

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

NEWS FROM THE PRESIDENT

FROM ROD DIRIDON

NEW DIRECTIONS

As the following media advisory indicates, the California Trolley and Railroad Corporation is making a major direction change. Instead of continuing to buck the County Executive and some of the members of the Board of Supervisors who want to use the Fairgrounds for revenue generating purposes, we have decided to relinquish the parcel previously dedicated for the Santa Clara County Steam Railroad Museum. With our consent the Board rescinded the dedication of that parcel for our use and committed to find another location, along a railroad spur in a County Park if possible. The Board of Supervisors directed the County staff to examine all County property and to also work with the Cities, VTA and the Water District to seek a compatible site.

We can each help in that process by looking for a parcel with the following characteristics:

- 1) Owned by a governmental entity with the land restricted to parks or recreational use;
- 2) Owned by a philanthropically inclined private entity that has no ability to use the land for significant revenue generating purpose;
- 3) On a rail spur or accessible to tracks owned or controlled by CalTrain;
- 4) At least four acres and preferably larger;
- 5) Buffered from adjacent private dwelling units by a barrier or some distance;
- 6) Not associated with toxics or unconsolidated fill such as old garbage dumps;
- 7) Accessible to the urban center of the Valley; ETC.

A committee will be appointed, include Ken Middlebrook and Jack Young from the volunteer group, to stimulate the search process and review the identified parcels. That "RR Museum Site Search Committee, which will also include representatives from the County and City, will meet after the vacation period in August and encourage the County and other jurisdictions to quickly find an acceptable parcel before the six month target deadline passes.

In the interim, great complements for the volunteers for continuing to rebuild number 2479 at the current site. We expect bids on the wheel work soon and have invited Manley Boiler Works back onto the site to compete the boiler and to conduct the hydro pressure test. In addition, as the parts begin to be reinstalled on the boiler the resemblance to a locomotive is returning which is a big boost to moral.

On the Trolley side of the Corporation, Pacific Bell has agreed to install the power wire over the Happy Hollow line and is awaiting the City's sign off on the revisions to the plans. Master Car Building Fred Bennett is completing last revisions, checking

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Special points of interest:

- What is happening to the Fairground property?
- Where are we going?
- Who really knows about locomotive and explains it good?
- Who doubled his salary?
- How did Fred like his vacation?
- How many rode the trolley in April, May, & June?

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CTRC PRESS RELEASE

For Immediate Release

Date: June 28, 2002

From: Rod Diridon, President
California Trolley and Railroad Corporation

Phone: 408-924-7560

Fax: 408-924-7565

Subject: Santa Clara County Rescinds Fairgrounds Railroad Museum and Pursues New Site

At their regular meeting on June 25, 2002, the Santa Clara County Board of Supervisors voted to rescind support for a proposed railroad museum at the County Fairgrounds in San Jose, California. The railroad museum has been in development since 1992 by the California Trolley and Railroad Corporation (CTRC). A leading factor in the Board's decision was their desire to use the Fairgrounds land for the "highest and best use", probably a commercial development that will generate funding for the County's stressed general fund. The Board of Supervisors directed the County Executive to work with the City of San Jose, the VTA and other jurisdictions to identify another suitable site near a railroad spur, preferably on County parks land, for the Railroad Museum. The 110 year old archived historical elements of the former San Jose Lenzen Avenue Railroad Yard's roundhouse, turntable, water tower and associated tracks will be maintained on the Fairgrounds site until the new site can be secured. At that point, targeted to be within the next six months, historic Locomotive 2479, which CTRC has been rebuilding at the Fairgrounds since 1986, will be granted to CTRC and also moved to the new site.

Former Southern Pacific Railroad 4-6-2 steam locomotive #2479 is to be the center point of the Santa Clara County Railroad Museum. Last used for passenger service between San Jose and San Francisco, locomotive #2479 was donated to the Santa Clara County in 1957. This locomotive is currently undergoing an extensive restoration by the CTRC volunteers at the Fairgrounds. Signifying their continuing support for the restoration and museum projects, the County Board also approved today a \$85,000 grant

from the Santa Clara County Historical Heritage Commission toward the locomotive restoration work. These funds will repair the locomotive's massive 73" driving wheels.

Two years ago, several historic railroad structures for the museum project had been dismantled, palletized, and moved to the fairgrounds site. The major structure is the six-stall Lenzen Roundhouse along with a turntable and water tower. Originally built in the 1890s, the brick-constructed roundhouse provided employees shelter while maintaining the steam locomotives. After 100 years of active service, the roundhouse and turntable were the last remaining intact facilities of this type in California. As a result of that historic significance, CTRC was the recipient of a one million dollar federally Intermodal Surface Transportation Efficiency Act (ISTEA) grant to reconstruct the structures. The County committed to attempt to protect that grant for the project.



The CTRC museum supporters have invested over 150,000 hours toward the viability of the Fairgrounds projects. A complete environmental impact clearance was accomplished including soils reviews. Pro bono architects and engineers designed the reconstruction plans for the roundhouse, turntable and water tower. Over 5,000 cubic yards of donated clean fill dirt and 1,800 tons of ballast rock were brought onto the site for the project. CTRC acquired a second historic locomotive and four historic rail cars.

CTRC and the County intend to retain the museum concept at another location within the community.

When completed, this operating steam railroad museum will educate visitors on the role railroads played in the development of our area and the importance of mass transportation for our Valley's future.

Previously, CTRC volunteers have restored nine historic trolleys for operation in downtown San Jose and at the History San Jose museum in Kelley Park. In addition, CTRC volunteers built and operate the trolley barn and trolley tracks at Kelly Park. Founded in 1982, the California Trolley and Railroad Corporation is a tax exempt, non-profit organization dedicated to preserving the rich rail legacy of the Santa Clara Valley.



CTRC BOARD MEETING MINUTES

CTRC Board Meeting Minutes June 13, 2002

Attendance: Marv Bamburg, Fred Bennett, Rod Diridon, Rick Kitson, Art Lloyd, Larry Murchison, Annette Nellen, Gary Ross, David Sylva, Jack Ybarra, Jack Young, and John Zielinski.

Minutes: The 11/15/01 meeting minutes were approved by consent.

Approval of Minutes: Minutes were approved by consent.

Chair's Report: History San Jose would like to hold a joint volunteer recognition party with CTRC on August 15th. M/S/P (unanimous) to have a joint celebration on 8/15/02.

The missile trailer isn't strong enough to haul a trolley and so has no value to CTRC. M/S/P (unanimous) to give the missile trailer to Peninsula Crane and Rigging as a gesture of appreciation for the support they've given to CTRC.

Financial Report: Chair Diridon reported that there's about \$352,000 in the bank. CTRC's physical assets still aren't properly reflected. Diridon is working with board member Annette Nellen and the auditors to get everything in order.

Diridon had asked Nellen to review an investment plan that would potentially provide a greater return on CTRC's cash assets. Nellen commented that she thought the cash assets could earn more than they currently do by investing in certificates of deposit (CD). She deemed the investment plan a greater risk due to the fees (1%, \$5,000 minimum) and recommended approaching the bank to see if they would be willing to grant a higher interest rate for the CD than is currently paid. The cash in the account is an endowment, created by the sale of the Sacramento trolley car for \$450,000, to pay for operation of the trolley barn. Diridon asked Nellen to explore bank options and inquire about a lower fee from the investment firm and report back at the next meeting.

Diridon pointed out that CTRC is owed another \$70,000 from the county, which will be added to the \$352,000 endowment.

Current Projects:

A. Trolley – Fred Bennett mentioned that the volunteers have been doing maintenance on the cars and Port Huron steam engine and also working on the

fire chief's car. Diridon inquired about prospective cars. Art Lloyd and Fred Bennett are seeking out potential acquisitions

B. 2479 – Jack Young reported that the volunteers logged 450 hours in the last three months. They are close to re-assembling the lead truck. A planer was donated. Workers are re-cutting faces on the journal hub liners. The main holes on the spring rigging are worn out so workers have been welding and re-boring, a slow process. New bushings have been added, and they're about to put space hangers back in. The stack was open resulting in the erosion of the flange on the exhaust nozzle. Repair should be finished in a month. The smoke box door is now on and the handrails are up so it's starting to look like a locomotive again. The boiler is ready for Manley to finish. A letter went out to the company on 6/12/02 requesting that they complete the job. The standard for the job is that the boiler passes the hydro pressure test that is key for FRA certification. Two large lathes were donated and are being stored in the tool shed on site. Volunteers are cutting the grass, but it's a large site and difficult to maintain.

C. SCC Rail Museum – Diridon reported that Santa Clara County wants to take back the fairgrounds site to develop a hotel. The matter is on the Board of Supervisors agenda for 6/25. One option is to pursue a site within the City of San Jose, which doesn't have the same bonding conditions for contractors as Santa Clara County. The bonding issue is what's prevented progress at the current site. The County wants the contractors to bond for the entire value of the project even though contractors are only charging 20% of those costs, and the contractors aren't willing to do so. The City of San Jose is more flexible, requiring bonding on a project-by-project basis rather than the entire contract. The site needs to have access to a rail line. One prospective site is adjacent to the former Beechnut plant (now City of San Jose property) on Senter Road. UP owns the triangular-shaped property, though VTA might acquire it through the BART access deal. The museum would need access to the City's parking lots to make the site work. It would be a tight fit to begin with, as it is half the size of the current site. Marv Bamburg is working on drawings. Advantages of the site are: adjacent to UP main line, visibility from Senter, adjacent to History San Jose, and the City of San Jose is easier to deal with than the County.

The double rail line at the site was funded by Western Pacific in 1909 to create competition for Southern Pacific, which had a monopoly serving fruit packers on The Alameda. The line made a big loop to the east of the valley and connected to the main line at Niles Canyon. There aren't any active clients on that line and it's

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expected that VTA will acquire the line south of Santa Clara St. for the BART extension, which will strand the section by Beechnut. CTRC could approach VTA for the right to 5-6 miles of the track. At least one switch would need to be installed between the UP and WP yards.

The County would transfer the \$1 million grant and HHC funds to the City. CTRC would ask the County to pay moving costs. Cindy Chavez supports the idea. Diridon is setting up a meeting with Vice Mayor Shirakawa in whose district the property lies.

Art Lloyd mentioned that John Bromley at UP is a railroad buff. Diridon mentioned that we need a green light from the City before 6/25/02 or we'll have to ask the County to delay its decision. Jack Ybarra pointed out that this will mean a complete redesign of the museum project. Diridon acknowledged that a lot of money has already been invested in the current site. Jack Young said that it took one year to recover from the last move. Diridon replied that CTRC would need an additional \$2 million plus a move-in grants to make the project work by picking up 40-50% of the costs instead of 20%. Ybarra noted that the County will be helpful if we leave and difficult if we stay. Diridon said that we might need some people to attend the Board of Supervisors meeting on 6/25.

- D. Happy Hollow Rail – Diridon reported that Pacific Bell has a new person in charge of this area, but that they are still committed to instill the wires. Bennett will get engineers to sign off on the project. A list of materials needs to be assembled.
- E. City Projects – Bennett will seek permission from HSJ to restore the dump wagon; it needs paint and minor repairs.

New Business:

- A. Acquisitions – No report.
- B. HHC – No activity until October. Jack Young will organize effort.
- C. Fundraising efforts – Beth Wyman and Marv Bamburg have talked about pursuing state funds for the Railroad Museum. There's an August deadline.

Next Meeting – August 15 at 3:00 PM in the Fire House conference room at History San Jose (preceding volunteer appreciation BBQ).



Did you know?:

12,356 passengers rode the trolleys in April, May, and June. This compares to 3,677 passengers in January, February and March. Big events such as the Valley Heritage Festival, which drew 2,529 passengers, show that riding on the trolleys is very popular.

BARN UPDATE

Kleiber Truck

The Kleiber truck was unveiled on May 5 during a ceremony at the museum to recognize Steve Lopes of Western States Oil Company for his donation of the truck to the museum as well as the funding to restore it. The restoration took 27 months (I'll report on hours next month) and cost under \$15,000. Originally the truck sold for \$1800. Since the wages of the restoration team are pretty low, the final result is truly a bargain. Several small items need to be finished, but the truck runs great and looks spectacular. Visit the shop (next to the Barn) anytime to see it. By reading through our volunteer hours records I've found that 12,095 hours were spent restoring the truck. In the working world this is 6 person years of effort. Using HSJ's assumed labor rate, the value of these hours is \$96,760! Whew!

1905 Cadillac

With completion of the Kleiber truck, the Trolley Barn volunteers have turned their efforts to a new project, a 1905 Cadillac Model F Touring Car. The car is part of the San Jose Fire Department Muster Team's collection of old fire vehicles housed at the former Beechnut property. The Muster Team is sponsoring the restoration work so that the car will become a compliment to their collection, which dates back to the early 1800's.

The Muster Team's collection is composed primarily of fire equipment that was used in San Jose. The collection is cared for by SJFD volunteers who also participate in events that promote fire prevention and life safety throughout the city. The collection can be seen on the first Tuesday of each month from 9am to 1pm Admission is free. Private tours can also be arranged by calling 408-998-6184.

Now that photos have been taken for future reference, the car has been disassembled. The wood spoke wheels need to be rebuilt as time and termites have taken their toll. Much of the wood body needs to be rebuilt and in some cases made from scratch. The SJFD Muster Team has an excellent set of documentation so our task will be much easier than usual. Also, a local private collector recently purchased two Cadillacs just like ours. This should be a big help in filling in the blanks. Some time was spent trying to start the engine and we were able to get it to run for a few seconds. A good start. Compare these facts to your present car. The Cadillac originally sold for \$950, a huge sum in 1905. The engine has one cylinder that produces 9 horsepower and has a displacement of 1.6 liters. Today's compact cars have 4 cylinders, produce over 100 horsepower and have a similar total displacement using 4 cylinders. The Cadillac weighs 1400 pounds compared to 2500 for today's compact cars and carries 4 passengers. Driving the real wheels is a 2 speed transmission

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FRED'S TRIP ON THE ROCKY MOUNTAINEER RAILWAY

Based on his comments the day after he returned, Fred had a GREAT trip. He told us that "it seems like I've been gone a long time" and he was very upbeat and enthusiastic.

As you recall, to help celebrate Fred's 80th birthday, we contributed to a special gift; an all expense paid 2-day trip on the Rocky Mountaineer Railway from Vancouver to Calgary. The gift was for the Goldleaf Service (1st Class) so he rode in a dome car with an outside observation platform.

Fred flew to Vancouver one day early to allow for a day of sightseeing in Vancouver with his son, David. David flew up from Georgia to join Fred on this trip. In one day they managed to:

1. Visit a model train museum and a model ship museum on Granville Island.
2. Eat at the Old Spaghetti Factory in an old trolley that still had all the controls and undercarriage.
3. Ride on Skytrain, Vancouver's light rail system. The tracks are mostly elevated and the cars propelled by linear induction motors (no moving parts).
4. Go up in the tower to get a full view of the city.
5. Visit a hobby store that carried all sorts of special magazines and books on steam and trolleys.
6. See the steam clock. Its weights are wound by steam and a tune played on the quarter hour on five steam whistles.

The next morning they took Skytrain two stops to the train for a 7 a.m. Departure. Their car had 2 levels with dome seating above, dining/kitchens below and an open observation platform. The car was brand new, cost \$2.5 million, was made in Colorado and had its own power system. Each Goldleaf Service car has 2 cooks (who were introduced at the start of the trip) and 4 attendants. One attendant, a very enthusiastic young lady, gave various commentaries during the trip such as the life cycle of Salmon and a history of the railroad.

The first day the train (2 engines, 15 cars) followed rivers through rugged mountains and canyons for the most part. The weather was excellent, and spring was just beginning. Along the way they saw Osprey, Eagles' nests and 2 bears. The scenery was superb, but you'll have to wait until Fred gets his 4 rolls of film processed to see it. Breakfast and lunch were served on the trains. Dinner the first day was at their hotel in Kamloops. Meals on the train were excellent. Fred said he got plenty of exercise going down to the observation platform.

The second day they left at 6 a.m. and the trip was through flat country with many lakes, rivers and mountains. Part of the route required climbing through two spiral tunnels. Dinner that day was light food was served on the train and they arrived in Calgary at 9p.m. There was a nice "dusting" of snow everywhere. In Calgary they stayed at the Marriott. About an hour after arrival, room service brought beverages and a birthday cake to their room including a card signed by the entire staff.

The next day they headed for the airport at 6 a.m. as David had an early flight. Fred flew to Seattle, then home. In Seattle Fred saw a man who has solved the airport security problem. His feet were bare and all he was wearing was a bathrobe!

Fred thoroughly enjoyed his trip, the dome car, great service and a day seeing Vancouver. This was particularly special because David was able to join him. If you want to know more about the trip and see some of the scenery, look on the Internet at www.rockymountaineer.com.

On Fred's behalf, thanks to all who enabled him to take this wonderful trip.



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using a single chain to the rear axle.

CTRC Cooperation

Gene Martin, a member of the 2479 Steam Engine team and an IBM employee, requested and received a grant from IBM for various tools for the 2479 restoration. Included in his grant are items that will help the Trolley Barn -- an ultrasonic thickness gauge and shaper cutters. The ultrasonic thickness gauge will be used to measure thickness of a boiler's steel walls, such as our Port Huron steam tractor, -- an important safety check. The shaper cutters will be used with the shaper donated to the museum by the Leonard estate to make moldings for doors, windows and other decorative woodwork. Thanks, Gene.

Safety:

A VCR on table saw safety has been viewed by all volunteers who use our most popular tool. This is part of our ongoing effort to emphasize safety in the shop. .

The guys that do the 2479 cab have been helping Fred get the tractor checked out for its annual certification. The "fuse plug" (I think that's what it is called) was tough to get out and we need to buy a replacement. The old one has been in there a long time. I'm also working on the last part for the speed control hardware - it's actually a governor, but called speed control.



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 CTCRC meeting at the Santa Clara train depot.
- ▶ The next CTCRC board meeting will be August 15 at 3:00 PM in the Fire House conference room at History San Jose (preceding volunteer appreciation BBQ).

SPECIAL THANKS TO:

Terry Johnson for his contribution of photographs of early 2479 restoration. These photographs are in a three-ring binder located in the trailer at the locomotive site.

Jim C. Holmes for his contribution of 32volt lamps for the locomotive.

Mike Porcari of GPM, Inc for his contribution of enough clamps to retain the two headlight lenses.



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the parts list, will obtain a certification by a licensed electrical engineer (any of you out there able to help?) and we should be underway before the weather stops construction.

Remember that the annual CTCRC Volunteer Recognition BBQ and Awards Presentation will follow the annual CTCRC Board of Directors on Thursday, August 15, at the History San Jose Historical Museum in Kelley Park. The Board will meet at 3:00 PM in the conference room over the historic firehouse and the BBQ and awards ceremony will occur at 5:30 PM in the street in front of the historic Pacific Hotel. This year our celebration is being held in conjunction with the volunteer recognition even for History San Jose. The Santa Clara County Firefighters will again provide the BBQ which is being donated by HNTB Engineering and Hatch Mott McDonald and the beverages area again donated by Bottomly Distributing Company. The Singing Conductors will be with us again, the trolley will be running and dignitaries will be on hand to praise our wonderful volunteers so bring your family and friends but get your RSVP in to Leslee Hamilton (408-924-7564) to help with the meal count. Make sure your volunteer hours are up to date so the award tally can be properly made. It's been a busy year full of progress so let's all come and enjoy your successes!

LETTERS TO THE EDITOR

Dear Editor:
Many sincere thanks for the excellent newsletter.

I found one slight error on page 4 of the March/April edition. In column two, about an inch above the photo, it says, "... an Atlantic (4-4-0) ..." Pleased be advised that an Atlantic is a 4-4-2, while a 4-4-0 is an "American."

Al Spivak
Cloverdale, CA

Dear Larry:
Your article in the May/June 2002 issue of "The Clearboard" on "A Review of the Locomotive Wheels" is tremendous! The author was not indicated. This individual surely knows his stuff! I surely can appreciate what he tells, as I'm a retired locomotive engineer from Espee, and spent time in the Los Angeles General Shops during the steam era. I would appreciate more articles like this from him, as he is very knowledgeable and informative.

Keep up the good work.

Yours in S. P. steam.

Tom Braunger
Friends of SP 5021
Santa Barbara, CA

Attention Editor:

I have been an interested member and bystander regarding the restoration of the 2479. The "Clearboard" has been my only communication with respect to the progress and up-to-date woes experienced. As a long time railfan of SP, having lived in San Bruno by the straight-a-way you could see on any day during the 1940s an assortment of freight and passenger engines. My favorite were the 4-6-2s of the P8 and P10 class. Another favorite, though scarce, was the modernized version of the 4-4-2 which occasionally graced our tracks. Of the P10 class, several were blessed to have the Skyline casings, twelve-wheel tender, and air horns. One particular P10 was dressed up like the Daylight (2485) except for the front of the smokebox and the tender. One could have had a ride on the old Capital and be lucky enough to draw the P10 for the trip to Sacramento and return to Oakland Mole to see how effortless they made 80mph on certain sections.

By the way Mr. Editor ... don't resign. You have described most of the events, problems, and solutions so that a novice machinist such as I can see the problems without being there. Keep it up.

Glenn L. Bloesch
Cupertino, CA

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.

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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, Marshall Hall, 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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FROM THE EDITOR'S EXHAUST STAND

Due to the high cost of publishing

this newsletter it will now become a quarterly publication. (The editor just doubled his salary. :-))

The opinions expressed below are those of the editor.

Those who find it necessary to use a verbal tirade to berate the CTRC for the trouble the CTRC has caused the county can only be venting for their own personal political venue. They are certainly unaware of the insurmountable difficulties CTRC experienced in developing the fairground site.

Those who believe that the only indication of progress is to see a roundhouse under construction are those who are sadly misinformed of the actual progress made on the locomotive restoration or are creating misinformation to make a point.

And, for those who frequent the web, what do those who use such phrases as "Time spent BSing over cookies and lemonade ..." and "... a bunch of infighting foamers." know about the actual operations of the CRTC? Have they attended any meetings? Are they also using the height of the roundhouse or the depth of the turntable pit as a metric to gauge the progress of the locomotive restoration?

Obviously there are those folks who have a lot to say but have very little knowledge to back it up.

