



The Clearboard

The Newsletter of the California Trolley and Railroad Corporation

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Safety First!

John Ezovski—Site Training & Education

SUMMER IS HERE!

Once again summer is near for the crews that are slowly reassembling 2479. Many of us look forward to summer's warmer temperatures. Easier to work outside in fair weather than in the rain! Summer, however, also brings with it hidden dangers. A recent Saturday of moderate temperature served as an excellent reminder. We all believe ourselves to be indestructible, but heat exhaustion can lead to heat stroke. And, heat stroke can cause death! Even in a mild form it can cause serious illness.

Symptoms of heat exhaustion are fatigue, weakness, dizziness or nausea. Heat stroke symptoms are confusion, delirium or unconsciousness. If one of our volunteers should be overcome by heat exhaustion, move the person to a cool spot. The trailer, with its air conditioner, is ideal. Have the person drink cool water, a little at a time. If heat stroke occurs, call 911. Never give an unconscious person liquids! If, while still conscious, the person feels nauseated or dizzy, have (s)he lie down. If the body temperature reaches 105 degrees, immediate cooling is essential. Place cold, wet cloths all over the body. It is important that the body not be overcooled.

Try working in the shady areas at the site to decrease exposure to direct sunlight. Also, you should make it a practice to drink plenty of water even if you are not thirsty. Water is kept in the refrigerator found in Bob's container.

While on the topic of safety, hard hats and safety glasses must be worn inside the enclosed work area. These basic items are not optional. Safety shoes and gloves should also be worn, not to mention a mask while painting or wire brushing and ear plugs to protect your ears from high decibel sounds. Most, if not all, the work we do has danger associated with it.

We have over twelve years of work at the site without any major injury. Let's continue to be vigilant. A professional organization should pride itself on its record of safety. Safety doesn't just happen; it takes concerned members to make it happen.

See you in your hard hat!

Progress On 2479

Jack Young, Site Manager

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

- Sent the safety valves to Backshop Enterprises for rebuild.
- Fabricated all new running boards, including cab flooring,

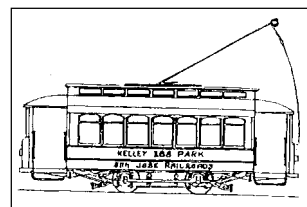
for the locomotive—all have been primed and await reinstallation on the locomotive.

- Rebored and pressed new bushings into lead truck brake rigging.
- Continued to clean, rebuild and paint parts—thanks to Charlie Pillman.
- Contract signed and work scheduled to begin on the boiler repair beginning of May.
- Removed all studs from mud ring thanks to John Ezovski. New studs turned by Fred Parkin and ready to be fitted into mud ring.
- Locomotive brake arms taken to Trolley Barn for reboring. Fred Parkin is working on this project using the Milwaukee mill donated by Borch Iron Works.
- Air tanks cleaned and painted—will need to be tested.
- Reinstalled locomotive brake cylinders.
- Stack sent to Fresno for repair by C.M.B. Industries.
- Trailing truck journals being machined by Art Randall
- Cab repairs being done by Tom Simpson and Tom Anderson.
- Locomotive spring rigging removed, inventoried, cleaned and readied for repair by John Ezovski, Loren Cantrell and John Kuzynski.
- Brian Duffy has completed the motor rebuild of the small forklift.
- Drivers moved from Westinghouse to Santa Clara County Lightrail thanks to Mac Gaddis, Bob Paddleford and Joe Bauer (Peninsula Crane & Rigging).

A total of 1022 hours were spent at the restoration site from January through April, 1998—that includes a number of February weekends submerged in the “river that flows through it” courtesy of El Niño!

Trolley Barn Activities

Machine Shop—In search of a solution to the horsecar wheel set problem, a trade was arranged with the Golden Gate Railroad



Museum for a Le Blond 15" lathe. This piece of machinery spent most of its active life in service at Hunters Point Naval Shipyard. After some reworking by Ed Kelly and others, the lathe will have a 17 3/4" swing. This swing will allow the horsecar wheels to be turned down to size to permit the new tires that have been made to be pressed on. We thank the our friends at the GGRM for making this lathe available.

Also up and running in the machinery department is the large Milwaukee mill donated several months ago by John Borch of Borch Iron Works. The first major locomotive project to be completed on this mill by Fred Parkin will be the boring of the

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locomotive brake arms. Once this task is complete, we can begin to reassemble the locomotive brake system. The main cylinders have been rebuilt.

Port Huron Steam Traction Engine—This traction engine, owned by the Historical Museums of San Jose, is being restored to operating condition by CTCRC volunteers. Currently, the boiler is being repaired by John Greco at Bay Cities Boiler in South San Francisco. Meanwhile, new water tanks are being fabricated at the Trolley Barn.

Birney Car 143—This long term restoration project is nearing completion. Over the last several months, the traction motors were installed on the “from scratch” truck frame, tested and the entire truck placed under the Birney car. The interior work is nearly complete with most of the windows, seats and steps installed. Although the little car may look complete, a good deal of finish work remains prior to our planned dedication scheduled in conjunction with the CTCRC Annual Volunteer Recognition Barbecue.

Happy Hollow Track Extension Update—The necessary materials, except for track ballast, are now on hand to complete the one mile track extension linking the historical museum with Happy Hollow children’s park. This extension has been in the planning stage for quite some time. Mike Kotowski, the project coordinator, is making progress moving this project off center by eliciting the assistance of several Northern California rail organizations whose track laying equipment and knowledgeable volunteers will greatly facilitate the completion of this ambitious project.

Annual Return Of The Trolleys—A recent article in the San Jose Mercury News announced the early seasonal return of CTCRC restored trolleys to the downtown San Jose Transit Mall. The trolleys are very popular and provide an incentive for people to travel to downtown San Jose. They are scheduled to run daily until October from 11 a.m. to 6 p.m. The normal light rail fare is required. Everyone is encouraged to ride the cars and take pride in the craftsmanship of our volunteer workers.

1998 National Railway Preservation Symposium

Over the weekend of March 20-22, 1998, the California state Railroad Museum and the CSRM Foundation hosted the 10th Annual National Railway Preservation Symposium in Sacramento. This year’s theme, “Back to Basics: The Building Blocks of Railway Preservation”, proved to be most beneficial to the six attending CTCRC members.

New Boiler Regulations—Linn Moedinger, Vice President and Chief Mechanical Officer of the Strasburg Railroad presented a two hour seminar on the new boiler regulations being promulgated at the national level. Over the past several years, representatives of the tourist railroad industry and the federal government have worked together to revise the regulatory codes for steam locomotive boilers. The last time these codes were revised was in 1952 when steam locomotives were in regular day-to-day commercial operation; therefore,

the inspection schedule was based upon calendar days. The proposed new revisions take into consideration that many of the currently operating steam locomotives are not involved in commercial enterprise and are not operated daily. Under the proposed revisions, service days, rather than calendar days, will be counted for required inspections. Other proposed revisions include extending boiler tube life to a maximum of 15 years (or so many service days, whichever comes first) versus the current five years. The revised boiler code is expected to be implemented later this year. 2479’s restoration has been thorough. The new codes, if adopted, will assist in minimizing future maintenance costs.

Recommended Practices For Railway Museums—In August, 1997, the Association of Railway Museums (ARM) in cooperation with the American Association of Museums (AAM) adopted “Recommended Practices for Railway Museums” to facilitate future AAM accreditation of railroad museums. The document covers such topics as: institutional purpose, governance, staff structure and evolution, programs and support activities, collections management, museum facilities and infrastructure, funding, accessibility and corporate relations.

CTCRC should adopt this document and incorporate it into a long range development plan. The Board could facilitate this process with a formal adoption of the “Recommended Practices” document and the establishment of a mission statement for the organization.

Other Symposium workshops covered such varied subjects as fundraising and marketing, interpretation and education (including two excellent case studies—one of the South Coast Railroad Museum at the Goleta Depot; the other of the North Carolina Transportation Museum).

We thank CSRM staff for allowing us to display the site model of the Santa Clara Railroad Museum and Archives during the course of the Symposium. This beautiful model, created by Larry Murchison and Bob Paddleford, elicited many positive comments and much interest. The finished product should be well received.

Promotions, etc.

Ken Middlebrook, Promotions/Public Affairs

Over the last quarter, I have created several new one page (8.5 x 11 inch) flyers for the organization. The individual flyers discuss the railroad museum, trolley barn and locomotive restoration projects. To tie these individual projects together, I have created a fourth flyer called, for lack of a better phrase, “Join Us”. This fourth flyer is used on the backside of the other three flyers. The “Join Us” flyer describes the past, present and future CTCRC activities and lists the following mission statement:

To preserve and reflect the rich historical legacy of rail transportation in the Santa Clara Valley for the educational and recreational benefit of current and future generations.

Upon returning from the CSRM Railway Symposium, I decided to create a visitors guide to the trolley barn. With input

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View From The Fireman's Seat

Three months does provide a somewhat different perspective. The progress on the museum project is reminiscent of a comment made to me many years ago by a fellow traveler upon landing for the first time at the airport in Charleston, S.C. In his genteel southern accent, he shared with me the observation that I'd just arrived in the city of Charleston, South Carolina, "a city unmarred by progress for over two hundred years"! Relating this to the project at hand, the only progress we are witnessing is the slow but certain disintegration of the San Jose Roundhouse before our very eyes. When it finally crumbles in upon itself, U.P. will no longer have any responsibility for its historic preservation and will, therefore, escape the expense attached to meeting the historic preservation guidelines set down by the Secretary of the Interior. A heap of rubble is nothing more than a heap of rubble—something akin to Gertrude Stein's "a rose is a rose is a rose".

Manley is finally on site and work has begun on the restoration of the boiler. More fund-raising is necessary to complete the locomotive. But the end is in sight! More is going back together than coming apart. A sense of accomplishment is making itself ever so ephemerally felt. June 1999, with or without an invitation to Railfair 99, may have promise for closure.

Winter-rail & the Answer to an Earlier Question

CTRC operated a display booth at Winterail 1998 in Stockton on Saturday, March 14. Winterail is an annual day-long event featuring visual presentations and a rail fan's swap meet. The size of the facility limits the attendance to approximately 1000 rail enthusiasts. CTCR's purpose for attending is to generate greater awareness of our activities and projects within the rail fan community. This day also provides an excellent opportunity to mix with other individuals representing organizations involved in the preservation movement.

At any rail fan event, people often share stories. This year's CTCR Winterail story comes from Lee Weighert of Vacaville. For a period of about 10 years, Lee stabled a harness-race horse at the Santa Clara County Fairgrounds and would regularly visit 2479 at its display site. During one particular visit in the mid-1970's, Lee overheard a couple of teenagers discussing the possible removal of the steam whistle from the engine. Later that afternoon, Lee removed the whistle himself and tossed it into the oil bunker with its 12 inches or so of accumulated muck. Lee figured that if anyone seriously began a restoration of the locomotive, the whistle would be found. The whistle, of course, was "found" in the oil bunker during one of our initial inspections of the locomotive in the early to mid-1980's. Thanks to Mr. Weighert's action, 2479's whistle may soon again be heard chiming its clear note over the "Valley of Hearts Delight".

HISTORICAL NOTE: Long before the invention of the semiconductor and name, "Silicon Valley", the Santa Clara Valley was known as the "Valley of Hearts Delight". This term was coined by Sunset Magazine, a publication of the Southern Pacific Railroad, at the turn of the century.

Thank You!

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

Santa Clara County Historical Heritage Commission—major grant	Gary Ross
Loren Cantrell (United Way)	Robert Snell
Northrup-Grumman (formerly Westinghouse/Sunnyvale) for contribution of many assorted machine tools—drills, reamers, etc	Gary Ashford
	John Zielinski
	Russell Wolfram
	Charlie Pillman
	Gary Youngs

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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>

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Jobst Brandt—donation of Adlake lamps

Pratt & Whitney (UTC) - mini-grant

(thanks to Loren Cantrell)

3-Com Corp.(matching grant/Larry Murchison)

A big thank you to Vaughn Lamb for the donation of a hydrostatic lubricator and 400 psi steam gauge. The lubricator has been sent on to Bernie Watts for clean-up and testing. Bernie is doing the bulk of the restoration of the auxiliary equipment off 2479—the air pump (done), dynamo (done), feedwater heater (in progress), injector (in progress), mechanical lubricator (in progress), and the safeties (in progress). Upon close inspection, both the hydrostatic and mechanical lubricators had serious cracks that did not lend themselves to easy repair. We thank Linn Moedinger of the Strasburg Railroad for making available a body for the Nathan DB-3 mechanical lubricator. The original off 2479 had a longitudinal crack from one side to the other at the valve port openings. Repair would have been difficult at best.

Another big thank you to CTRC Board Member, Kit Menkin, for his donation of a PC to replace the vintage machine we were using to maintain our parts inventory at the worksite. This Pentium based machine will increase greatly our ability to maintain information essential to the restoration and will have CAD software to permit the drawing of parts that need to be manufactured to replace those that are worn out. We will also have e-mail capability at the site.

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from Rod Diridon and Fred Bennett, I created a four panel brochure. This brochure will provide an introduction to some of the displays and activities within the Trolley Barn for our visitors, many of whom are unaware of our organization.

All of this material include three basic elements: mission, logo and contact address. In addition, we will include our web page address: www.ctrc.org. The purpose of the flyers is to promote the organization and create material that is easily duplicated. Each one of us is in a position to promote the organization with friends, family and the community.

The promotion plans for the next quarter include: revisions of our Trolley Barn displays, a booklet on Birney Car 143 (to be used with its dedication ceremony) and the upcoming County Fair. For copies of the flyers, please contact me, Ken Middlebrook, 408-734-7568.

Chuck Aldrich has assembled a “media package” on CTRC that includes: the above mentioned flyers and brochure, photos of several of the restored trolleys, CSRM material on Rail fair 1999, and our own proposal for the “Silicon Valley Express”. These are intended for use by our Board members and volunteer for the purpose of increasing community awareness about CTRC, for networking purposes to potential funders and for media coverage. Please provide Chuck with potential contacts.

A San Jose Story—Les Gallahorn

Les Gallahorn at eighty-one provides the needed spark for all the rest of us. Les sets an example by the time he spends at the site, his vast array of knowledge and his dedication to the project. Les spent 42 years in the Naval Reserve before retiring as a CWO4—two periods of active duty were served during WWII and Korea. Les has the distinction of having served time on the Delta Queen (she was commissioned during WWII as a Naval vessel) and of being assigned to the 1st watch on Treasure Island upon its take over by the Navy just prior to WWII. Les was also present in May, 1997, at the deactivation ceremonies along with S.F. mayor, Willie Brown. Les spent 42 years at FMC Ordnance Plant, and his knowledge of metallurgy and metal working gained from these many years of experience is readily shared with the group. Les was born and raised in San Jose and remembers spending a lot of time around the Bassett Street depot. Here's a story about a note-worthy event that took place at the old depot on October 28, 1933, as told by Les.

This photo shows the visiting British locomotive, "The Royal Scot" as it rounds the curve from the middle of the old Fourth Street S. P. mainline and heads toward San Francisco. The old S. P. Bassett Street depot is behind the photographer. Notice the headlight and bell, both were required to be installed before the locomotive could operate in the U.S. The locomotive is about to cross Second Street (the photographer is approximately halfway between 2nd and 1st Streets facing east).

To the left of the locomotive is the 2nd Street tower (once located between 2nd & 3rd) that controlled the switching in the railyards adjacent to the depot. The Richmond-Chase Cannery building is barely visible to the left behind the tower. A dwarf semaphore is to the right of the mainline.

The track to the right is the spur to the Security Warehouse & Cold Storage Company. This track split into a tandem set of tracks for icing refrigerator cars side by side. 200 pound blocks of ice were slid across bridges to each car and chipped into smaller pieces and thrust into the cars ice containers by men using long handled "trident style" picks.

The house to the right of the tracks was that of Barney Higgins, a deputy sheriff. "Bunny" Higgins, a local bail bond broker, also lived here along with Barney's daughter and her husband, Tim Sullivan. Tim Sullivan was a driver for the San Jose Fire Department in the era of horse drawn apparatus. Quite often, an auto with California license plate number 1 would stop at this house. This was, of course, James "Sunny Jim" Rolph, former mayor of San Francisco and Governor of California. After these visits, there was always a large number of empty soda water siphons piled up in the basement.

The Higgins's owned the vacant lot next to their house and immediately adjacent to the lot was the home of Mrs. Murphy identifiable by the tankhouse with an empty windmill tower. Sadly, Mrs. Murphy was killed by a train at the Hedding Street grade crossing. The accident was a common one in those days. A train had passed, she attempted to cross but was struck by a train moving in the opposite direction.

Next to Mrs. Murphy's (not visible in the photograph) was the house in which both my father and I were born.

To the left, between 1st and 2nd Streets was Borchers Brothers, Coal, Wood, Fuel and Building Supplies. Later they purchased the three lots next to my house and expanded their business.

Just north of Borchers Brothers was the National Ice Cream Company. As I first remember this company, they had a stable facing 2nd Street in which they kept the horses needed to pull the Hokey Poky wagons in town to sell ice cream treats (later the horses were replaced with motor vehicles). Further to the left was the S.P. mainline to Oakland. It began at 2nd Street, angling off in a curve toward Milpitas. This track brings back fond memories. The tangent of this curve was so tight that many long freights from Oakland heading for either San Francisco or Los Angeles would become stalled attempting to negotiate the curve. When this occurred there was much whistle blowing for a yard engine to lend a helping hand. When a switcher was free, it would couple up and push the train back to take up all the slack in the couplers. With much spinning of drivers and attempting to synchronize the pistons, the pair would start the train rolling.

Since we lived so near the tracks, my parents constant warning to my sister and me was to not play on the tracks or put our feet between the rails at switches. I gotta believe that was good advice. Oh, yes, we were warned never to talk to the bums and hobos!

