

California Trolley & Railroad Corporation

P. O. Box 403
Campbell, CA 95009

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. \$_____

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

Volume 22 Issue 4

Winter 2003

The Newsletter of the California Trolley & Railroad Corporation

The Clearboard

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

News From The President From Rod Diridon

While in a period of transition the great CTRC volunteers have continued to
make great progress on several projects.



Fred Bennett
And
Rod Diridon

Special points of interest:

- Who retired at the age of 82?
- Will we get the pit?
- Who gets a special Clearboard Thanks?
- Who inspected the Port Huron?
- This newsletter was given to the printer 22 OCT 2003.
- Where do we get gas?

Trolley Barn: The Trolley Program will miss **Fred Bennett** as he retires, at
the age of 82 years young, at the end of the year. The volunteers are replac-
ing panels and repainting Portuguese Car #168 and rebuilding the 1905 Cadil-
lac with the San Jose Fire Department Muster Team. Planning for Fred's de-
parture, aggressive training programs on the operation and maintenance of all
of the trolleys are in progress. We all wish Fred the ultimate in happiness in
his retirement!!

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Locomotive 2479: With the drive wheels and assemblies in Tucson, Arizona,
the volunteers are working on the remaining tasks preparatory to the return of
the restored wheels, boxes, wedges and all before the end of the year. Nego-
tiations are in process to terminate the relationship with Manley Boiler Works to
clear the way for the conclusion of that phase of the project. A County Histori-
cal Heritage Commission grant is being prepared by **Jack Young** to obtain
funding to rebuild the main pistons and slides which is the principle portion of
the remaining mechanical work. The volunteers continue to be busy every
Saturday and some weeknights on the project at the Fairgrounds.

Historic Railroad Museum: After the County withdrew the Fairgrounds site, five
cities offered to host the Museum. Three remain in contention with Santa
Clara offering a site, bounded by the UP Milford Line, Yerba Buena Avenue
and Lafayette Street, that is a bit narrow but usable. Gilroy is considering a

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CTRC Board Meeting Minutes

CTRC Board of Directors
Fire House, History San Jose
Board Meeting Minutes
August 21, 2003

Attendance: Tom Anderson, Marv Bamburg, Fred Bennett, Hugh Crawford, Ben Dettman, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Gary Ross, Bob Schneider, Bob Young, Jack Young, John Zielinski

Minutes: The minutes of the 5/15/03 meeting were approved by consent.

Chair's Report: Rail Museum – There are three cities that have expressed interest in the museum – Gilroy, Santa Clara, and San Jose. There's a lot of enthusiasm in Gilroy for the project. UP owns the land. Supporters hope to offer zoning changes in exchange for dedicating a parcel for the museum. Santa Clara's site is less ideal, and a small piece of the land is encumbered by Caltrans. The San Jose location, south of William St. Park and north of Senter and Keyes, is complicated by multiple ownership, though it could tie in well with the Trails and Rails recreation concept that's gaining favor. Council members Chavez, Yeager and Gregory have asked for more information about the project.

Marv is ready to do layouts once a site is chosen. Gilroy will be sending more details about their site.

Financial Report: No written report was provided. We still haven't received the audit, though it is clean and complete.

Projects: Trolley & HSJ – Volunteers are working on the 1905 Cadillac. The steam tractor engine was recently inspected. The most time-intensive activity is working to keep the trolleys running. Many families are coming by for tours on the weekends.

CTRC needs a new trolley car. The Orange County group might have one as they're getting evicted from their site. Rod mentioned that **Rick Laubscher**, of Market St. Railway, might be able help with acquisition of a car. Fred discouraged pursuit of a PCC car due to different voltage requirements.

CTRC is participating in the September 7th HSJ festival, which has the theme "Time Travel." Jiggs will be pulling the horse car. **Ken Middlebrook** is coordinating CTRC's involvement.



Locomotive 2479
Jack Young reported that the locomotive drivers were lifted by Peninsula Crane and Rigging (PCR) and shipped to Steam Services of America (SSOA). SSOA sandblasted the drivers and boxes, removed brasses from the boxes, inspected all for cracks, machined the hub faces, and ordered a new tire. PCR lifted the trailing truck so that it can be leveled. The lead truck is being reassembled and should be finished by the end of August. All parts were machined on site. The spring rigging has new bushings. The brake rigging's brake linkage needs to be redone.

The lead truck is being reassembled and should be finished by the end of August. All parts were machined on site. The spring rigging has new bushings. The brake rigging's brake linkage needs to be redone.

Jack took the old site relocation plan and started to update it for the next move, creating an inventory of what needs to get moved and how.

It's unlikely that the locomotive can be moved in time to make the Santa Clara County's November deadline, though

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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: California Trolley & Railroad Corp, P. O. Box 403, Campbell, CA 95009.

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>
Site Maint: Denis Murchison <dmurch@allover.com>
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Editor: Larry Murchison <larrymurchison@attbi.com>
Treasurer: Pat Restuccia
Membership: Gene Martin <trains4@attglobal.net>
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 November 20, 2003 at the History San Jose Fire House.

Letter to the Editor

In the Clearboard Volume 21, Issue 5, I printed the words to a song written by Bob Hillard and sung by Rusty Draper called "The Middle of the House." In response to that train song **Glenn Bloesch** wrote:

"The Middle of the House", by Rusty Draper brought a tear to my eyes as well as a smile, for I remember Rusty when he sang that and many more songs at a little club in San Francisco on 18th or 19th Avenue and Geary Street. I frequented the club many times because he was such a good entertainer, but danged if I can remember the name of the club. I also remember that during the late Forties, San Francisco's bistros were alive with a lot of up and coming stars we know today, thanks to the exposure by the greatest Disc Jockey of all times, Don Sherwood. To name a few, Jonathan Winters, Ronnie Schell, Phyllis Diller, and Robin Williams. I'm glad Bob Hillard tweaked my memory in his article (actually Hillard was the song writer, your editor transcribed the words from an old 45RPM record.) Some of us fogies are still alive ya know!

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(Continued from page 5)
year. This is an 18% drop from 2002 for the same period and is probably due to fewer major events on the site. Our motormen are always willing to serve. Fred has started counting visitors to the Barn on weekends. 1255 people visited during April, May, and June.
Travel Experience: See the "big splash" elsewhere in this newsletter for the September 7 Family Day focusing on Transportation. It promises to be a big event and it's Free.

Second Report

5677 passengers rode the trolleys during the months of July/August/September for a year to date total of 18,800. This is down 20% from last year's total of 23,428. 991 people visited the Trolley Barn during July/August/September.

Birney Trolley Car:

Once again one of the people catchers dropped inadvertently while the car was being taken out of the barn. Repairs required straightening several heavy metal brackets, realigning the door/step mechanisms, replacing the wood cross pieces and reinstalling the entire people catcher mechanism. The people catcher is a mechanism located at each end of the car. It is designed to drop to the track level when activated by an object such as a fallen person so that that object is scooped up rather than passing under the car and/or its wheels.

Helping Others:

Frank Dorr loaned his trailer to Facilities to simplify movement of the Manny sign downtown and back. Various volunteers also helped in the move.

The ends of 73 aluminum tubes over 6 feet long were cleaned up (deburred) for their use in rolling up archive documents for storage.

Two archeological dig boxes were designed and constructed for the July 27 Family Sunday. The boxes are 4' x 4' and were partially filled with sand and artifacts to simulate an archeological dig site. A sifter was also designed and built for the event.

The leaky drinking fountain near the facilities office was fixed. We weren't able to adjust the high pressure, so press the button carefully. We'll call it "Old Faceful".

Ten stands were fabricated so that motorcycles in storage do not sit on their tires.

Cover plates for 35 streetlight poles were modified to make it easier for Facilities to provide local power for various events. The pivot bearing for the front truck of the 2479 Steam Engine was cast along with the Cadillac parts. We're talking about a 58 pound washer that is 16 inches in diameter, 1-inch thick with an 8 inch hole in the middle. We made the pattern and orchestrated the casting while they cover the cost.

1927 Kleiber:

Our fuel truck was exhibited at the Air Systems Car Show at

the Air Systems' property on September 6. Western States Oil Company sponsored the entry.

Temporary Loan:

Several trolley parts from our spare parts supply were loaned to History Museum of Los Gatos for their exhibit on the Peninsula Railway. The exhibit will be open October through December.

Port Huron Steam Tractor:

The California State boiler inspector has inspected the tractor boiler and key safety devices and has renewed our operating permit for another year. The permit is conspicuously posted on the tractor as required.

Helping Us:

A buzzer system was installed near a phone in the shop and in the Trolley Barn (same phone line). If a call is answered in one place but the right person is in the other, you buzz the other place so they will pick up the phone.

ARM:

Fred attended the ARM (Association of Railroad Museums) annual convention in St. Louis September 17-21.

Donations:

5 one and two man wood saws as well as some old kerosene lanterns were donated. The saws were cleaned up; surface treated and hung on the wall in the Trolley Barn.

Last word from Rod Diridon.

This morning (Oct 10) I received approval for the city to finally proceeding with the plan approval sign offs for us to begin with the trolley inspection pit project and the electrification of the Happy Hollow Trolley line along Senter Road.

E R

A Special Thanks

To

Airgas and Joe Robledo for the for donating oxygen and acetylene gases to CTRC. Airgas's generous donation allows us to move ahead with the restoration of the locomotive with our limited resources. Airgas has been providing us with this donation for the past several years.

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Rod believes that the county won't be strict about it as long as there's a good faith effort being made to find a new location. **Ken Middlebrook** asked if the County would be donating the materials moved to CTRC. Rod answered that the rails and rail cars are CTRC's. The rail will be delivered to HSJ for Kelley Park. The County owns the artifacts from Lenzen Yard; UP donated them to the County for use by CTRC. The County intends to donate the locomotive to CTRC after the material is moved.

Ken asked the board to consider sites outside the county to make sure enough resources are available. **Mike Kotowski** noted that the uncertainty is bad for volunteer morale. The project started in 1982; volunteers are wearing out so we need to keep our options open. Rod agreed that the board would have to consider alternatives outside the county if no site is available in the next two months, though he noted there would be an outcry if the assets leave the county.

David Crosson asked how people can help with the site selection. Rod suggested people write letters to the mayors of San Jose and Gilroy.

Ken asked what's happening with Manley. Rod replied that the lawyer hasn't responded. Manley needs to release the documentation for certification. 80 staybolts need to be replaced near the rear drivers. There's \$13,000 available to finish the job.

Happy Hollow – We're waiting for city approval of the wiring plan. The City of San Jose might charge \$15,000 for the plan review. Rod will see if the City Council will waive the fee. CTRC will need to get the materials donated; the phone company and/or PG&E will do the installation for free.

Due to budget cuts, HSJ is no longer able to fund the Trolley Barn supervisor position. The CTRC Executive Committee authorized expenditure to cover three months salary for Fred to keep him on until the end of the year. There's a transition plan and committee comprised of

Mac Gaddis, Jack Young, Bob Young, Fred Bennett, and Kristen McCann. They will gather information, create procedures, and document everything Fred does and bring the draft transition plan to the November board meeting. Input will gather at the meeting and incorporated into the final version, which will be added to the Book of Rules pending final approval by the CTRC and HSJ boards.

M/S/P (Young/Kotowski) to approve the Executive Committee's allocation of \$12,000 for Fred's salary.

Ken Middlebrook asked to see the plan before the 11/20/03 meeting.

New Business:

Acquisitions – There's been no progress on the Woodland locomotive. Mac will pay a visit at the end of the month. No update available on the Los Altos cars. Mac will give Art Lloyd a nudge.

Mac mentioned the need for an inspection pit for trolley maintenance. Mac has a drawing but it lacks lights and steps. He'd like to get feedback from the city. Mike mentioned that it would need a sump pump and stairs rather than a ladder in order to meet city codes. David mentioned the need to go through Public Works rather than Planning and is trying to find \$20,000 to build the pit. Rod will work to get the plan reviewed at no cost.

Historical Heritage Commission – The next proposal is due in October. **Ken Middlebrook** and **Jack Young** will determine the project to apply for and coordinate the submission if they aren't too busy with the move.

Fundraising – Rod mentioned that CTRC should apply for a \$5,000 grant from Rotary each year.

Next Meeting: November 20, 2003 at the History San Jose Fire House

Respectfully submitted,
Leslee Hamilton E R

Leading Truck Final Assembly—almost



Drive Wheel Status

From Jack Young

Robert Franzen was in town last Saturday (Sep 21) to check the tram on the locomotive frame. He arrived at 8:00 AM and proceeds to set up and run string lines on the locomotive. At noon we took lunch break and Robert indicated we should be done about 10:00 PM. As the day went on the temperature keep rising it had to be one of the hottest day of the year. But we pressed on and by 9:30 PM we had complete the task. The measurements were down to the thousands of an inch and we made many redundant measurements to verify that the numbers were correct. Amazingly enough the frame is extremely straight. We had to drop one of the binders to install the shoes and wedges in the pedestals to complete the measurements. I didn't remember how heavy the shoes and wedges were but they must weigh in at about 150 lbs on average it took 3 of use to horse them into position. Thanks to all the people that helped with this process. Robert also indicated that the #3 driver was close to completion - The wheel and axel had been tested for defects through NDT and Magna flexing. The Hub liner has been replaced and machined the axel has been turned and burnished rolled and the tires have been turned with a new profile. The main driver has had all of the above plus the repair to the crack in the counter weight it also needs a new tire that will be installed at the end of September. Number 1 driver is on the machine now having the axel turned. The drive boxes have been taken apart and all materials have been ordered now with the measurements that were taken last weekend Robert can start the machining of the boxes as soon as the material arrives at the shop. New shoes and wedges will be poured and machined last. We will hopefully have the drivers back by the beginning of next year.

Here is the latest (Oct 17) on the driver repair. The wheel sets are complete expect for the installation of the tire on one of the wheels and the quartering of the crank pins. The following has been done:

1. Full inspection of the wheel sets, Axels, Boxes and shoes and Wedges for defects. This included Ultrasonic testing, Dye testing and sandblasting.
2. Removal of the wear plates on all hub faces.
3. Installation of new hub faces and machining.
4. Axels have been machined and burnished rolled.
5. There where additional crack in one of the counter weights that had to be repaired.
6. Profiles on the tires have been restored.

The tire will be installed in the next week or so and the drivers will be shipped to Colorado to be quartered. Once the quartering has been completed the drivers will be shipped back to Kingman Arizona to await the journal box repair. We expect to see the drivers back at the site early next year. We have a lot of work to complete prior to the wheels arrival.

E R

(Continued from page 1)

site adjacent to the Gilroy CalTrain Station. Approximately four acres of the 12 acres that were once the Gilroy roundhouse and maintenance facilities would be needed. Three meetings with the Gilroy City Council and staff have resulted in a formal letter of interest. Detailed discussions are proceeding now with the intention of developing a negotiating position for UP which owns the property. Meetings have also occurred with San Jose Council members Chavez, Gregory and Yeager who would like the Museum to be located on a site bounded by the old WP tracks, HW 680 and Story Road along the Coyote Creek Park Chain and across Story Road from Kelly Park. That land is owned by San Jose, the County Water District and UP. VTA has a \$9 million option on the old WP track, which must be purchased to allow the RR Museum's use, from the site to the main line south of Tamian Station. That option must be exercised or extended before December that will be a real challenge. The County would like to remove the Museum materials from the Fairgrounds by November, which wont be possible, yet discussions are in process to confirm a new site quickly. The rails, ties and associated items, which are the bulk of the material, will be moved to Kelley Park now. The remainder of the Museum materials, 2479, the other rolling stock and shops may have to be moved to a secure County storage site pending the identification of an appropriate Museum location.

Special thanks go to **Marv Bamburg** and **Ken Middlebrook** for attending numerous meetings with the various city officials to attempt to confirm a site. This has been a backbreaking, mind-boggling effort that has a long way yet to go.

Finally, CTCRC Finance Chair Professor **Annett Nellen** has been meeting with **Leslee Hamilton** and the Auditor, **Dan Moors** of Berger Lewis, to finalize the audit for the past two years and all seems ready for that to occur. Dan, who is providing the audit pro bono, notes that it will be a "clean" with no irregularities found. In addition, a full financial statement for the past year is being developed and will be provided to the Board at the next meeting on the morning of the third Thursday in November. Notices will be sent and the meetings are open to whoever cares to attend.

So, though we're in a period of major change, the work of restoring and protecting historic rail rolling stock continues with great effectiveness thanks to the extra effort of our remarkable volunteers. Let's keep 'er rolling down the track!!

E R

Trolley Barn Update

1905 Cadillac:

First Report

The slower pace has created more opportunity to carefully investigate several important details on the car. All of our suspension springs are crude replacements. Identifying the correct design has brought two things to light: (1) In 1905 the front spring mount was changed. The early design was rigidly attached to the frame. The later design was attached to a pivot mechanism.



(2) Suppliers that can make spring leaves that are tapered in thickness and rounded at the ends are hard to find. We're still searching. After talking to 1905 Cadillac owners at various tours and locally, the Muster Team has decided to replace the engine's piston, connecting rod and crankshaft. Emphatic words of wisdom are that these can fail and if they do, serious engine damage will be the outcome. Using an aluminum piston and connecting rod as well as balancing the engine will significantly reduce vibration. One-cylinder engines inherently run rough and early engines were solidly bolted to the car's frame. Long term this will also reduce damage to other components on the car.



The Muster Team has decided to paint the frame maroon and the body white to reflect its role as a fire chief's car.

Second Report

The wheels have arrived (finally). What was done was to re-



make the wood parts that marry the steel outer rim to the steel hub. These will be sealed and painted. In a way it's a shame to see beautiful woodwork covered over, but paint is the authentic finish. New fenders have also arrived. The old ones were too thin and rusty to hold up to any repairs we could do. After measuring suspension springs on 2 other 1905 Cadillacs (no two were alike), drawings for our car's springs have been completed and sent to a supplier in Ohio. An Amish shop that supplies springs for Amish carriages and wagons will do the work. Patterns for door handles and hinges and the steering wheel hub have been delivered to a bay area foundry for casting.

Third Report

The pace has really picked up. Many of the suspension and undercarriage parts have been painted including the frame. The wood on the wheels has been given a seal coat. Door hinges and handles and the steering wheel hub have been cast in bronze. New suspension springs have been ordered because the old ones were not original and very crude. The spring maker in Ohio does most of his work for Amish buggies and wagons. Fender brackets have been received and are in the process of being riveted to the new fenders. We're relearning our rivet techniques, especially since the fenders are easily deformed because they are thin.

Trolley Car Operations:

First Report

13,123 passengers rode the trolleys during the first half of this

(Continued on page 6)