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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. \$_____

Name: _____ Total \$_____

Address: _____

Phone: _____

E-mail address: _____

Make checks payable to the California Trolley and Railroad Corporation
California Trolley and Railroad Corporation, P.O. Box 403 Campbell, CA 95009

THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor

It's membership renewal time. We hope that you will join us with a generous donation. Membership information is found on the last page of this newsletter. Thank You.

NEWS FROM THE PRESIDENT FROM ROD DIRIDON

We have no actual news from the president for this newsletter but you have the opportunity to see him in person by attending the next Santa Clara Historical Heritage Commission on February 20th at 7:00pm.

We are in the running for \$65,000.00 to be applied to the driver work. Membership presents makes a great difference if we get funded or not.

Please join us at the:

**SANTA CLARA HISTORICAL HERITAGE COMMISSION
COUNTY GOVERNMENT CENTER, 70 WEST HEDDING ST.
BOARD OF SUPERVISORS' CHAMBERS
SAN JOSE, CALIFORNIA 95110**

Thanks.



Special points of interest:

- Who are our charter members?
- Why can't we do boiler welding?
- Who has a Thomas the Tank Engine lunch box?
- What will be completed on the locomotive this year?
- This newsletter was given to the printer 24JAN03.
- What does "Running a Wire" mean? The answer is...

INSIDE THIS ISSUE:

President's Report	1
November Board Minutes	2
Trolley Barn Update	5
Charter Members	5
Locomotive Restoration Status	6
Coming Events	6
Running A Wire	7
Please join the CTRC	8

The use of steel in the early days of steam.

If you go back to about 1870 when they began to investigate the Bessemer process and it became available. People kept trying to use the stuff and it took a long time, almost the rest of the nineteenth century for people to accept the idea of using steel for boilers. It took them that long to figure out how to make steel that didn't crack when you exercised it. In the beginning it was difficult to control the carbon content of the steel and equally difficult to measure it. Steel with a 10% carbon is wildly different from steel with a half percent carbon. By the time the 2479 was manufactured the production of steel was well known.

CTRC BOARD MEETING MINUTES

CTRC Board of Directors Annual Board Meeting Minutes December 12, 2002

Attendance: Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Art Lloyd, Larry Murchison, Annette Nellen, Gary Ross, David Sylva, Jack Young, John Zielinski

Minutes: The August 12, 2002 minutes were approved by consent, with the correction of the spelling of Starzel.

Chair's Report: The volunteers recommend that CTRC accept History San Jose's invitation to sponsor "Transportation Day" on 9/7/03, assuming that there will be minimal cost to CTRC. HSJ will do the promotion and is looking for other groups to participate and offer activities. HSJ will need to know soon what activities are planned by CTRC so that they can be incorporated in the promotional materials.

M/S/P (unanimous) to approve participation in "Transportation Day" with a budget set at no more than \$500.

Financial Report: The bookkeeper didn't provide a report for the meeting. Ken Middlebrook and Fred Bennett finished the valuation of the small items inventory. Once the accountants receive the information, the audit will be wrapped up.



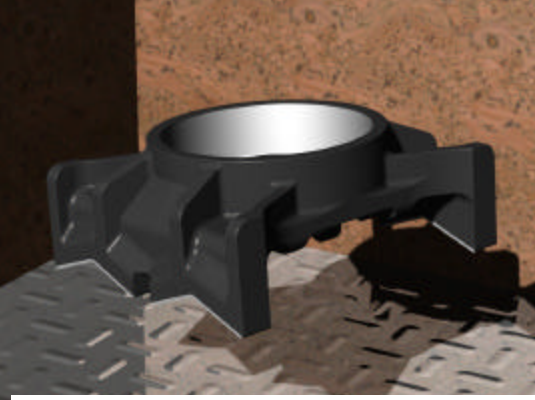
KPMG provided pro bono tax filing for a few years and then began to charge \$2,500 for the service. Berger Lewis has offered to handle the job for \$1,000 a year.

M/S/P (unanimous) to move CTRC's accounting to Berger Lewis.

Annette Nellen mentioned that Berger Lewis did a very thorough job on the audit.

Current Projects:

A. Trolley Project – Small repairs are being made to the Birney car's brakes. The volunteers are repairing the Masonite on the Portuguese car. The 440-volt vertical lathe is now operation and



Leading truck center hub machined on the vertical lathe

(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: 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>
Technical Assistance: Art Randall <arandall@earthlink.net>
Historian: Larry Murchison <larrymurchison@attbi.com>
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>

"RUNNING A WIRE"

In the last edition of the Clearboard I asked for information concerning the phrase "Running A Wire." I had heard this mentioned as I was clamoring on the locomotive so I was sure someone would respond but no one did so I eventually found the information myself.

Running a wire test is a method of lining up the raw frames of a locomotive during the assembly process. It is only one of the steps used in assembling the frame components of a locomotive. It is used to see whether one frame is mounted to the cylinders ahead of or behind the other. Previous to this operation the cylinders were hard fastened to one frame and loosely fastened to the other. To make the test, lines are passed through the center of each cylinder, and are extended back to the rear of the cradle casting, and there are drawn taut and supported at some convenient point. These lines with the cylinders properly matched, which is assumed, will be the same distance from the side frames throughout the entire length. A large square (like an overgrown t-square) is applied against the frame shoe faces of the main pedestal, and is brought to the side against the line. If the top of the "T" is not parallel against the line then the frame not hard fastened to the cylinders is repositioned to bring the square in the proper position with the line.

Obviously this is not something easily done on a fully assembled locomotive especially one that has been assembled for about 80 years. Its only purposes would be to indicate misalignment cause by years of service and to make any minor adjustments to the frame shoe bearing surfaces or the actual frame shoes. To visualize the misalignment think of one wheel on one side of the locomotive being closer to the cylinder than the one on the other side.

These lines are also used to align the cradle during its installation to the frame assembly.



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 20th at 7:30am at the Collections Center, History San Jose.

LOCOMOTIVE RESTORATION STATUS

Work continues on the locomotive every Saturday and during the week on an ad hoc basis. The restoration team has racked up an impressive 3500 hours for the calendar year of 2002. We are very close to having all of the spring rigging completely

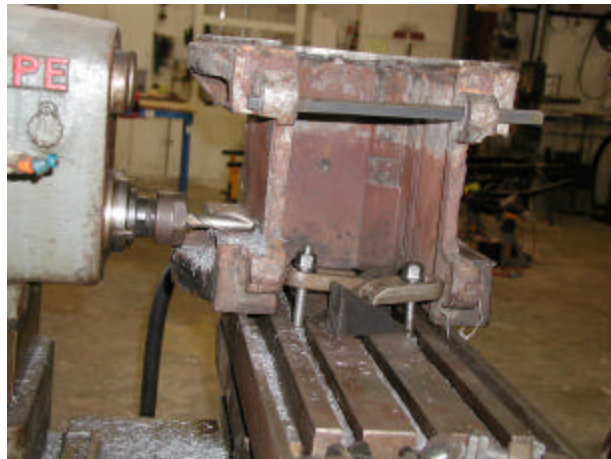


rebuilt on the locomotive. This job has taken hundreds of hours and about 2.5 years with a move of all our equipment to the new site in the middle of the job. To recap the restoration team has bored out, re-bushed and remanufactured all new pins and bushing for the spring rigging on the locomotive. Some statistics the team has remanufactured somewhere in the neighborhood of 28 2" pins, 56 bushings and has bored out 56 holes to restore the spring rigging to original specifications. There are still a few items left to do like send out all the pins and bushing



for hardening and the links for stress relieving this is scheduled for the February time frame of 2003. We will also need to install all the bushings in the spring hangers, which have been bored.

The Team has also been focused in on the lead truck and its refurbishment. Work continues on the journal boxes with the machining of the boxes to accept new wear plates. The centering mechanize for the lead truck is on the large vertical lathe at the trolley barn it will require machining for a new wear plate. Some back ground to



the tasks at hand, it usually takes the team longer to set things up for an operation than to do the actual machining jobs. Which is the case with the King vertical lathe at the trolley barn. This machine came to CTRC by way of the Southern Pacific shops in Sacramento about 7 years ago. It was trucked to San Jose by Peninsula Crane and Rigging and deposited into the trolley barn. The volunteers at the trolley barn cleaned up the machine and also had power installed to the machine. There it sat dormant in the barn until recently. The boring of the centering mechanize for the lead truck is the first job that CTRC has ever done on this machine. This required the CTRC team to come up to speed on the safe operation of the machine as well as manufacturing new tooling to attempt the machining process on the centering mechanize. The machining is in process and should be complete at the publishing of this article.

Other projects currently in process is the assessment of the brake rigging for the locomotive which appears to need new pins and re-boring of the linkage. This process is currently under way and will continue for the next several months. The team is currently remanufacturing a Water level gauge for the tender. We will also be focused in on the ever present mowing of the grass at the site to keep it looking presentable to the public.

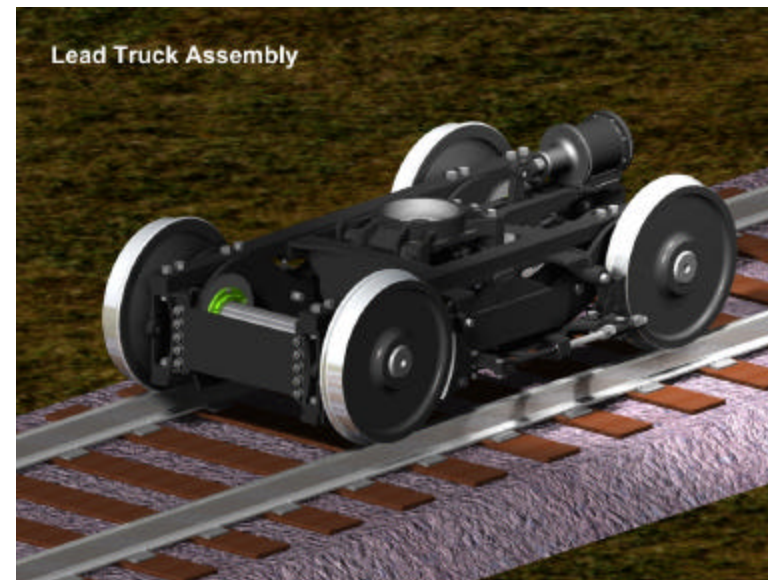
In closing we expect this year to be a big one with the completion of the lead truck, spring rigging, and the brake rigging.

Jack Young Project lead SP2479



being used for locomotive parts. David Crosson noted that safety practices have improved, with the volunteers receiving safety training.

B. Locomotive 2479 – Jack Young reported that 8-10 volunteers are working on Saturdays with another crew working on Wednesday nights. The lead truck should be done by the



next board meeting. Volunteers have restored the journal boxes and are working on new liners,



Lead Truck Journal Box

and babbits. The volunteers have also restored the lathes, mills, and planer shaper needed for the job. Work continues on the spring rigging. The springs and links weigh 200 pounds each. The workers are in the final phases of making bushings for the links. Work continues on the tender piping and water column.

Wheel bid – Three contractors - Steam Operations (Scott Lindsay, St. Louis/TVRM), Steam Services (Robert Franzen, Grand Canyon RR), and Strasburg RR (Kelly Anderson, Strasburg, PA) - visited the site in September and October and all submitted bids. Steam Services was selected, but Robert Franzen, their representative, has some concerns about the contract. If the issues are minor, the contract will be signed. If the issues violate the county standards, another contractor will be selected.

M/S/P (unanimous) to sign the contract if the changes are not significant.

Historical Heritage Commission money is being used to pay for the work. The contract with the county needs to be signed to secure the previous HHC funding.

Manley contract – FRA specifications require special certification to do boiler welding; therefore, CTRC volunteers can't do the job. Manley was contracted to allow the locomotive to meet FRA certification specs. According to Tom Simpson, Manley used some procedures that don't conform to FRA criteria. The relationship with Manley is strained due to non-payment by CTRC. In one instance, the bookkeeper failed to issue payment in a timely manner. In the other, a progress payment and ultimately the final \$13,000 of the contract was withheld due to dissatisfaction with the work performed. There are two options – 1) sever the relationship with Manley and contract with another firm while pursuing legal action against Manley, or 2) re-establish a relationship with Manley and have them finish the job. Jack Young will keep the regional FRA representative in the loop.

The contract with Manley calls for binding arbitration with the prevailing party entitled to all costs and attorney fees. David Sylva will review the legal issues and advise the board on a course of action. Ken Middlebrook has very valuable contract oversight experience. David Crosson will look into directors and officers insurance and report back.

(Continued on page 4)

David Sylva maintains that board members don't have any personal liability.

Jack estimates that about 75-80 half-sleeves need to be welded at an estimated cost of \$8,000 and the 50 rigid staybolts that Manley installed will have to be replaced with drilled staybolts. Manley also didn't install copper ferules or pad weld certain areas.

C. SCC Rail Museum - The county staff hasn't made any progress in finding a new site. Rod asked that three CTCRC volunteers work with county staff to help find suitable land, but the request was declined. Jack Young found two sites owned by UP. One is across from HSJ on a sharp curve and could become stranded if UP were to abandon the freight routes and sell the land for development. The other parcel is also pie-shaped with a sharp corner but is close to the main line, just south of Tamien station near the cement plant. Rod talked with the VP of UP; the company isn't open to donating the land. Marv Bamburg mentioned that the museum material storage needs to be upgraded and security needs to improve. Rod is confident that there will be three votes on the Board of Supervisors to delay the move, and he will probably ask for a six-month extension. The economic slowdown helps CTCRC.

D. Happy Hollow Rail Extension - Fred announced that the drawings have been signed off by an electrical engineer and would like CTCRC to send a thank you note to Galen Sarno for his services. The City of San Jose now needs to approve the plans. Rod Diridon will reconfirm Pacific Bell's commitment to do the installation of the wires. Fred inquired about the ultrasound tester. The paperwork for the purchase has been submitted to the bookkeeper for payment. CTCRC will need to plan a celebration for the inaugural of the Senter Rd. line.

E. City (HSJ) Projects - The volunteers are working on the old Cadillac with the material provided by the SJ Fire Department.



1905 Cadillac Frame

New Business:

A. Acquisitions - Mac Gaddis will be talking with Jacques Littlefield about a parlor car on his property in Woodside. Rod mentioned that he would like to meet with Jacques.

B. Historical Heritage Commission - Jack Young submitted a \$60,000 proposal for the 2479 wheel job to help cover the cost of the Steam Services/Franzen \$93,000 bid. Jack will work with the Parks Department to make sure all of the related 2479 contracts are in force and eligible to be encumbered for the wheel work contract.

C. Fundraising Efforts - no report

Next Quarterly Meeting:

NOTE: NEW LOCATION!

Feb. 20, 2003
Collections Center
History San Jose
7:30 a.m.



Tom Anderson with his very own Thomas the Tank Engine lunch box.



BARN UPDATE

By Bob Schneider, volunteer

and active in the restoration effort and we sincerely appreciate it.

Trolley Barn Operations: 923 passengers rode the trolleys in October, November and December. This brings the total ridership for 2002 to 24,351 happy passengers. A special thanks to our conductors/motormen.

1927 Kleiber: Work is underway to build a canopy for the Kleiber. This will enable us to move the



1905 Cadillac Chassis

Kleiber into the Trolley Barn where more people can enjoy seeing it while protecting it from bird droppings. Our electronic bird repelling device just doesn't do enough, especially in the Spring. One theory is that the calliope keeps the birds away, but running it all the time in the Barn just would not work.

1905 Cadillac: With guidance from a restorer in the area, the team has been working hard to achieve a finish on wood parts that is "smooth as metal". This means filling in pores and leveling out all signs of grain. Since filler and primer are a dull finish, running your hand over the surface is probably one of the most valuable "tools" used to achieve that finish. Progress is somewhat slow, but the results will be worth it. The San Jose Fire Department Muster Team is sponsoring this work since the car belongs to them. They have been extremely supportive

Fred Bennett went home for the Christmas holidays as usual. He traveled the Northern train route and returned by the Southern route. He experienced no serious delays due to storms, but usual minor hiccups along the way did happen. Several legs of his trip arrived 1 hour early! Best of all he arrived home healthy.



CHARTER MEMBERS

Gene Martin went through his records and found the following Charter Members:

- Clifford Luscher 1, Larry Ingold 2, Mike Norton 3, Chuck Aldrich 4, Bill Poor 5, Mike Kotowski 6, Dave Nelson 7, Bill Manley 8, Jim West 9, Robert Langevin 10, Don Watson 11, Eddie Chase 12, Robert Snell 13, Paul Hopkins 14, Duncan Nanney 15, James Candlin 16, Gary Georgi 17, Zygmunt Wiedemann 18, Gene Martin 19, Hal Lewis 20, Frank Jacobi 21, Jack Smith 22, Robert Snell 23, Double entry with #13, Ken Middlebrook 24, John Castillo 25, Marc Turkel 26, James Hunt 27, Richard Gentry 28, Frank Kukuk 29, George Grenley 30, Theodore Johnson 31, John Martini 32, Troed Johnson 33, Dale Johnson Jr. 34, Phil Reader 35

