

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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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. \$ _____

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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

San Jose Railroad Museum: San Jose Vice Mayor Cindy Chavez and Council member Ken Yeager have come together to



consider proposing a downtown site for our currently homeless railroad museum. The site is great and these two gifted public servants have a well-deserved reputation for their concern for historic preservation, creating downtown amenities and doing what they say. They are beginning to work out the details with their neighborhood constituents and we hope to be able to go public with the location, layout and timing soon. Special thanks to Marv Bamburg, Ken Middlebrook, Larry Murchison and all who helped prepare the presentations for the Council members.



Happy Hollow Line Electrification: The electrification project plans have been reviewed and signed off by Biggs Cardoza (structural engineering) and Parsons Corporation (civil engineering) and are being wrapped together for deliver to the City for approval to begin construction as soon as the soil dries out. Bob Schneider and the Trolley volunteers are doing an inventory of the equipment needs and the 3,000 feet of #2 copper-conducting wire is being ordered, wholesale. We hope to have the project under construction by spring.

Trolley Inspection Pit: A meeting with Tony Notaro, representing Albanese Cement Company, resulted in an agreement for Albanese to do additional work on the project while dropping the price to the \$40,000 grant that we received for the project from HHC. That means a donation of almost \$50,000 in material, equipment and labor from the contractor. We've sent a special thanks to John Albanese who has helped CTRC several times over the years. Thanks again also to Marv Bamburg for completing the project design without charge and Mac Gaddis for his technical advice.



Special points of interest:

- How is the pit doing?
- How many hours have volunteers contributed?
- And who are they?
- What has been quartered?
- Why are there grid marks on the locomotive?
- What electric car is being restored? A Pirus?

INSIDE THIS ISSUE:

President's Report	1
November Board Minutes	2
Locomotive News	4
Trolley Barn News	5
Information	7
Coming Events	7
Colored Clearboard	7
Please join the CTRC	8



Locomotive 2479: Jack Young and the valiant volunteers working on 2479 have made continued progress as Jack's article indicates. The wheel work is complete and delivered and work is progressing on the last elements of this seemingly never ending project. While this is occurring, the County has been uniquely quiet about CTRC moving off the Fairgrounds site. Maybe it's because we keep it cleaner and neater than most other areas in the park! Just in case, we now have the contract with San Jose signed and the insurance in place to cover the storage at Kelly Park of the rails, ties and other materials from the south and west sides of the Fairgrounds site. We'll not

(Continued on page 3)

CTRC BOARD MEETING MINUTES

CTRC Board of Directors
Pacific Hotel, History San Jose
Board Meeting Minutes
Nov. 18, 2004

Attendance: Marv Bamburg, David Crosson, Mac Gaddis, Mike Kotowski, Ken Middlebrook, Larry Murchison, Bob Schneider, Jack Young.

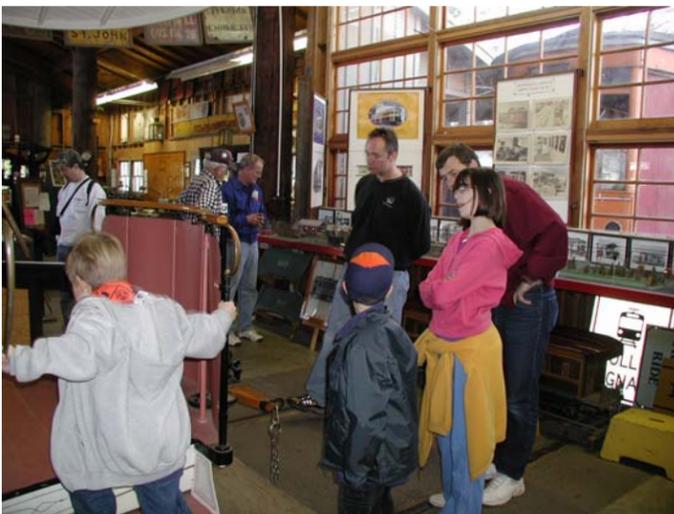
Minutes: M/S/P (Crosson/Gaddis) to approve the minutes of the 08/19/04 meeting as submitted.

Chair's Report: In President Diridon's absence, Ken chaired the meeting. Ken, Mac, and Bob talked about their experience attending the ARM conference in Salt Lake City. Mac mentioned that it was the best of the four ARM conferences that he's attended. The men had the opportunity to network with other railroad and trolley groups. Next year's conference will be held in Pennsylvania, with 2006 scheduled for Sacramento.

Financial Report: None presented.

Current Projects:

A. Trolley Barn – Bob presented an annual Trolley Barn report:
 VISITORS:
 20,602 Riders
 7625 Barn Visitors
 22 School groups participated in the Historic



Transportation Experience class.

100% Motormen/Host coverage for weekends and special events

VOLUNTEERS:
 26 Work each month out of 38 active
 600 Hours worked each month (on average)
 6 New Volunteers
 3 Motormen in training

ACCOMPLISHMENTS:

1. Kept the Trolleys running.
2. Flawless transition to a volunteer run team.
3. Completed major "house cleaning"
4. Completed Trolley parts inventory and storage.
5. Installed light switches in Barn.
6. Replaced compressed air line in Restoration Shop
7. Replaced all fluorescent light bulbs in the Barn
8. Started our own Newsletter
9. Packed and shipped Fred's belongings. Saw Fred off in June.
10. Created a library and moved all of our documentation into it.
11. VTA fixed overhead wires outside the Barn and near the Fruit Shed.
12. Participated in Antique Autos in History Park
13. Attended the ARM Conference in Ogden, Utah.
14. Established two new volunteer recognition levels



Dave praised Bob and Mac for their efforts. The Trolley Barn has been running better and is cleaner than ever.

The maintenance pit received a \$40,000 HHC grant. Volunteers will have to clear the ties and rail to make room for digging equipment.

The electrification plans call for a 2,000-pound pull pole and a 70' radius curve.

CTRC received a \$1,000 grant from the National Railway Historical Society to repair the spare compressor. Vincent Electric assessed the machine and determined it will cost \$4,000 to repair the field and armature. M/S/P (Kotowski/Gaddis) to pay \$150 to Vincent Electric for the assessment and return the \$850 to the grantor if Vincent isn't willing to do the job for the \$1,000.

B. Locomotive 2479 - Jack reported that the boiler thickness test was completed. There are seven areas to investigate further. Eighty staybolts have been installed with another 100 to follow. The trailing truck's thermal couplers are complete; now it needs to be leveled. The volunteer crew has been cleaning the site, removing scrap material and organizing rail-related items such as ties, tie plates, and rail. Two forklifts aren't operational, and tools – grinders and hydraulic jacks – need to be

(Continued on page 3)

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 the mailing address above.

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>
 Site Maint: Denis Murchison <dmurch@charter.net>
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 Historian: Larry Murchison <larrymurchison@comcast.net>
 Editor: Larry Murchison <larrymurchison@comcast.net>
 Treasurer: Amy Yan
 Membership: Gene Martin <trains4@attglobal.net>
 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 February 17th, 2005 at 7:30am at the History San Jose Pacific Hotel first floor conference room.

Do you want to view this newsletter in color?

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www.ctrc.org/newsletter.html

(Continued from page 5)

pressed an interest in buying our Italian & Melbourne car bodies. These folks support the old trolleys running in San Francisco. The old cars were not designed to run 16 hours a day, so maintenance is a challenge for them. Finding spare parts is part of that challenge.

Overhead Wires: Our very supportive friends at VTA have "tuned up" the overhead wires near the fruit barn. Motormen, please let me know if there are any problems. A big "thank you" to VTA.

Renting Trolleys: If someone should ask if we know of anyone who rents a "rubber tire trolley" (truck chassis/trolley body), the answer is no one. There is no such thing in the Santa Clara Valley per Hien Nguyen at VTA.

Fred: 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 (with 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.

Chuck Edwards: Chuck passed away recently in a nearby VA hospital. He put in 5000 hours of volunteer work during his 6+ years in the Trolley Barn.

TROLLEY BARN 2004 ACCOMPLISHMENTS

VISITORS:

20602 Riders
7625 Barn
22 School groups participated in the Historic Transportation Experience class.
100% Motormen/Host coverage for weekends and special events

VOLUNTEERS:

26 Work each month out of 38 active
600 Hours worked each month (on average)
6 New Volunteers
3 Motormen in training

PROJECTS:

1905 Cadillac: 31 Months of effort and about 3 to go (SJFD Muster Team is the owner and sponsor)
Merryweather Steam Pumper: Restoration started in October. (SJFD Muster Team is the owner and sponsor)
1919 Rausch & Lang Electric Car: Restoration started in November. (Campbell Historical Museum is the owner and sponsor)
Maintenance Pit: A \$40,000 Grant was awarded by the County Heritage Commission. The design was completed by Marv Bamburg and approved by the city of San Jose.
Trolley Air Compressors: A \$1000 Grant was awarded by the National Railroad Historical Society to repair our spare compressor.

Overhead Electrification: Design in process.

ACCOMPLISHMENTS:

1. Kept the Trolleys running.
2. Flawless transition to a volunteer run team.
3. Completed major "house cleaning"
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5. Installed light switches in Barn.
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12. Participated in Antique Autos in History Park
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14. Established two new volunteer recognition levels



replaced. Loren Cantrell mentioned that United Technologies might donate a 6,000-pound forklift. Ken mentioned that a minimum of \$200,000 is needed to finish the locomotive, which doesn't include the money for tool/forklift repair.

C. Museum – Marv and Ken mentioned that had met, with Rod, with Council member Cindy Chavez and city staff to discuss the fire training site and got a positive reaction. A concept paper has been developed and will be discussed with Cindy and Council member Yeager to obtain their approval before beginning to use the information publicly.

D. Happy Hollow Rail Extension

E. Volunteers Report – Enthusiasm is building at the Trolley Barn; new people are volunteering. Ken keeps the website updated so volunteers know what is happening. Jack reported that the 2479 project has the same crew and that there is concern about the move and timeline for completion.

New Business

Acquisitions – Mac reported that he looked into the LA street car stored in Arroyo Grande. The ends are off and part of the sides too. Mac noted that it is narrow gauge and has too many problems so he decided to pass on it.

Mac said that there hasn't been interest in the Milan and Australia cars.

PLA is interested in parts of the Harriman passenger cars but disposal would remain with CTRC.

HHC – The County suspended applications for this year.

Fundraising – We need to raise money to fund the 2479 restoration.

Next Meeting – The meeting will be held February 17th at History San Jose at 7:30 a.m.

(Continued from page 1)

push the issue but are ready to begin the move of that portion of the material as soon as the County is ready to pay the mover.

Warm Fuzzies: On Saturday, 1/22, former US Department of Defense Assistant Secretary Elizabeth Sherwood-Randal and her 4- and 6-year-old boys enjoyed a tour of the Trolley Barn and rides with Motormen Igor and Frank. The whistle blew,



bells rang and #124 kicked up her heels for the young and not-so-young trolley buffs. After the rides, O'Brien's provided lunch and ice cream (more of the latter than the former) to cap a wonderful day. A special thanks to Dave Crosson, Bob Schneider and the Trolley Barn crew for creating a life-experience for two youngsters who have every potential of running the nation one day.



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prior to the installation of the drivers under the locomotive. These are just the high lights for 2004 there were many success stories that were not mentioned.



Thanks to all who participated in making 2004 so successful for CTRC.

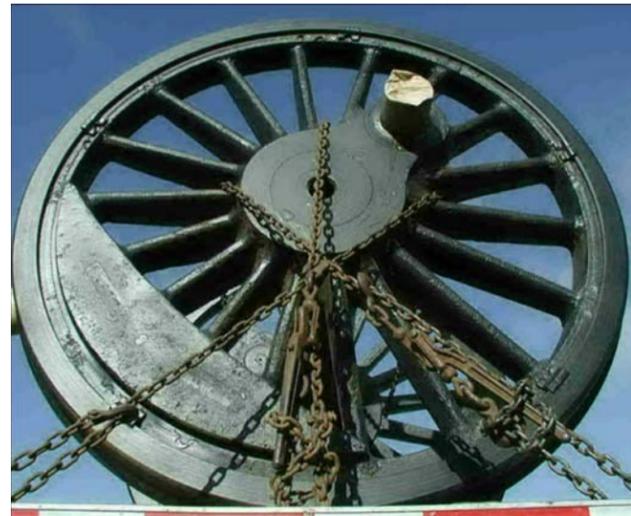
Jack Young Project Manager, 2479

LOCOMOTIVE NEWS

2004, a busy year for Locomotive 2479

2004 was a good year for Locomotive 2479. The restoration crew saw the fruits of its labor come to fruition. Early in 2004 the restoration crew concentrated on completing the final boring and bushing of the locomotive frame. In addition to the repair of the holes in the frame we kept the onsite machine shop busy boring and bushing the locomotive spring rigging and making new pins. Also early in the year the lead truck was reassembled. It has also been completely rebuilt with new bushing, pins, springs, and major defects corrected in the journal boxes along with the pedestal binders. The lead truck was upgraded with the installation of thermal couples in all the journals brasses. This will allow the journal temperatures to be monitored from inside the cab when operational.

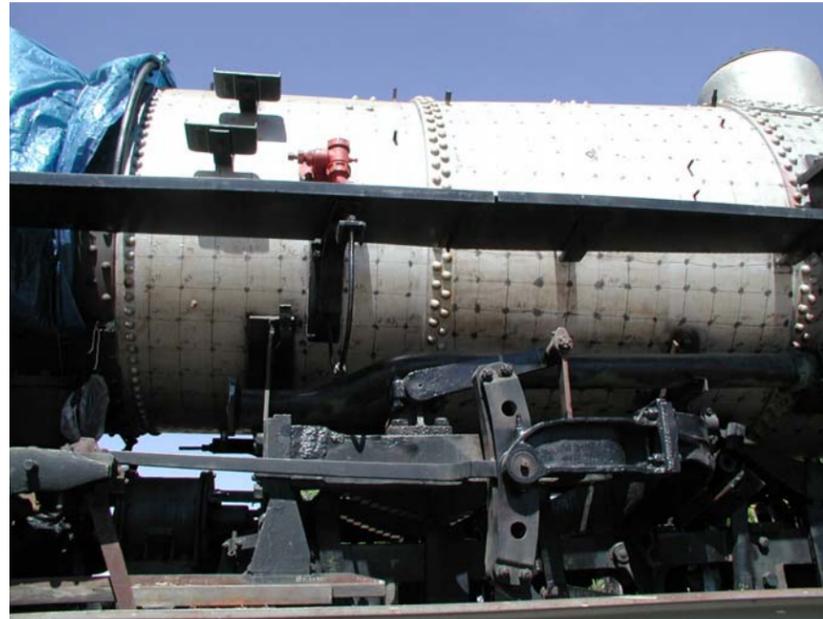
Mid year saw the return of the Drivers and Jour-



nal boxes to the Locomotive site. The drivers and journal boxes are a work of art. All the defects that were identified prior to shipment have been repaired. The pins were turned and quartered; the tires have been cut with new profiles. Journal surfaces have been refaced and burnished rolled. Like I said a real piece of

art. With the driver return it was time to check the tram of the locomotive frame so the shoes and wedges could be fabricated. This required installation of string lines down the center of the frame from the front coupler pocket to the buffer bar on the back of the locomotive. Once the string lines were installed measurements were taken along the frame to determine how square the frame is over the length of the frame and in relation to the drivers and journal boxes. Some where during this time frame the restoration crew completed the final assembly on the trailing truck. The trailing truck itself went through an extensive rebuild process with new bushing, pins, springs, journal box rebuild, and brake rigging rebuild. The locomotive brake rigging was evaluated and a plan of attack was formulated to keep the machine shop active. First on the list was the rehabilitation of the massive brake beams for the locomotive this required the use of the big lathe with an eight foot bed. The brake levers then were reinstalled into the locomotive frame.

In the fall we started the boiler survey which consisted of drawing grids on the exterior of the boiler and then recording the



thickness of the shell this is all in accordance with federal guidelines that govern the operation of a steam locomotive operation. We also saw our first rain fall at the site that means that the vegetation abatement program was thrown into gear. We lucked out this year with the donation of a riding mower. What used to take 3 folk 2 Saturdays now takes one person 4 hours.

The smoke stack was repositioned on top of the locomotive. The boiler also received 80 new stay bolts in the throat sheet area. We are in the process of replacing another 80 stay bolts

(Continued on page 3)

TROLLEY BARN NEWS

1905 Cadillac: The cooling system piping has been completed. The water pump that is mounted on the frame not the engine is done, but several coupling parts are still being made. Ignition and throttle controls are being installed. The Upholstery has been completed and the body returned for final fit up of the doors. The engine was successfully run on 12/2 to include driving short distances to check the drive system. Everything worked great with one exception -- the water pump. The pump looks OK, but it isn't moving water. Further investigation is required. Pin striping of the body is next. It has been 30 months of work, but we're almost there.

1898 Olds: It's hard to start and shift so more "tuning" is required. Pedals need to be moved further away from the driver and the tiller system tightened up to minimize play. It has been put in the back room for work later on.

Merryweather Steam Pumper: Various parts are being cleaned up. The boiler was stripped of some parts and sand blasted in preparation for a new coat of paint. Disassembly, cleaning, polishing and painting of various parts continue.



Trolley 124: The wicker on one seat is badly worn. We are buying some woven wicker material to repair the seat. The material in the Barn is not large enough.

Birney: The brakes have been adjusted and all reports so far are that they work well.

Rausch & Lang Electric Car: The Trolley Barn



volunteers have started restoring a 1919 Rausch & Lang electric car. The Campbell Historical Museum owns the car and is sponsoring its restoration. The car looks a lot like our 1916 Detroit Electric car including the color. The original battery charger will also be restored. It's fascinating to see the "state of the art" of a charger of this period. The car was delivered on 11/29 and is in pretty good condition. Battery acid has all but destroyed the floor of the two battery compartments. Several volunteers have quite a bit of experience with the Detroit Electric that will be very helpful.

New Volunteers: Four new volunteers are or have already come on board: Greg Coleman, Mike Hurley, Don Isble, and Larry Bingham. Larry and Rodger Lundgren have started training as motor men -- a much needed skill.

Hulks: San Francisco Municipal Railway has ex-

(Continued on page 6)