

California Trolley & Railroad Corporation

CTRC, c/o MTI 210 Fourth Street, 4th Floor
San Jose, CA 95112

Restoring Your Transportation Past

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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 \$_____

Address: _____

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Make checks payable to the California Trolley and Railroad Corporation
CTRC, c/o MTI, 210 Fourth St, 4th Floor, San Jose, CA 95112

THE CLEARBOARD



Rod Diridon, President <http://www.ctrc.org> Larry Murchison, Editor

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

TRAIN ORDERS

21st Annual Volunteer Recognition BBQ: Our annual gathering at History San Jose was one of our largest ever with the BBQ again by **Central Fire District Local 1165** volunteers and the expenses sponsored by **HNTB Engineering** and **Hatch Mott McDonald Engineering** along with **Bottomley Distributing Company**.

CTRC volunteers reaching new award plateaus are: This brings to over 250,000 hours the total donated time from the CTRC volunteers for the many CTRC projects. That's a wonderful, lasting gift to the people of Santa Clara Valley.

Steam Railroad Museum: San Jose Council member **Cindy Chavez** may be the "cavalry riding to our rescue"! She's met twice now with Marv Bamberg, Ken Middlebrook and me to discuss sites in the down town area. The preference at this point is for the old firefighter training site South West of the intersection of Park and Montgomery just south of Diridon Station. The City staffs are looking at the site and Cindy is working with other Council members and the community to make sure our use is compatible. Our Museum would be integrated with a trail head parking and staging area for the Los Gatos Creek Trail and could include extensive community park elements such as a par course, picnic areas, trails along the creek, extensive grass and riparian and quiet areas and other open space elements. More specific plans are being considered now by the City Parks Department and the Redevelopment Agency with Marv representing our needs. Special thanks to Marv for his inexhaustible support of this project.



Special points of interest:

- Who is a cavalry to our rescue?
- How many hours have volunteers contributed?
- And who are they?
- What is a Heeber Creeper?
- Who went to ARM?
- How do you get this newsletter in color?

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Rolling Stock Collection: The contracts have been signed and we are the proud owners of former SP 1215, a small switch engine now held for us at Portola. We have a year of free storage before we must move the locomotive to our storage. That brings our collection of locomotives to three, including former SP 2479, and the number 7 Westinghouse diesel off the assembly line in 1941. In addition we have two cabooses and other odds and ends. We're in the market for a small steamer with a wheel base that can negotiate the curves at Kelly Park.

Happy Hollow Trolley Line Electrification: The Parsons Corporation has completed the electrical system's evaluation for the HH Line plan and Biggs Cardoza Engineers is completing the structural engineering review. Mac Gaddis is working with the latter to make sure the system is not over-engineered and too complex and expensive for our 10 MPH system. As soon as that sign-off is completed we'll ask PG&E and SBC to begin the installation of the overhead wires. Remember that this work is pro bono; with great thanks to all!

Volunteers: Special thanks to the 2479 and Trolley Barn volunteers who have contin-
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CTRC BOARD MEETING MINUTES

CTRC Board of Directors Pacific Hotel, History San Jose Board Meeting Minutes Aug. 19, 2004

Attendance: Marv Bamburg, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Gary Ross, Bob Schneider, Jack Young, John Zielinski.

Minutes: M/S/P (Middlebrook/Ross) to approve the minutes of the 05/20/04 meeting as submitted.

Chair's Report: CTRC needs to send a representative to the AMR conference in Salt Lake City. M/S/P (Crosson/Bamburg) to budget \$1,000 for the conference to send Ken Middlebrook and others. Attendees will present a report at the November meeting.

HSJ received a \$40,000 HHC grant for the Trolley Barn maintenance pit. The next HHC grant application will be for pistons and drive gear for 2479.

Financial Report: The audit ending 6/30/03 was clean. We have expended all grant funds and submitted receipts to the county for reimbursement. Once those HHC grant reimbursements are received, funds will be placed with Mark Rebboah's financial management firm, Enterprise Trust and Investment Company, to manage conservatively under the guidance of the CTRC Treasurer and Finance Committee Chair. The resulting revenue will be invested in the going operating costs of CTRC.

M/S/P (Kotowski/Bamburg) to approve the financial report and audit.

Current Projects:

- A. Trolley Barn** – The Cadillac is waiting for a motor. There will be a trolley cleaning crew working on 8/28. The Electric Railway Association is coming to visit on Sept. 4th. HSJ will host an antique auto show on Sept. 19th. An OSHA inspection found a plastic line when looking at the trolley compressor; it will cost about \$200 to replace it with ¾" copper pipe.

Mac thanked Marv for the maintenance pit drawings, which were approved by the city. The ties and rails need to be moved so that the barn doors can be opened to allow access to the digging equipment. David Crosson thanked Marv for all his help and also mentioned Dave Clark, who shepherded the plan through the city ap-

proval process.

M/S/P (Gaddis/Middlebrook) to make the Milan and Australian car bodies available if someone wants to buy them and wait four weeks to make sure anyone interested has time to bid. Mac estimated the Milan car would go for \$500 and the Australian would get \$5,000.

M/S/P (Crosson/Kotowski) to approve the HSJ affiliates contract.

- B. 2479** – Jack Young reported that locomotive volunteers logged 2,329 hours for FY04. The drivers were delivered the week of July 26. Robert Franzen of Steam Services will make one more trip. PCR lifted the drivers off the delivery truck. The small forklift has a broken crankshaft. A ride-on mower was donated and is being used to keep the site clean. The staybolts should arrive any day. Rod complimented Jack, Ken, and the volunteers for working through the distractions of the prospective move. Ken Middlebrook reported that he and Jack prepared a cost estimate for the remaining locomotive work. There are many small items that total to \$214,000. Ken will keep the spreadsheet updated and present it to the board quarterly. Rod asked Ken to report quarterly on the status and morale of the volunteers. Ken mentioned a need for openings for motormen, which will be advertised on the website and via a message board in the Trolley Barn. Rod mentioned that he used to do outreach to the various service groups and would attempt to do so again. Pat Loomis will be doing a story on the trolleys and the need for operators could be included. The 2479 volunteers are concerned that the roundhouse materials are deteriorating. The steel is rusting and it's important to save the big timbers, which can at least be used as templates if they aren't reusable. The materials need to be lifted and covered and free from weeds to reduce the fire hazard.

- C. Museum** – Marv reported that two San Jose sites were discussed in a meeting with Council member Chavez last week - Bassett Street and the Fire Training Center. Of the two, Bassett is the preferred site based on size

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Information

Membership Meetings: First Monday of each month at 7:00pm at the Santa Clara Train Depot.

Work Schedule: Saturday and Wednesday after work of each week.

CTRC Office: 1600 Senter Road, San Jose, CA 95112.

Mailing Address: CTRC, c/o MTI, 210 Fourth Street, 4th Floor, San Jose, CA 95112

Membership: \$25.00 regular, \$10.00 Seniors. All memberships expire December 31 yearly. To join please send dues, name, address, phone number, and e-mail address if available to 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, 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: 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 November 18th, 2004 at 7:30am at the History San Jose Pacific Hotel first floor conference room.

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www.ctrc.org/newsletter.html

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placed by the Sunday Guys with copper. A Cal OSHA inspector noticed this "Christmas-in-the-Park legacy" during inspection of the air compressor. Costs were equally shared between the museum and us.

Overhead wires outside the Trolley Barn were "tuned up" by a VTA crew. The Birney pole was coming off every time it entered the Barn. One live wire was touching an unisolated guy wire. Various guy wires were "limp noodles". They did in half a day what would have taken us months. . Another safety item corrected! A "thank you" letter has been sent to VTA. **Thanks VTA.**

Our "maintenance team" installed light switches in the Trolley Barn near the porch door. Now all Barn lights operate through easily identifiable switches instead of circuit breakers (why did they do that?). It is a big help to us all. Thanks Steve and Jack. Plans are underway to replace all fluorescent bulbs in the barn. Many are "dead" and winter is approaching.

CTRC Board: During the last CTCRC Board Meeting, approval was given to sell the two trolley car bodies (Melbourne and Italian) and the cable car. We'll work to get the best price and apply the proceeds toward the maintenance pit.

ARM: Three CTCRC people will attend the ARM (Association of Railroad Museums) annual convention in Ogden, Utah in October. Fred attended this event in the past (hmmm, takes 3 to cover for him!)

CTRC Recognition: Three new levels of recognition have been established. Previous levels were: 100 hours (T-shirt), 500 hours (cap) and 1000 hours (jacket). New levels are: 2500hours (Polo shirt), 5000 hours (undecided) and 10,000 hours (overalls). I sent Fred a polo shirt as a special "thank you".

Labor Day Incident: A trolley was run for a large group. Unfortunately, some unsupervised kids were running up and down the aisle while the car was in motion and one jumped from a window to the ground when the car was stopped. The motormen halted operation and put the car away. The museum staff was informed.

New Project: The San Jose Fire Department Muster Team has brought over their next project -- a Merry-weather Steam Pumper. This is a small unit that was pulled by men to a fire. The unit is made up of a boiler and steam engine on wheels. Hook up the inlet water supply; stoke the fire and the steam engine pumps water on the fire. The SJFD Muster Team plans to make this a working unit. More details to come. Our task is to clean, paint, fix and who knows what else. No, the Cadillac is still first priority.

VTA Operations: We get calls asking about renting trolleys for a special event. VTA has an excellent offering in

this area as I recently learned. So, if someone asks about renting trolleys for a special event, the menu is as follows:

1. History San Jose has various offerings depending on group size and needs. Trolleys on site are certainly available, but they only run on site. Contact Pam Watson at 918-1057.

2. VTA offers Historic Trolleys (restored by the Trolley Barn Team) or normal VTA cars. Rates are as follows, but anyone interested must contact Hien Nguyen at 321-7519 for all details:

VTA Cars: Rental is \$285+\$85/car/hour up to 8 hours and you can go anywhere VTA serves. The number of riders per car is 75 seated + 86 standing.

Historic Trolleys: Rental is \$595/hour for the first hour and \$25/hr. thereafter (up to 8 hours). The route is limited to the downtown loop from the Civic Center to the Convention Center and back. The number of riders is 36-48 seated and 20 standing.

Again, contact Pam or Hien for more details.

Field Trip: If you would like to go on a tour of a local recycling facility (household), let me know.

T-shirts: We've put the Horse Car T-shirts on display near the car. Containers with all sizes are available in the barn. Hosts: **SELL! SELL! SELL!!!**

Robert Schneider



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participated in the proceedings. True to the original event, the first two "dignitaries" missed hitting the spike.

The talks and meetings were held in what was once the Ogden train station. The station is now the home of 6 small museums/exhibits. A family of up to 6 can visit all of them for \$12. The museums are staffed by a very well organized group of volunteers. The museums include railroad, automobile (8 cars), weapons developed/manufactured by Browning (a local family), two art (exhibiting works of local artists) and natural history. The station also has a fairly large auditorium. The main hall is one huge room that is used for all sorts of activities such as our dinner at the end of the conference.

The railroad museum had an excellent exhibit covering the history of the railroad in the Ogden area with a lot of information about the building of the Transcontinental Railroad. Much emphasis is placed on kids to include a nice model train layout and the cab of a diesel locomotive. Kids can operate the various controls all they want.

All three of us made new contacts and renewed a few old ones. We had a long talk one evening with the California State Railroad Museum curator about exhibits.

ASSOCIATION OF RAILROAD MUSEUMS

Three CTCRC members (Bob Schneider, Ken Middlebrook, and Mac Gaddis shown below) attended the ARM conference October 13-17.



The Association of Railway Museums holds an annual conference on alternating ends of the country. Attendance was roughly 120 people and was held in Ogden, Utah. The host museum is somewhat small, but rich in heritage since Ogden is the northern terminus for trains going to/from the East since the days of the original transcontinental railroad. The main activities covered 3 days with 3 one hour talks (actually 2 to choose from each hour) given in the morning and a "field trip" in the afternoon. Talks often related to any museum topic not just railroad and included:

1. **Conservation on the Road** - A small team of state employees recently completed a small truck that has a conservation lab mounted on the back. They travel to small museums around the state to teach conservation techniques to small, local museums (hundreds).

2. **Interpreting, Documenting and Preserving Historic Assets for the Future.** The Superintendent and one of her people described their activities at the Golden Spike National Historic Monument with emphasis on preservation. It's fascinating to hear how extensive their efforts are. A small train trestle with rotting timbers, missing stones, and damage from digging badgers was discussed. Kitty litter keeps the badger away!

3. **Challenges of Interpretation in a Small Regional Museum.** A very enthusiastic young lady from an art museum talked about what I might call display signs. Who is your audience? How much information? How big should letters be? Super talk, but the speaker knew nothing about trains -- she didn't need to.

4. A panel from highly different types of railroad museums discussed their own specific circumstances. One collected only train items used in their state and did not have an item if another museum already did. Another collected anything related to

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and history but it is owned by UP, which wants to rezone the property for housing. The Fireman's Training site is a good site but won't be vacated by the city for another 2-4 years; we could ask to store some materials on the site. Rod mentioned that Santa Clara is still viable. Caltrans has been told that they have to sell, not donate, land. The land totals nearly an acre, with a value place on it of \$3 million.

D. Happy Hollow Extension – The copper wire is no longer available for donation from Muni but we could purchase it from them to take advantage of their bulk discount for about \$3,000. PG&E and SBC are still willing to install the poles and wire.

New Business

A. Acquisitions – The contract for the SP 1215 switching



engine was signed last month. The insurance requirement and first right of refusal issues were sticking points but were resolved. The 1215 could be cleaned up to be part of a static display to promote the museum. We need an insurance rider before working on the 1215. Mac is looking into acquiring a Pullman built 60' observation car and will report in Nov. on whether it can be restored. It couldn't be used on the main line because it's made of wood.

B. HHC – Jack will submit a grant in October for 2479.

B. Fundraising – Now that the audit is complete, CTCRC can approach granting organizations for funding.

Next quarterly meeting will be held on Nov. 18 at 7:30am at History San Jose. The meeting was adjourned to the volunteer recognition BBQ.

Listed are the total volunteer hours dedicated to the 2479 locomotive.

Name	Thru June 04
ANDERSON, TOM	2,457
BLAINE, JOHN	928
CANTRELL, LOREN	736
CHIARAMONTE, LOU	581
CRAWFORD, HUGH	547
DEMMA, MIKE	1,019
DETMANN, BEN	14
DUFFY, BRIAN	342
EZOVSKI, JOHN	3,692
GALLAHORN, LES	4,484
JERVIS, ROBIN	56
JOHNSON, TERRY	1,316
JUMP, BILL	1,749
KUCZYNSKI, JOHN	2,147
MARTIN, EUGENE	1,537
MIDDLEBROOK, KEN	2,401
MURCHISON, DENIS	1,610
MURCHISON, LARRY	1,896
PADDLEFORD, BOB	2,236
PARKIN, FRED	1,755
RANDALL, ART	1,607
ROSS, GARY D.	2,125
RUHLE, PHILIP	750
SIMPSON, THOMAS	1,974
STETSON, BOB	123
WESTFALL, LEE	1,140
YOUNG, JACK	4,957
ZIELINSKI, JOHN	1,111
Total	45,197

Listed are the total volunteer hours for the trolley barn activities.

Last Name	First Name	Total to date
Andoh	Johnny	622.8
Baker	Keith	2520.6
Boehm	Daniel	236.8
Butler	Eric	287.3
Coon	Bob	1128.1
Dorr	Frank	4120.5
Erwin	Steve	60
Gaddis	Mac	3633.3
Greenberg	Allan	6032.9
Holmes	J.	880.1
Huff	Frank	1365.5
Hultquist	Richard	1590.8
Kelley	Ed	7010.8
Klaar	George	13200
Lundgren	R.	22
Maurer	Jim	2529.5
Maurer	Richard	1253.2
McCutchen	D.	42.3
Mitchell	Tristan	2444
Ouimett	Igor	1308.1
Raby	Katherine	25.5
Raby	Steve	1577.4
Randall	Art	51.3
Rickards	David	2541.8
Ryan	C.	437
Schneider	Terri	81.3
Schneider	Bob	5942.8
Sohn	Rod	13098
Stallard	Jack	1858.9
Tambini	Louis	3499.3
Trall	Bill	69.7
Ullmann	Jens	238.3
Westfall	Lee	368.3
Westfall	Linda	13
Young	Bob	7993.5

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ued to give time and their unique talents to maintain the momentum of the projects. Fred's departure and the long effort to find a site for the Museum have been a challenge that the volunteers have meet with energy and enthusiasm. Special thanks to Dave Crosson of History San Jose and especially Bob Schneider who guided the transition at the Trolley Barn.

Full steam ahead! High Ball!



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transportation; even parts of a Roman Aqueduct (transporting water). The key message was to have a clear mission and adhere to it.

Three Field Trips included:

1. A visit to the Salt Lake Light Rail maintenance facility. We saw San Jose cars being modified for use in their system. They received them at almost no cost since San Jose is now going to new cars. Then a light rail trip to downtown Salt Lake followed by tours of the new State of Utah Archives. We saw their new robotic document retrieval system, their microfilm facility, and what they do to fulfill requests for information. Their peak load is the "tax season"! 24 of us were left behind (How can you lose track of 24 people?). Cell phones saved the day.

2. A trip to and ride on the Heber Creeper. This was a 35 mile round trip



Heber Creeper
Photo by Dave Lambourne
PAHS class of '54

on a steam train through some beautiful scenery. The trip included a "run by". The train stopped, let almost everyone off, backed up 1/2 mile then came roaring past the group for photographs. A steam engine coming at you under full power at top speed is intimidating. We returned to Ogden about 8pm.

3. Golden Spike Monument. Part of the trip to the site is along the original road bed of the Transcontinental Railroad. Replicas of the original steam engines were steamed up when we arrived. They were made about 25 years ago. The original engines were scrapped one hundred years ago. National Park Services uses the engines in the Golden Spike Ceremony. So, the highlight of our visit was the ceremony to include volunteers playing the part of various dignitaries. Several members of our group were invited to dress in costume, given cards to read and

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TROLLEY BARN NEWS

Huge Trolley Rider ship: On July 18th, the day of the Chinese Festival, we carried 2,754 passengers in car 124. We operated continuously from 10am until 5pm stopping only to discharge and pick up passengers. We had standees quite often, but never had a line of people waiting to board at either end. Even on the last run at 5pm we had an almost full car. L. Westfall

Trolley Car/Barn Operations: 8260 people rode the trolleys and 1948 people visited the Barn in July, August and September. Over 1900 people rode the trolleys on October 2 during the District 7 Day at History Park. An accurate count wasn't possible because every run was packed. During Antique Autos in History Park on September 19 we had 568 riders and 381 Barn visitors.

Trolleys Downtown: Every week or so we get a phone call in the Barn asking if the old Trolleys are running downtown. "no" was the answer from VTA. Reason: Cost.

Accident: On 7/31/04 Keith Baker was helping an elderly lady board car 124. The lady fell, but Keith and another passenger broke her fall. The message here is that motormen need to be very attentive to riders getting on and off the Trolleys. This could have resulted in serious injuries, but the outcome was minor bruises and sore muscles. Thanks, Keith.

Motorman: Johnny Andoh is no longer a Motorman. This heightens our need for more motormen. If you know anyone who might be interested, talk to them. Normally motormen are asked to be available one afternoon a month, but we're flexible. Note: Don't let go of the rope after the pole is in place. Reel it in slowly to avoid damage to the retractor mechanism.

Special Visitors: On Saturday, September 4, a group attending the Electric Railroaders Association Convention will visit the Trolley Barn about 3:00. The group of 30-40 people will be here for approximately an hour.

The Trolley Barn and Museum have been written up as a place to visit during the National Narrow Gauge Convention being held in Santa Clara September 1-4. No group visitations to the Trolley Barn are planned.

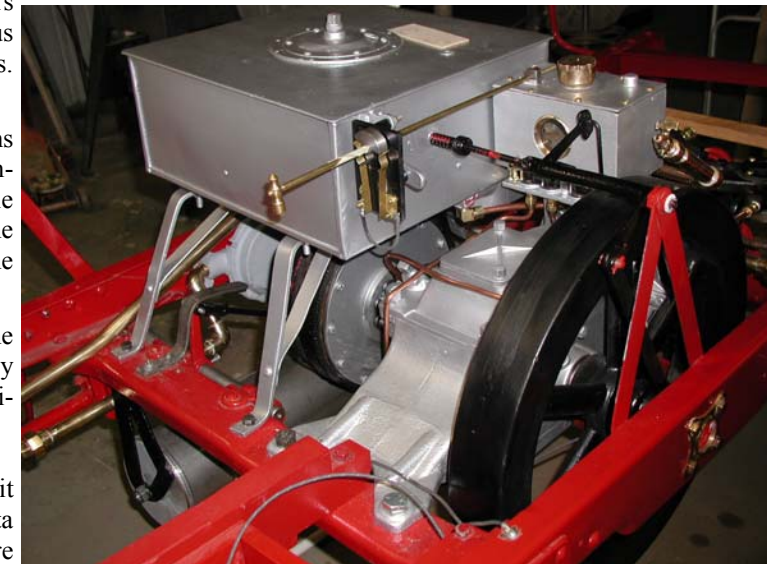
Maintenance Pit: The city will agree to the design package provided the architect, Marvin Bamburg, agrees to certain requirements. Marvin has sent a letter to the city agreeing. The pit has design approval from the city based on drawings and engineering support from Marv Bamburg. Thanks, Marv, for all of your support.

Fred: Fred called on Sunday morning 3 weeks ago to see how things are going. He knows the routine for the "Sunday Guys". I talked to him and told him that things were pretty much the same. He is working at a museum in his area and living there most of the time while his room is being constructed. Spartan conditions, but he's a tough guy. Since he has no transportation, he only goes home occasionally. The museum has some funds, so they will be paying him to work there. He commented several times on how green and wooded the area is. Many roads have a full canopy of trees over them. He might not have noticed this in the past since most of his trips home were for Christmas. 19OCT2004 Update: Fred is just fine. We talked to him at various

times during the 4 days of the ARM (Association of Railway Museums) Convention in Ogden. He is working at a company in Guilford, CN. His present assignment is restoring a Washington DC trolley car. The company also repairs other railroad/trolley items and does other jobs that come along. The company has less than 5 employees. The owner lived in a room (shower and bathroom) above the shop until he married. Fred is now using that room. Fred's room at home is progressing and has the sheet rock installed. Because his home is small with a number of small kids and pets running around and because the "commute" between his house and job is very time consuming, Fred plans to live at Guilford and go home occasionally.

He looks forward to attending the garden railroad convention in Santa Clara in 2006. He recently attended the same convention in Denver with his son, David. So, Fred is working, keeping busy, has a nice place to stay and traveling when possible.

1905 Cadillac: The engine work is done. The engine has been



returned to the shop to be painted. Installation into the car follows. It was on display September 19. The engine was painted Silver and the Copper Cylinder head-cooling jacket polished. Installation of the coolant water lines is in progress. Since the radiator is in the front and the engine in the rear, the lines have to go through many twists and turns to get around obstacles.

"1898 Olds": Various fixes to the clutch, controls, steering, etc. have been completed. The car was driven around the parking lot for the first time several weeks ago. More "tuning" is required. It starts but won't keep running.

Barn Improvements: Seven of us put in 30 hours cleaning the four trolleys: windows, floors, seats, etc.

The plastic pressurized air line in the Restoration Shop was re-

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