

CTRC, c/o Mineta Transportation Institute
210 N. 4th Street
San Jose, CA 95112

Restoring Your Transportation Past

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California Trolley & Railroad Corporation
Is a non-profit tax exempt organization
dedicated to the restoration and preserva-
tion of historic transportation equipment.
Membership is open to all. Yearly dues
help finance the Corporation goals. All
donations to the corporation are tax de-
ductible. IRS #23510C(3)

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.



THE CALIFORNIA TROLLEY AND RAILROAD CORPORATION

Yes, I wish to contribute to preserve our railroad heritage in the Santa Clara Valley.

Please accept my tax deductible gift of: \$25 \$50 \$100 \$200 \$500 \$1000 \$ _____

Membership: regular \$25, retirees and full time students \$10. \$ _____

Name: _____ Total \$ _____

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Make checks payable to the California Trolley and Railroad Corporation
CTRC, c/o Mineta Transportation Institute, 210 N. first St, 4th Floor, San jose, CA 95112

THE CLEARBOARD

Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor



**DON'T FORGET TO RENEW YOUR MEMBERSHIP.
CHECK THE BACK PAGE FOR THE SIGNUP FORM.
THE CALIFORNIA TROLLEY AND RAILROAD
CORPORATION NEEDS YOUR SUPPORT.**

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

Progress toward selecting our historic steam railroad museum site continues at
an agonizingly slow pace. The Union Pacific Railroad VP and Real Estate Di-
rector met with Marv Bamberg (who continues to give of his valuable time) and
me in Gilroy in early January to tour the proposed site to the east of the current
depot. UP now has leased the property to a shipper so would not like to have
the CTRC Museum at that location but is still considering the remote possibility
of a co-location with the shipper. The negotiations will be between Gilroy and
UP on this.

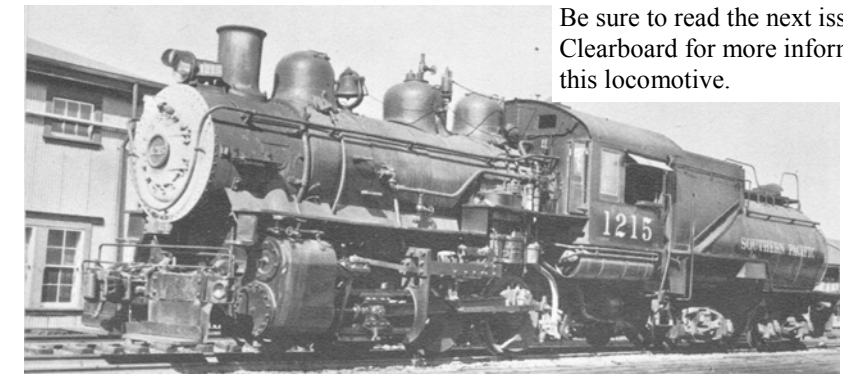
But UP is interested in a possible extension of the VTA option on their old WP
line from Williams Street Yard south to the current UP main line just south of
Tamian Station. That is being explored with VTA but toxics along that line are
an issue. At the same time, several San Jose City Council members are look-
ing at the 55-acre General Electric site with the thought of requiring the dedica-
tion of a park that could include the RR Museum. We have support from Council
members Chavez, Yeager, Williams and Cortese as long as the Council

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Special points of interest:

- Why Gilroy may get a truck yard instead of a museum?
- Will we get the pit?
- When will we get our wheels back?
- What is a brilliant red?
- What is a quartered crank pin?
- Does anyone have a riding mower they would like to donate to the CTRC?



Be sure to read the next issue of the
Clearboard for more information on
this locomotive.

member from that district, Terry Gregory, also supports that concept. I will meet
with Council member Gregory next week to explain the opportunity and stress
our application for his prior support for our programs. We'll know soon if there is
a possibility. This site would seem to be ideally situation adjacent to a currently
active section of spur and service tracts and not far from the main line. Pro-
gress, ever so slowly, is being made at the expense of vast amounts of volun-

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CTRC BOARD MEETING MINUTES

CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
Nov. 20, 2003

Attendance: Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Arthur Lloyd, Ken Middlebrook, Gary Ross, Bob Schneider, David Sylva, Charles Wynn, Jack Young.

Minutes: M/S/P (Kotowski/Middlebrook) to approve the minutes of the 8/21/03 meeting with the correction of removing "as they're getting evicted from their site."

Chair's Report: Rod's comments were integrated into the discussion areas rather than a separate report.

Financial Report: A draft audit was supplied by Berger/Lewis and identified no exceptions to generally accepted accounting principals. A few information items need to be obtained before the audit can be finalized in the next quarter. The bookkeeping function will be moving to Amy Yan, who works in Rod's office.

M/S/P (Kotowski/Lloyd) to allow David, Ken, and Rod to review and accept the final audit on behalf of the board.

Current Projects:

A. Trolley Barn – Fred reported that volunteers have been busy sorting and creating an inventory. They've also been adding things for the public to view when visiting the Trolley Barn. Another task involved making a maintenance list for the trolley cars. Fred hasn't located a new trolley body to restore but has many spare parts. The spare compressor needs to be fixed, and Fred mentioned that he might be able to get a small grant to fund the repair. The steam traction engine will run on Nov. 23rd.

The San Jose Department of Public Works has reviewed the maintenance pit plans. The suggested changes are being reviewed. Marv got an estimate to build the pit that came in at \$95,800. The pit will require shoring during construction, which drove up the cost.

Bob Schneider chaired the transition group, to develop operational procedures after Fred's retirement, and designed plans for operations of the Trolley Barn. The safety plan is being completed separately. The plan was sent via email prior to and made available at the meeting. 31 volunteers participated in a meeting to review the draft plan. A maintenance manual, segregated by vehicle, was created.

M/S/P (Middlebrook/Kotowski) to accept the plan to date with the understanding that safety plan is under review for

May approval with annual review at the last meeting of the year, with appreciation from the board for work done by Bob Schneider and other. Legal counsel approved the direction.

Bob mentioned that it would be helpful to have safety videos available for volunteers. Ken Middlebrook suggested that a vocational school might have ideas for commercial safety training videos.

B. 2479 - Jack Young reported that work parties continue on Saturdays, averaging 10-15 volunteer shifts. Work shifts are being scheduled week to week. There's been an effort to clean up the storage area.

A height problem was discovered once the lead truck was reassembled. This will require the machining of wear plates on the journal boxes. All but two holes have been completed



Leading truck reassembled on 17 JAN 2004
 Awaiting brake rigging

in the rehabilitation of the spring rigging. The entire system has been inspected, re-bushed, and newly hardened pins have been manufactured. All the links and pins have been installed on the locomotive. All of the brake hanger supports have been bored and bushed, and new pins have been manufactured. Eighty stay bolts in the boiler firebox throat sheet have



Staybolts in the throat sheet

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 Mineta Transportation Institute, 210 North 4th Street, Fourth 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 CTRC, c/o Mineta Transportation Institute, 210 North 4th Street, Fourth Floor, San Jose, CA 95112.

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.

CTRC Staff:

Vice President: Ken Middlebrook <middlebrookk@kaisere.com>
 Motive Power: Jack Young <jyoung99@pacbell.net>
 Electrical: Bob Paddleford <bobpadd@pacbell.net>
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 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>

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 February 19, 2004 at History San Jose.

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the Shop and/or Barn. On weekends a Trolley will run as usual from 12-5. From 1-5 the Barn will be open and one of the volunteers will be on hand to be a Host for visitors. Hosts started 12-21-03 and the "uniform of choice" quickly became our CTRC jackets. Volunteers will cover special events as well.

Another empty-nester on the locomotive



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wheels showed up back in Kingman at 6:00 AM on the 15th from Durango talk about just in time manufacturing. Also I could not believe these were the same wheels that left San Jose. The drivers will get a coat of paint now.

To date the following has been completed on the driver project:

1. Drivers have been NDT test for cracks and heat checking.
2. All defects i.e. cracks have been repaired
3. Old hub liners were machined off and new hub liners were install and machined.
4. Journals have been machined and burnished rolled (Check out picture)
5. The bad tire has been replaced with an new tire -- We were luck in that this is the last tire that standard steel will make they shut down the line after our tire.
6. All Tires have been machined with new contours
7. The Crank pins have been quartered
8. The journal boxes have had the old journals removed
9. The boxes have been inspected for defects and all defects have been repaired
10. The Bearing faces have been machined (Check picture)



11. New journal material is on site and is being ready for installation
The boxes should be complete in 30-45 days.
Thanks to all that made this possible.

(Continued from page 1)
teer time.

The SJ Parks Director for that area is searching to find a location to which the CTRC rail and ties can be moved and safely stored. Recall that rail and components are scheduled to ring Kelly Park at some time in the future and should, therefore, be stored on that site. The County has agreed to move the materials.

Parsons Transportation Corporation has agreed to review the Happy Hollow Line Electrification Plans and will deliver the plans for final approval by the City in February. Biggs Cardoza, another finer benefactor to the prior CTRC efforts, is supporting them for the civil engineering review. The City has agreed to wave all plan check fees that were quoted to be over \$15,000 for that project.

We're pleased that the negotiations are continuing toward the acquisition of a former Southern Pacific steam locomotive that ran through San Jose on occasion. Discussion points are the removal, at our cost, of any toxics on board and storage of the engine while we locate an appropriate site, assumedly on the new RR museum grounds. This small, older locomotive will be a fine complement to #2479 an our small historic diesel from Kaiser.

We continue to seek a rebuildable trolley for the Trolley Barn folks to work with and are shopping for a small, 0/4/0 locomotive that can be rebuilt and operated on the Kelly Park line from the Trolley Barn. Leads would be appreciated. We're also making grant applications to the County's Historical Heritage Commission for funding to rebuild the steam pistons and connecting rods for 2479 and are supporting a grant request by History San Jose for seed funding to build a Trolley Barn inspection pit, estimated at \$93,000, most of which we expect to have donated.

During this frantic period of negotiations, the great CTRC volunteers continue to make progress toward restoring 2479 by working each weekend in this difficult weather. The reconstruction of the drive wheels and running gear are nearing completion by Robert Franzen's group. And the Trolley Volunteers continue to operate and maintain the trolleys at the Barn and make progress on various City projects. Most notably, a short time ago, the steam traction engine actually ran during a ceremonial test with many onlookers. I told Ernie Renzel of that and, though he doesn't get around much any more, he was very pleased.

So we progress with extra effort on everyone's part. Soon the slow order will be lifted and it will by clear track and hi ball for all.



Reconditioned driver wheels

been removed. Preparations for new stay bolts are being investigated. Rod calls Manley every other week but there hasn't been a resolution of the contract issue. Jack estimated that it would cost \$5,000 to replace the stay bolts. Rod asked and was assured that budget remained in that project to complete the boiler work.

Jack, Art Randall, and Ken Middlebrook went to Kingman, AZ to inspect the drive wheel work being performed by Steam Service of America. Jack reported that they were very satisfied by the work being done on the drivers.

To date the following has been completed on the driver project:

1. Drivers have been NDT tested for cracks and heat checking.
2. All defects, i.e. cracks, have been repaired.
3. Old hub liners were machined off and new hub liners were installed and machined.
4. Journals have been machined and burnish.
5. The bad tire has been replaced with a new tire (the last to be made by Standard Steel).
6. All tires have been machined with new contours.
7. The crank pins have been quartered.
8. The journal boxes have had the old journals bearings removed.
9. The boxes have been inspected for defects and all defects have been repaired.
10. The bearing faces have been machined.
11. New journal material is on site and being readied for installation.

The journal boxes should be complete in 30-45 days.

The board expressed appreciation to Art Randall, Ken Middlebrook, and Jack Young for going to Arizona to inspect the wheel work.

C. Railroad Museum – Rod reported that the new county

executive is friendly towards CTRC but won't allow us to keep the county fairgrounds site. The county set aside the November move date and now want the material moved by March. A meeting has been scheduled with Kelley Park supervisor in December to discuss moving the rails.

Marv Bamburg mentioned that he looked at the San Jose and Gilroy sites. San Jose doesn't work for a variety of reasons – space, grade, ownership, etc. – though if the access issue is resolved, we need to look at it again. San Jose Council member Cindy Chavez's office was very helpful. The City of San Jose just got a grant for the rail option from Hwy. 87 to the Vasona Line. Rod reported that Caltrans might give the small piece of land at the Santa Clara site to the City of Santa Clara. The Gilroy City Council has referred the museum issue to the downtown development corporation. A meeting will be scheduled with the Union Pacific vice president and development director to discuss the Gilroy site.

Kenneth Hahn will be donating his grandfather's electric railroad books to CTRC's archive. We need a secure place to store them. David Crosson offered History San Jose's services to catalog and archive the materials. An agreement needs to be drawn up for approval at the February meeting. Ken mentioned that he'd like to store some materials too.

Fred mentioned that Charlie Hopkins is going to write a book about trolleys in San Jose and already has a publisher.

D. Happy Hollow Rail Extension – Rod announced that the San Jose Department of Public Works won't be charging a fee to review History San Jose and CTRC projects. They reviewed Fred's plan and suggested some changes. Green Engineering looked at the plans but didn't have the expertise so sent it to Parsons Corp. PG&E is ready to do the work once the plan is approved. Fred mentioned that copper electric wire will be hard to obtain; the job is too small and will have to be appended to a larger order. He also advised that someone be assigned to oversee the work as last time the plans weren't followed properly. Insurance will be an issue but Fred has contacts. Bob will work with Fred to capture his concerns.

New Business:

- A. Acquisition - M/S/P (Sylva/Gaddis) to authorize negotiations toward the acquisition of a small steam locomotive. CTRC will support HSJ's grant for a maintenance pit.
- B. HHC – Jack Young will be applying for a grant to fund the locomotive's side rods, valves, and pistons.
- C. Fundraising – Jack will apply for a \$5,000 Rotary grant.

Next Meeting: February 19, 2004 at History San Jose

Respectfully submitted by Leslee Hamilton

NEWS FROM THE TROLLEY BARN

By Bob Schneider

1905 Cadillac:

We now have lots of parts painted a deep red. This includes the frame, wheels, front and rear axles, springs and the various parts connecting them together. So the lower part of the car will be red and the upper part white. We're getting excellent advice and support from local experts and shops.



For those who cannot see this in color it is a very bright red.

Trolley Car/Barn Operations:

2530 people rode the trolleys in October, November and December. This brings our annual total to 21,330. This is down 12% from 2002. We started counting visitors to the Trolley Barn last spring and have had 2751 total since the count started. I'm sure there were more, but it is difficult to keep an accurate count and talk to visitors at the same time.

Trolley Barn Opening:

Now that Fred has retired, volunteers are acting as Hosts. Hosts will be in the Barn 1-5 PM on weekends and as required for special events. Visitors during the week can come to the Restoration Shop and volunteers will be happy to show them anything of interest in the shop and/or the Barn. Our posted hours are 9 AM to 3PM most week days (occasionally no one is there). Fred will be there as a volunteer on some days. This coverage started 21 Dec. 2003

Port Huron Steam Tractor:

The tractor was fired up and run on 28 November. This was not a special occasion, we were able to check out some small improvement Fred made and it helps us refresh our operating skills.

Fred's Retirement:

In addition to going through his personal items, Fred and several volunteers have been gathering, sorting, labeling and storing spare trolley parts. Fred knew where and what everything was, but with his help we have now put some order to his "system".

TOLLEY BARN TRANSITION

Effective 12-31-03 Fred retired from History San Jose. He still comes to the Trolley Barn most days as a volunteer with his main focus being twofold:

(1) inventory, label and store all the spare trolley parts (2) sort and pack his many photos, books, pamphlets, etc. His recent comment was that he plans to move home in the spring when it warms up.

Last summer a committee was formed to develop a Transition Plan so that we have documented plans and procedures to fill the huge void Fred leaves.

The Plans and Procedures were written and subsequently approved (with the exception of a safety program) at the November CTRC Board meeting. Starting in January a Steering Committee continued the work started by the Transition Committee and meets monthly to insure ongoing operation of the Trolleys, the Trolley Barn and various projects.

Access to the Trolley Barn and Restoration Shop is available by contacting volunteers or, if none are around, HSJ Facilities. A notice will be available at the 2479 site giving details. On weekdays visitors can contact volunteers in the Restoration Shop for a tour of

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BORING NEWS

By John Ezovski

Saturday, Jan. 10 was a big day in the restoration of 2479. The past seven years a number of volunteers have been involved in the renewing of the locomotive's equalizing system. Those that have partaken in this evolution realize the scope of this task. Virtually every piece in the system required bushings removed, holes welded, bored and new bushings manufactured and pressed. A number of the bushing holes are part of the locomotive frame thus could not be moved onto our Bridgeport mill. Creative methods were devised to bore the four sets of main equalizer beam holes and the six sets of brake hangar holes.

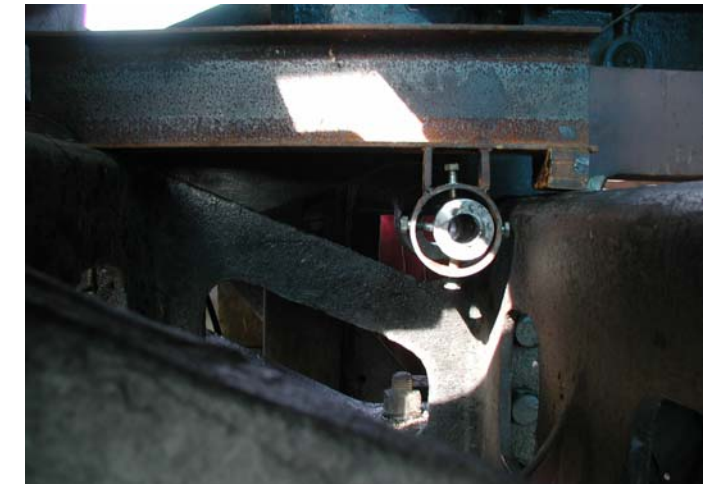
Two holes still required repair. These are the first holes in the equalizer system and are located behind the top crosshead guide.



Tom Anderson and John Ezovski setting up a steel plate to mount the magnetic base drill

There is insufficient clearance for our magnetic base drill to be mount directly to the frame to complete the boring task. Initially it was thought that the top crosshead guide would have to be removed! Not an impossible task (there is nothing we can't do) but an extremely difficult one. A number of fitted

bolts located in restricted areas would have to be removed. Needless to say, we weren't looking for-



Art Randall's special alignment fixture

ward to this one. There had to be an easier way.

After some head scratching (and picking of a few other bodily orifices), we found we could mount a plate on to the crosshead guide. Another problem surfaced. The boring bar and magnetic base drill could not be coupled. Our mechanical engineer, Art Randall, created an adapter using universal joints. The offset issue was solved. Saturday we cut the first of two holes! Saturday Jan 17 the last of the holes should be bored. A task, seven plus years in work, will finally come to an end.

2004 is going to be a great year for 2479! ~~██████████~~

And From Jack Young...

Jack Young, Art Randall, and Ken Middlebrook - Took a trip to Kingman Arizona the 14-16 to inspect the Drivers along with the representative of Steam Service of America. We inspected the wheels on the 15th. I was very impressed with the Facility in Kingman there is a picture of the Vertical Lath used to cut the tire profiles, hub liners, journals and the hub liners. The Quartering of the crank pins took place in Durango - In fact the