



# The Clearboard

The Newsletter of the California Trolley and Railroad Corporation

Volume 17 • Issue 1

January 1998

## View From The Fireman's Seat

The larger project appears to have moved off center a bit during 1997. Much of the preliminary work—master site plan, architectural rendering of the depot building including layout of the floor plan, securing of contractor's services for the removal of the buildings at the roundhouse site and general discussion of what the ultimate expectations might be for the museum and archives—was accomplished. This leaves the most important aspect of this entire project as yet unfulfilled—visible movement toward making the museum a reality on the site that has been selected. We all know the story of "Didymus" (the doubting Thomas of biblical fame). After some sixteen years of labor toward making this dream a reality, scepticism rears its ugly head! We find "Didymus" in our own backyard! We need to see some proof positive that both the building of the museum in its full configuration and the restoration of 2479 will come to pass within the very near future. One of the main reasons many years ago for selecting the Bassett Street Depot as a major component of the museum complex was it's unique train shed that covered the mainline. The intent was to create a facility in which to house the restored 2479. This structure remains unfunded at this writing—I guess the joke is on us! The county archives folks get what they want; 2479 remains, after forty years, exposed to the elements.

Each and every person involved in this project needs to review their calendar for 1998 and dedicate a portion of time toward accomplishing the goals we have set for ourselves. Let's commit to making the museum a physical reality and complete the major restoration tasks on 2479. Seeing is believing!

**1998 Dues now being accepted**

Mail to:  
P.O.Box 403, Campbell, CA 95009

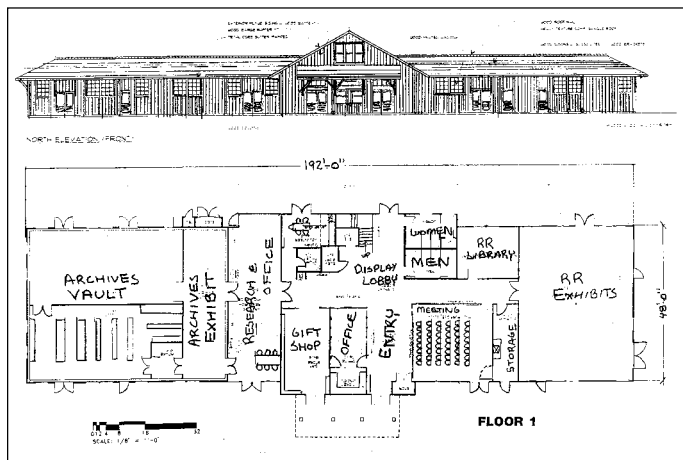
---

**Inside This Issue**

New Museum Site Model ..... Page 2  
 A New Board Member For CTCR ..... Page 2  
 Recent Acquisition ..... Page 2  
 Progress On 2479 ..... Page 2  
 We Need ..... Page 3  
 Getting Down And Dirty ..... Page 3

## Museum Design Takes Initial Step

On Tuesday, October 21, 1997, the County Archives Committee approved the floorplan of the archives building. The plan is the result of several months of meetings between the Archives Committee and the CTCR project team led by project architect, Marv Bamberg. The overall building is a representation of the former downtown San Jose Depot formerly located at Bassett and Market Streets. Our structure, however, will be twice the original depot's depth to provide additional space.



The approved floor plan (see figure 1) has several components:

- The east wing:
  - 2255 square foot climate controlled vault for the county archives
  - 672 square foot vault exhibit for public viewing of selected archival material
  - 842 square feet for archives research and office area.
- The west wing:
  - 1752 square feet designated for railroad exhibits
  - 304 square feet designated for a railroad library
  - 552 square feet for a orientation/meeting room. This room will have folding walls thus enabling the formation of a larger multi-purpose room when combined with the entry and display lobbies.
- The central/entrance area:
  - 324 square foot office space for the museum and CTCR
  - 405 square foot gift shop
  - access to admin restrooms, elevator and volunteer room.

Currently, the 2000 square foot upstairs area will be designated for storage.

The CTCRC appreciates Marv Bamburg and his associate Mia Gendreau for their design of the structure's layout. The floorplan provides functionality of both county archives and railroad museum activities and yet provides flexibility for future special events. The next step will be the structural design of the building. Once completed, we will be a step closer to receiving the building permits required for construction.

## New Museum Site Model

A number of years ago, CTCRC member, Gene Martin, built a site model in z-scale (1:220) and a model of the depot and shed structures in n-scale (1:160). These two models have served us well as we've moved the project toward creation. By October, the need for a scale model of the overall museum complex became apparent. In response, an N-scale model has been created with overall dimensions of 4' x 6'.

The initial plan was to develop the model over several months. A suggestion that we use the model in our annual project update presentation before the Santa Clara County Board of Supervisors on Tuesday, October 27th demanded a response that only CTCRC volunteers could fulfill. Larry Murchison and Bob Paddleford both stepped forward to take up the challenge. Using Gene Martin's existing N-scale model, some freelance modeling and commercial models, Larry was able to create representations of all the structures. Bob, with his innate woodworking ability, built an oak-framed, portable display table.

The model was the centerpiece of President Rod's presentation to the Board of Supervisors. A final touch was added by Dennis Murchison with an N-scale replica of Southern Pacific bay-window caboose #1589—a model of the prototype Dennis donated to CTCRC several years ago.

Over the past several months, Larry has created more accurate models of both the archives building and the roundhouse. Utilizing the approved floor plan and elevations of the archives building, Larry has created an N-scale model complete with removable roof. An essential addition since the interior of the building is completely detailed. The roundhouse model accurately displays all six bays and the unique (now missing) roundhouse sign.

## A New Board Member For CTCRC

Jerry Estruth is one of five new members recently added to the CTCRC Board of Directors. As a native San Josean (5th generation) born into a railroad family, Jerry brings to us many railroad related experiences from his childhood growing up with a father and three uncles all of whom worked for the Southern Pacific. He well remembers many nights spent at both the Park Avenue and the Alameda Street herders shacks with his father.

Jerry's father gave 44 years of his working life to the Southern Pacific as a switchman here in San Jose. All of these years were served with an unblemished safety record. A commendable feat! His three uncles also gained their livelihoods from the S.P.—John, as a union rep; Benny, as the San Jose Yardmaster; and, Joel, as a switchman. We didn't stop to calculate the combined service time of these four men, but, without stretching, we're probably looking at close to 150 years.

Jerry remembers that his dad and uncles were members of Masonic Lodge 210, along with a lot of other rail workers from this time period. He also recalls the use of numerous railroad terms, for example, slang for a conductor was "door slammer". Of course, you didn't call a conductor "door slammer" to his face.

High school at Lincoln and college at Stanford University sidetracked Jerry's interest in railroading for some time. However, in 1975, while a councilman for the City of San Jose, Jerry served as the Ground Operations Chairperson for the American Freedom Train during its visit here. The highlight of this task was a ride on the Freedom Train from San Jose to Tracy. But the rail trip he remembers most vividly was made in 1948 to Chicago and back. The Santa Fe and Great Northern stand out in his memory as the principal railroads traveled. What an experience for a young boy whose interest in railroads had already been whetted by his immediate family.

I asked Jerry what he hoped to accomplish on the CTCRC Board. His response, "Get that stuff restored—buildings and equipment!" Jerry, with attitudes like yours, success for this tremendous project goes without question.

Welcome aboard!

## Recent Acquisition

On December 5th Rod Sohn and Frank Dorr, CTCRC volunteers, drove to Groveland to pick up a completely restored 1913 Metz roadster donated to CTCRC by Mr. Brattmiller in memory of his wife Cleo. This unique early American automobile was manufactured in Waltham, Massachusetts. A contemporary ad identifies the Metz as the "Winner of the Glidden Tour". The ad further states that, "Quality wins. Competing with many of America's expensive and best-known cars, over an extremely difficult course embracing all conditions of endurance-testing roads and hills, the METZ team of three regular stock cars was the ONLY team that held a perfect score for the entire eight days of the contest." The METZ "22" sold for the grand figure of \$475.00. Come by the Trolley Barn and visit "The Gearless Car".

**Winner of the Glidden Tour**

Quality wins. Competing with many of America's expensive and best-known cars, over an extremely difficult course embracing all conditions of endurance-testing roads and hills, the METZ team of three regular stock cars was the ONLY team that held a perfect score for the entire eight days of the contest.

**A Good Car for Grocers.** Saves time in collecting orders and making light deliveries.

**A Practical car for Town or Country**



1914 IMPROVEMENTS EQUIPPED COMPLETE

**METZ "22"—\$475**

**The Gearless Car**  
"No clutch to slip — No gears to strip"

A remarkable example of low price and minimum cost of upkeep combined with the special features of the up-to-date car—a car that affords luxury without extravagance. The METZ "22" is a high class, fully guaranteed roadster of the superb semi-rigid type, light hand steering and superior efficiency. Front condenser is travels 25 to 30 miles on one gallon of gasoline, 300 miles on a pair of lubricating oil, and 10,000 to 12,000 miles on a single set of tires.

Equipped with 4-cylinder 20 H. P. water-cooled motor, shock absorbers, 21st standard suspension, standard auxiliary wheels, two quality Goodrich safety tires, 5 lights and gas pump, horn, horns, pump and tool outfit. 16 spartan transmission securely done away with gear trouble.

Will make from 5 to 30 miles per hour on the high speed, and cruise with as fast as any regular stock car. 1000 lbs. weight for every other stock of double front seat, if desired.

Write for our New Illustrated Catalog "22" which is equipped with best electric starter, electric head lights, electric side lights, electric dash and tail lights and electric horn, price is \$475.00. We want a representative in every city and town. Write for terms.

**METZ COMPANY, WALTHAM, MASS.**

## Progress On 2479

Progress on completing the restoration of 2479 continues. Some major accomplishments include:

- Received a complete set of new springs (lead, driver, and trailing truck), made by Standard Steel of Erie, PA.

- Completed the reinstallation of the brake rigging including all new brake shoes on the tender.
- Had the dynamo completely refurbished by Backshop Enterprises. The coils were rewound and dipped. All moving parts serviced and new brushes and holders installed. The generator has been tested and set for 28 volts on compressed air. Currently stored at the site awaiting reinstallation on the locomotive.
- Sent the feedwater heater to Backshop Enterprises for rebuild.
- Completed weld repairs on the lead truck and trailing truck frames, manufactured new fitted bolts for the lead truck and installed them, begun repair of the brake rigging on both trucks (involves the replacement of most, if not all, bushings and remachining of bushing holes in castings).
- Sent trailing truck frame to Oakland Machine Works for some reboring work. The power reverse cylinder also sent along to be rebored.
- Cleaned and painted the smokebox exterior and are currently preparing the area around the steam pipes for new plate.
- Disassembled all running boards, made drawings, ordered new rivets and sent drawings out to metal fabricator to cut new material. All running board material is being replaced with the exception of the T material riveted along the edges. This material has been cleaned, painted and stored awaiting receipt of new plate material.
- Manufactured new fitted bolts for the brake foundation (Fred Parkin, our able machinist— began his working life in 1939 as an apprentice machinist at the Bayshore Shops. On a lathe that leaves much to be desired, Fred does amazing work!)
- Continued to clean, rebuild and paint parts—thanks to Charlie Pillman.
- Developed an in-depth boiler repair bid specification (thanks to Tom Simpson) and submitted to nine vendors for their response. Received two responses and have selected a vendor. Contract should be signed January/February 1998 with work on the boiler and firebox to commence the beginning of March, 1998.

A total of 1746 hours were spent at the restoration site from July-December, 1997. A total of 3744 volunteer hours were spent on the locomotive during 1997 representing an average of 312 volunteer hours per month. The hourly total for the year represents almost two full man years of work.

**THANK YOU!**

We thank the following individuals for their support of the 2479 restoration project:

- |                   |                |
|-------------------|----------------|
| Frederick Simpson | Robert Newick  |
| Ron & Diane Reade | Les Gallahorn  |
| John Ezovski      | Bob Paddleford |
| Stewart Bean      | Rich Regan     |

Santa Clara County Historical Heritage Commission  
 John Borch of Borch Iron Works in San Jose—thanks for the donation of the milling machine.

**We Need:**

A new USED computer with at least a 66 MHz Pentium chip. We would also welcome any and all parts with which such a system could be constructed.

An editor for our “quarterly” (sometimes) newsletter. Contact Chuck Aldrich at 408-985-2479 if you’d be willing to serve in this capacity.

**Getting Down And Dirty**

If you need to lose some of those extra holiday pounds, come to the Fairgrounds any Saturday between 8:00 am and 3:00 pm. We need people with a variety of skills and experience. Don’t think that, just because you know little or nothing about a steam locomotive, your talents can’t be put to good use! Join us for a regular membership meeting on the first Monday of every month beginning at 7:00 pm at the Santa Clara Depot on Railroad Avenue just off the El Camino Real.

Donations of railroad-related materials and artifacts are most welcomed.

**The Clearboard**  
 Volume 17, Issue 1 January 1998

**CTRC Board of Directors**

Honorary Co-Chairs  
 Hon. Blanca Alvarado                      Hon. Susan Hammer

President  
 Rod Diridon

<u>Executive Committee</u>	<u>Board Members</u>
Charles Aldrich	Al Abrahams      Dick Campisi
Harvey Armstrong	Carl Cookson, Sr.      Jerry Estruth
Marvin Bamburg	Mignon Gibson      Marshall R. Hall
Fred Bennett	Robert Kieve      Mike Kotowski
Peter Carter	Edwin McCauley      Kit Menkin
Peter Cipolla	Greg Mitchell      John Neece
Rod Cooper	David Niederauer      Larry Pederson
David Crosson	Patrick Rooney      Gary Ross
Mac Gaddis	Glen Simpson      David Sylva
Harry Lalor	Steve Tedesco      Leigh Weimers
Arthur Lund	Charlie Wynn      Jack Ybarra
Chuck Toeniskoetter	
Art Troyer	

Clearboard Editorial Volunteers

**Editor:**                      Jay McCauley

**Contributors:**      Charles Aldrich      Ken Middlebrook      Jack Young

Contributions for the newsletter are always welcome at P.O. Box 403, Campbell, CA 95009, FAX 408.246.2733, or email claldrich@aol.com.

CTRC is a California (501(c)(3) not for profit educational corporation established in 1982. The organization is the official museum support group for The Trolley Barn at the Historical Museums of San Jose and the Santa Clara County Archives and Railroad Museum currently in the early stages of development at the Santa Clara County Fairgrounds. Individual membership starts at \$25 per year, with full time students and retirees at \$10 per year. Visit our web site at <http://www.ctrc.org>

©1998 California Trolley and Railroad Corporation



**California Trolley & Railroad Corporation**  
P.O. Box 403  
Campbell, CA 95009

NON-PROFIT ORG.  
U.S. POSTAGE  
PAID  
PERMIT NO. 17  
LOS GATOS, CA

CHANGE SERVICE REQUESTED

***1998 Dues now being accepted***

Mail to:  
P.O. Box 403, Campbell, CA 95009