scheduled repairs. The contractor, Steam Services of America, located in Arizona, has extensive experience in steam locomotive maintenance and repair. Pending any major difficulties, the components should return in six months in rebuilt condition and ready for installation underneath the locomotive's frame. SSOA will also be assist with tramming of the locomotive. The organizational effort to obtain this milestone extends over 20 years....

Perhaps, a quick description of the various components is required. An axle individually connects the three pairs of driving wheel centers. Encompassing the wheel centers are tires. These tires are shrink-fitted to the wheel centers. The axles are held into the frame via a journal box that dso provides a bearing surface. The journal box is positioned within the frame via shoes and wedges. The physical relationship of the six journal boxes within the frame is determined through a process called tramming, whereupon various measurements are taken from different parts of the entire locomotive assembly. The end result of tramming should provide parallel and perpendicular relationships of the frame, driving wheels, rods, cylinders, etc. Maintenance on any one portion of these various assemblies can affect the performance of another component. While the boiler may be considered the locomotive's "heart", the drivers provide its "legs".

In 1983, our first inspection of locomotive 2479 indicated that the driving tire profiles were dished. This common repair requires turning the tires' profiles with the wheel centers on a large lathe. With the locomotive intact, it was assumed, at the time, that the remaining driving wheel components would require minimal restoration.

The restoration of 2479 picked up steam in late 1989 after the removal of the boiler lagging by county contractors. Subsequently, in December 1990, the locomotive was pulled backwards off its 30-year-old display track that had deteriorated (the locomotive actually had begun the list to one side after the 1989 Loma Prieta earthquake.)

In 1991, Howard Rathlesberger and I canvassed the Bay Area and determined Westinghouse in Sunnyvale offered the best local opportunity for profiling the tires. Since he knew the Westinghouse shop management, Howard was able to open the door for SCVRRRA. While sympathetic to

e r m d d h d d g j z

Trolley Barn Update

From Robert Schneider

1905 Cadillac:

The slower pace has created more opportunity to carefully investigate several important details on the car. All of our suspension springs are crude replacements. Identifying the correct design has brought two things to light:

- (1) In 1905 the front spring mount was changed. The early design was rigidly attached to the frame. The later design was attached to a pivot mechanism,
- (2) Suppliers that can make spring leaf that are tapered in thickness and rounded at the ends are hard to find. We're still searching.

After talking to 1905 Cadillac owners at various tours and locally, the Muster Team has decided to replace the engine's piston, connecting rod and crankshaft. Emphatic words of wisdom are that these can fail and if they do, serious engine damage will be the outcome. Using an aluminum piston and connecting rod as well as balancing the engine will significantly reduce vibration. One of the engine's cylinders is inherently running rough and early engines were solidly bolted to the car's frame. Long term this will also reduce damage to other components on the car.

The Muster Team has decided to paint the frame maroon and the body white to reflect its role as a fire chief's car.

The wheels are ready to be picked up at last.

Trolley Car Operations:

13,123 passengers rode the trolleys during the first half of this year. This is an 18% drop from 2002 for the same period and is probably due to fewer major events on the site. Our motormen are always willing to serve.

Fred has started counting visitors to the Barn on weekends. 1255 people visited during April, May, and June.

Travel Experience: See our big splash on page 6 for the September 7 Family Day focusing on Transportation. It's a big event and it's Free.

Birney Trolley Car:

Once again one of the people catchers dropped inadvertently while the car was being taken out of the barn. Repairs required straightening several heavy metal brackets, realigning the door/step mechanisms, replacing the wood cross pieces and reinstalling the entire people catcher mechanism.

The people catcher is a mechanism located at each end of the car. It is designed to drop to the track level when activated by any heavy object such as a fallen person so that

that object is scooped up rather than passing under the car and/or its wheels.

Helping Others:

Frank Dorr loaned his trailer to Facilities to simplify movement of the Manny sign downtown and back. Various volunteers also helped in the move.

The ends of 73 aluminum tubes over 6 feet long were cleaned up (deburred) for their use in rolling up archive documents for storage.

Two archeological dig boxes were designed and constructed for the July 27 Family Sunday. The boxes are 4' x 4' and will be partially filled with sand and artifacts to simulate an archeological dig site.

E R

The Wheel Story

(Continued from page 3)

our requirements, Westinghouse's high shop rate limited their offer. In addition, any labor would have to be donated by employees. Westinghouse's labor agreement prohibited any non-employee/SCVRRRA volunteers from working on the property. Nonetheless, the shop manager was able to identify a couple of Westinghouse employee's who would be willing to donate their time. Lou Chiaramonte became SCVRRRA's project manager for the drivers.

Encouraged by Westinghouse's offer to turn the tire profiles, we quickly mobilized to lift the locomotive and remove the drivers. This was completed October 30, 1991. Only after removing the drivers did we begin to discover additional repair requirements. The drivers were transported to Sunnyvale and subsequently sat in Westinghouse's shop for several years. To complicate matters, Westinghouse agreed only to turn the driver profiles and nothing more. Sympathetic to our cause and need to develop an expanding scope of work, Westinghouse (now Northrup Grummon/Lockheed) eventually agreed to sandblast the drivers. After sandblasting and non-destructive testing of the drivers, we discovered cracking within the wheel centers which only opened more questions.

Subsequently, the drivers were moved to the light rail maintenance facility in San Jose for grinding/gouging of the cracks. From light rail, the drivers moved to the Oak-

(Continued on page 5)

e r m d d h

d d g j z

Fred Parkins And his Blue Flag

Introduction from Rod Diridon.

As an old railroader please let me stress how important a person's "blue flag" was. That identification button was not only the railroaders ID/persona but also the only guarantee that someone wouldn't light off a boiler when you were repairing the beast. To have that gift from a real pro is very significant. Please pass on our appreciation. By the way, two blue flag buttons were nailed to the palm tree, out of reach up the trunk, that stood to the north west of the Lenzen Roundhouse. We discussed getting a ladder and capturing those. Is the tree still there and are the buttons accessible?

Some of our members may not know of Fred. Fred is one of our more senior members (80 plus years old). Until recently he worked at the site most every Saturday making pins, bushings and studs. Poor health has now forced Fred to short visits.

Prior to World War II, Fred was a journeyman machinist for Southern Pacific RR and I believe worked at the Bayshore shops. 2479 is one of many locomotives Fred had repaired.

Yesterday, Fred passed to the organization his SP "blue flag" name tag. When Fred had to blue flag a locomotive, this tag would also be hung on the flag to identify the owner of the flag. He came across the tag recently preparing to move. I placed the tag in the display cabinet that is located in the caboose.

John Ezovski

E R

Editor's Note.

This particular "blue flag" name tag is red and on the back it says it was issued by United Air Lines.



(Continued from page 4)

land Machine Works for weld repair. Because of Westinghouse's reluctance to donate additional work, another large machine shop had to be found. Lou arranged to have the drivers sent to California State Railroad Museum's shop in Sacramento (they never made it). The plan was to use CSR's large lathe after the Golden Gate Railroad Museum had repaired their main driver of steam locomotive #2472. Unfortunately, this work was at the upper limit of the CSR's lathe. The 2472 group had difficulty completing one driver whereas we had three. Complicating matters, the CSR shop was scheduled to be relocated, thereby placing a very restrictive time limit on access to the machine. Needless to say, the drivers never went to Sacramento.

What was once conceived as a simple repair was actually very intensive and beyond the capabilities of our local supporter base. Subsequently, it was determined that professional assistance would be required to repair the locomotive's driver sets and journal boxes in a single shop environment. This led to an initial visit by Scott Lindsay of Steam Operations in 2000 to obtain an estimate for fundraising purposes.

With a professional estimate (exceeding six figures!), CTCRC submitted several grant requests to the Santa Clara County Historical Heritage Commission. While the drivers sat at the fairgrounds, a tremendous amount of administrative effort was undertaken to write grant requests, attend public hearings, create presentations, countless communications, draft and negotiate agreements, etc. Use of public funding requires a competitive process that meant writing specifications, releasing proposals, meeting with prospective contractors, etc. In his last years, Chuck Aldrich spent a considerable amount of time pursuing this goal of sending the drivers "out for repair".

Recently, our volunteer crew has focused on installing new pins and bushings for both the spring rigging and brakes. The lead and trailing truck assemblies should be completed over the next several months. Overall, we "could" be prepared to begin reassembling the locomotive on its wheels over the next six months. Unfortunately, the various unknowns of our relocation complicate any restoration planning process. Because of our current landlocked fairgrounds site, the locomotive (and everything else!) must move via truck.

Regardless, watching the drivers leave for offsite repair boasts our resolve to complete 2479's restoration. The question on "Where?" to return the drivers only makes our situation even more interesting. Congratulations to everyone, especially Peninsula Crane and Rigging, who have participated in reaching this milestone.

Stay tuned....

E R

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 August 21st at 3:30pm at the second floor fire station meeting room in the History Museum.

Antique Autos in History Park

If you enjoy viewing antique autos in an early 1900s city setting, you will enjoy the 3rd annual Antique Autos in History Park event scheduled for Sunday, September 7, 2003. This event is hosted by the Santa Clara Valley Model T Ford Club and has been designated as one of the four Family Sundays. As such, additional attractions have been planned by History San Jose and the California Trolley and Railroad Corporation. The event takes place in History Park (1650 Senter Road, San Jose, CA), which is at the southern end of Kelley Park in San Jose. The Park will be open from noon to 5:00 pm. Come see the many antique autos, antique motorcycles, early day gas engines, antique fire equipment, antique trolleys and historic buildings. Ride on an historic trolley or an 1863 horse drawn streetcar. Listen to the music of a Bay area Dixieland band while enjoying food offered by Peggy Sue's and O'Briens. Don't forget to stop in at O'Briens for some refreshing ice cream.

Many of the antique auto owners and their passengers will be dressed in vintage clothing and there will be a costume contest. Activities are being planned for the youngsters that should keep them entertained. Docents will be on hand to explain the history of many of the buildings and objects in the Park. There will be blacksmith and vintage print shop demonstrations. Videos featuring antique autos and other early day forms of transportation will be shown throughout the afternoon.

Admission to the Park is free. Public parking is available for a nominal fee at the two city parking lots adjacent to History Park. For additional information contact History Park at (408) 287-2290. Come join the fun.

Allan and Lucy Greenberg



News From the Locomotive Site

Shipping of the drivers for repair far over shadow on going tasks. Three major projects are presently under way and are close to completion.

Repairs to lead truck journal boxes have blocked assembly of the lead truck. Those lead truck journal problems are: machine flat the equalizer beam landings, trim Babbitt surfaces, and weld in shims.

Surfaces on the tops of the journal box that the lead truck equalizer beams sit upon had to be machined flat. Each box was mounted on the Bridgeport mill and the surfaces prepared.

The height of the lead truck is critical to weight distribution on the driver axles. Shims are to be placed on the newly surfaced journal boxes. Measurements were made and shims manufactured. These shims now wait being welded into place.

(Continued on page 7)

e r m d d h d d g j z

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

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, 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 Pedersen, 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:

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

(Continued from page 6)

Babbitt faces of the lead truck journal boxes required planing. Two of boxes had their babbitt poured last year. The other boxes were declared fit for service but all four boxes required time on the shaper/planner to set the babbitt thickness. Our donated shaper/planner performed the task rather well. Assembly of the lead truck is near!

With progress being made on the lead truck journal boxes, additional work has been taken place on 2479's frame. Pinholes from which the driver's brake hangers are suspended were greatly out of round. Several fixtures and a short boring bar were made by Gene Martin and quickly put to the test. First the inner hole is bored followed by the outer hole. Generally the outer hole is welded to replace material worn away prior to boring. There are six sets of holes requiring repair. Each hole requires one full day of work. As of July 11, two and one half are complete. New pins and bushings will be required. Pins have already been created.

Another task working in parallel is the finishing of the locomotive spring stirrups. Earlier this year the new half rounds were welded into the stirrup. Welding requires that the stirrups now be stress relieved. This requires all bushings be removed. Bushings were removed and it was found the holes were out obround. Each stirrup was mounted on the Bridgeport and the bushing holes trued up. The stirrups are now ready for stress relieving and new bushings. Manufacturing of bushings is in work. By the end of August all of this material should be treated and ready for installation onto the locomotive.

E R

