

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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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: _____

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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

20th Annual Volunteer Recognition BBQ: Though incorporated in 1982,
CTRC began the now famous recognition BBQs in 1984 so will celebrate the
20th anniversary event on August 19, Thursday, at History San Jose. The
formal invitations will be out next week so make sure your membership listing is
up to date. The afternoon will begin at 3:00 PM with our 22nd annual Board of
Directors meeting in the Pacific Hotel first floor confer-
ence room and be fol-
lowed at 5:30 PM with a
reception, the BBQ and
recognition of our volun-
teers. Dignitaries will be
again in attendance along
with the Singing Conductors
and a historic trolley
will operate for the young
in age and spirits. Make
sure your volunteer hours
are up to date. Hugh
Crawford will do the final
tally and arrange for
the awards that are being
expanded to recognize
those who surpassed the
prior recognition lev-
els. **RSVP to Amy Yan at 408-924-7561 or yan@mti.sjsu.edu.**



Special points of interest:

- Who retired at the age of 81?
- Will we get the pit?
- Why is an armature in the news?
- Why can't the Birney stay hooked up?
- Where will the CTRC museum site be?
- Who gets special thanks for our clean audit?

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Fred's Departure: Our good friend and the long-time Master Car Builder for
the CTRC Trolleys has now, at 81 years young, formally and fully retired. At
the June CTRC Board meeting we celebrated, for the third time, his nearly 20



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CTRC BOARD MEETING MINUTES

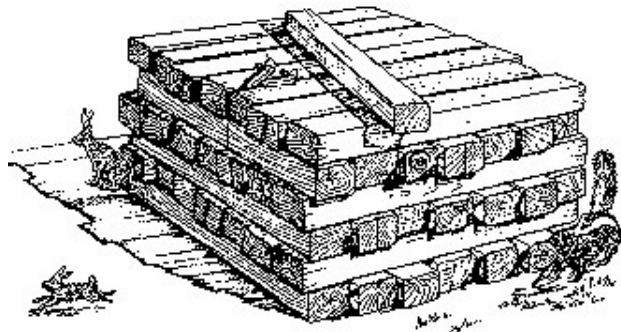
CTRC Board of Directors Pacific Hotel, History San Jose Board Meeting Minutes May 20, 2004

Attendance: Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Ken Middlebrook, Larry Murchison, Gary Ross, David Sylva, Charles Wynn, Jack Young. Guest: Dan Moors and Senait Zemedede

Minutes: M/S/P to approve the minutes of the 02/19/04 meeting with discussed changes.

Chair's Report: Rod mentioned that the City of San Jose has a 6-year agreement with CTRC for the storage of rail and ties. The material is to be stacked in the flood plain behind the Trolley Barn.

M/S/P (Middlebrook/Ross) to authorize the Chair to approve the agreement subject to David Sylva's review and require that all the ties and rails at various locations at HSJ be consolidated.



Rod and others are still working to find a site for the museum. The Caltrans acting director is open to working through the bureaucracy to turn a piece of state owned land over to the City of Santa Clara for use by CTRC for a museum. The land is adjacent to the Mulford line and would need a switch installed.

Cindy Chavez continues to pursue sites in San Jose in the vicinity of the Newhall and Lenzen yards. The quarter-mile track leading into the fairgrounds is CTRC's bartering chip with UP.

Financial Report: The audit for 2002 and 2003 is complete and was deemed a clean audit by Berger Lewis. The trolley cars operated by VTA, valued at \$2.25 million, have been sheltered so that they can't be attached in

a legal action as are the four trolleys at HSR that are categorized as "collections" and not capitalized. Rod spoke with a conservative wealth management firm about assuming management to get a better return, with the idea that the interest on the principle would fund Trolley Barn activities. Rod will circulate a proposal from the wealth management firm to the Executive Board for approval.

M/S/P (Crosson/Kotowski) to move acceptance of the audit with a note of thanks to Dan Moors and Senait Zemedede of Berger Lewis. Dan Moors and Senait Zemedede appeared at the meeting after this motion was approved and review that audit in some detail and reiterated that it was clean.

Ken Middlebrook came across a museum collections policy that CTRC might adopt. David Crosson will review it.

Current Projects: 2479

Report from the Jack Young and the Mechanical Committee (note a summary spreadsheet is at the end of the minutes. More detail is available from Jack).

Re: Restoration work list and Cost Analysis for Locomotive 2479

This document covers the estimated labor and material costs associated with the completion of the locomotive 2479 restoration. It does not contain unexpected or unanticipated work items or purchases. Each major section covers the work scope, material purchases, and contracted work for that major item or work group. The total for the project is summed at the beginning of the report followed by a cost breakdown for each major work item or group.

Assumptions:

- Minimal boiler repair work after hydro test.
- At this time, the cylinders and valves have not been disassembled and fully evaluated.
- Estimates of the remaining work are from consultation with industry experts.
- Majority of remaining work to be provided by volunteers. Paid labor would expedite the completion.
- Conservative values have been applied.

Critical Tasks:

- Boiler repair
- Re-installation of driving wheels, lead and trailing truck assemblies

(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 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 <bobbadd@pacbell.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 August 19, 2004 at the History San Jose Pacific Hotel first floor conference room. The afternoon will begin at 3:00 PM with our 22nd annual Board of Directors meeting. The BBQ will start at 5:30.



Do you want to view this newsletter in color?

On your computer go to:
www.ctrc.org/newsletter.html

2479 WORK UPDATE

Locomotive Update July 2004 By Jack Young

Steady progress is being made in the following areas:

Brake rigging: - Work continues at a feverous pace with the Lathe occupied turning the ends of the brake beams (3 brake



beams) back to round and the Mill boring holes in the brake hangers as usual the holes in these pieces are more egg shaped than round. To repair these piece requires weld up or in the case of the brake beams turning the ends down to accept a piece of thick wall tubing which was then plug welded on to the end of the beam and turned down to its original size. Next on the list is to rework the links and reach rods many of these pieces will require boring and bushing. We will then manufacture all the necessary pins and bushings. Once the pins and bushing are completed they will be sent out for hardening.

Driver status: - Not much to say here other than they are still in Arizona awaiting transportation back to San Jose at this



point we may wait until the shoes and wedges are completed and send everything at once. In the mean time we are working to get all the other items resolved on the locomotive so that we will be able to install the drivers as soon as possible after they arrive.

Boiler -Work continues to prep the boiler for installation of flexible stay bolts in the throat sheet area this consists of tapping the holes with the 1" 1-1/16" stay bolt tap and the air motor to drive the tap. This procedure requires 2 people on the outside of the boiler and 1 inside the boiler. Additional work is underway to clean out tell tail holes and identify defective stay bolts through out the fire box area.

Trailing truck – Thermal couples have arrived and will be installed on the trailing truck bearings much like the installation that was conducted on the lead truck. This will require removing the bearing from the truck drilling and tapping the brass and the journal box and then installing the thermal couples. This should take place in the next month or so.

We lost the use of our Ford forklift last month due to a me-



chanical malfunction we now believe that the crankshaft has broken. A crew is in process of removing the engine for a closer inspection.

On the bright side we had a donation of a ride on lawn mower that make keeping the grass down much easier thanks to Hugh Crawford.

We continue to clean up the site when ever possible with the disposal of scrap.

Restoration crew in no particular order Tom Anderson, Art Randall, Larry Murchison, Denis Murchison, Tom Simpson, Ken Middlebrook, Lee Westfall, John Zielinski John Ezovski, Bill Jump, John Blain and Jack Young

LATE BRAKING NEWS FROM KEN MIDDLEBROOK

- Form 4 (FRA) documentation
- Boiler Hydro Test
- Repair of Cylinder and Valve assemblies

FRA mandated Boiler Clock:

According to the Federal Regulations (Code 49 part 230) regarding steam locomotive operation, the mandatory deadline for a 1472 service day boiler inspection (tube, jacket and firebrick removal) and Form 4 recalculation is a maximum of 16 years after the first tube had been reinstalled into the boiler. The first tube was reinstalled by Manley Boiler in 1999. The revised federal regulations for steam locomotives became effective January 18, 2000. Unless a waiver would be granted specifically to locomotive 2479 (to date, there has been no precedent for such waiver), the boiler clock will arbitrarily end in the year 2015.

New Business:

History San Jose is working to standardize contracts with affiliates. Under the new agreement, CTRC will be entitled to one sole-use festival each year, all day, and at no cost. David Sylva will review the agreement and the board will be asked to approve it via email.

Acquisitions – David Sylva reviewed the purchase contract for the SP 1215 and declared it to be reasonable but not favorable to CTRC. He raised two points of concern. The first regarded liability and worker's compensation (WC) insurance. The second concerned the first right of refusal clause, which enables the Feather River Rail Society to buy the locomotive for scrap rather than market value should CTRC decide to sell or dispose of it.

Any changes to the contract must be in writing. David Sylva and Ken will work with the Feather River Rail Society to amend the contract. David Crosson mentioned that WC insurance doesn't cover the volunteers. CTRC will need to investigate a short-term WC policy if CTRC volunteers work on 1215 while at Portola. David Sylva recommended ascertaining the cost of that insurance before signing the contract. Rod will get quotes from Hall & Rambo. CTRC also needs insurance for rail storage at CTRC.

The board intentionally reduced the time of the meeting to adjourn, with sincere appreciation to Fred Bennett for 20 years service to CTRC, to a departure party for Fred in the Trolley Barn.

Respectfully submitted by Leslee Hamilton

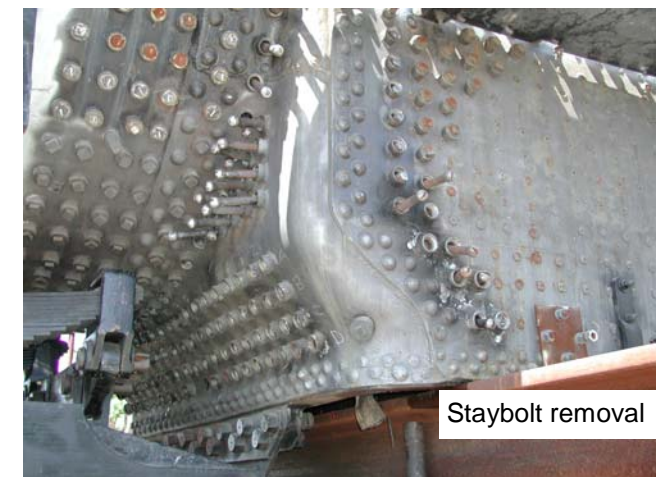
It has been announced this week that CTRC has been a recipient of a \$1,000.00 grant from the National Railroad Historical Society toward the repair and re-wind of an armature for a spare compressor to be used in our antique trolley cars.



Established in 1991, the Railway Heritage Grants Program is awarded to organizations that educate, publish, and preserve railroad history to benefit future generations. Since its inception, the program has bestowed over \$253,000 to 115 organizations. This year, the society awarded a total of \$32k between 20 organizations nationwide.

Congratulations to all!

Ken



Staybolt removal



(Continued from page 1)
 years with CTRC and the wonderful legacy of success and caring that he leaves. He's on his way to his family, after stops to visit his friends in San Francisco and across the country, by Amtrak, of course. We wish Fred well in his next challenge and know that he'll be back to visit.



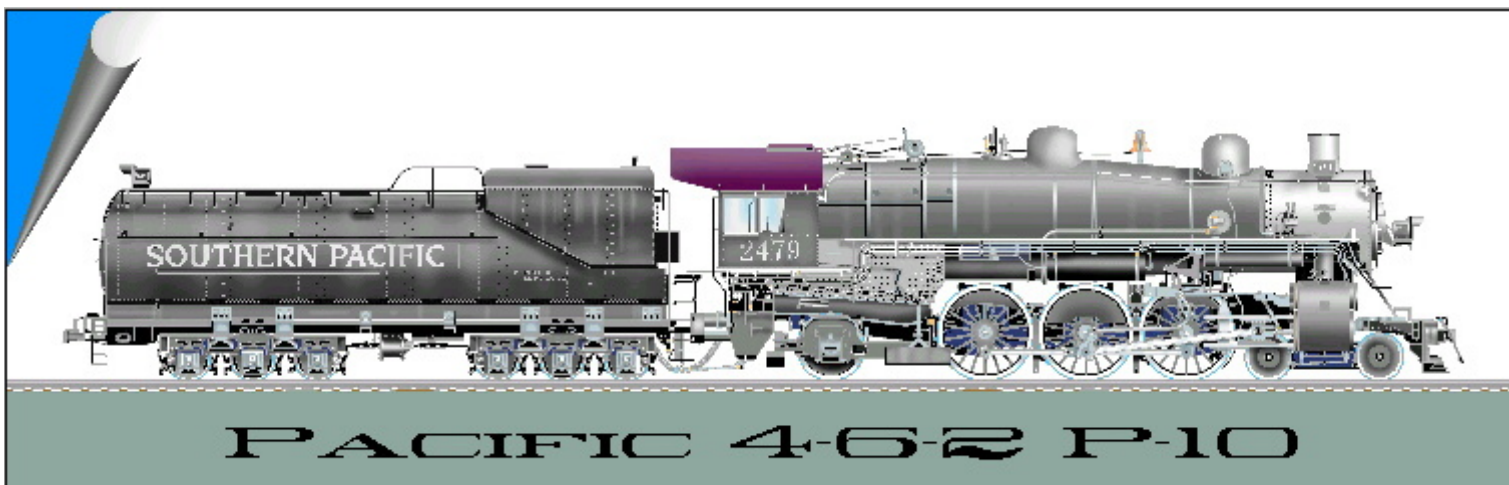
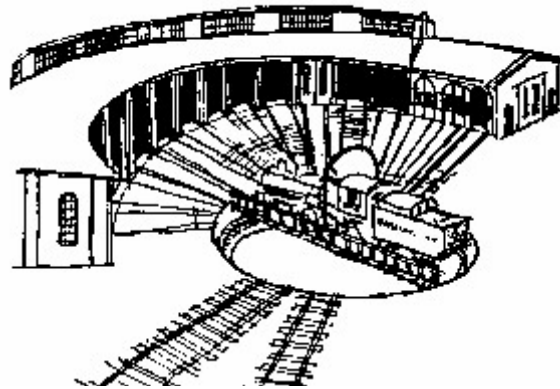
CTRC Audit: After over a year gathering the needed information Dan Moors, the Auditing Partner from Berger Lewis Accountancy Corporation, submitted a final audit for CTRC during the June Board meeting. Dan stressed that the audit was "clean" noting that there were no discrepancies and that the records fairly reflected the fiscal status of the Corporation. During the audit, Dan and his staff worked with Dave Crosson to revalue and reclassify our assets and helped our new CTRC Bookkeeper Amy Yan to update and standardize her processes which are now functioning more smoothly ... **all of that at no fee to CTRC!** Burger Lewis has also assumed the responsibility for our year-end closing statements and all corporate and tax filing at a fee not to exceed \$1,000 ... that cost CTRC \$2,500 per year in the past. **Special thanks to Dan and Berger Lewis!**

complete the final work on the centerpiece of our future railroad museum. The drive wheels and associated work has been completed in Arizona and are waiting a favorable trucking arrangement to be shipped home. Jack Young and the crew have developed an estimate of the remaining work to be done which will be the focus of future grant requests to the Historical Heritage Commission and other funding sources. Thanks to the hard work of those wonderful volunteers, 2479 is close to completion.

Steam Museum:

The Steam Railroad Museum that will be home to #2479 and our other railroad rolling stock is also a step closer to finding a home. Santa Clara has designated a compatible site that is owned in part by the City and part by Caltrans. Caltrans confirms that the site is available and negotiations are now in process to convey the ownership to Santa Clara for CTRC's use. In addition, San Jose City Council member Cindy Chavez has identified a downtown site and is working to confirm the availability. That site is smaller but may be used if the availability can be certified and is nearer the downtown core.

SP Switcher 1215: Ken Middlebrook has concluded negotiations with Portola to purchase #1215 for our growing collection. The little engine will be stored at Portola until a permanent museum site can be identified. Thanks to Ken, Mac Gaddis and all for doing the inspections and negotiating the acquisition.



Locomotive 2479: Every weekend and some evenings the stalwart 2479 volunteers continue to



TROLLEY BARN UPDATE

Trolley Car/Barn Operations: 5183 people rode the trolleys in April, May and June. 1710 people visited the Trolley Barn during that same time period. We had a big rider count of 765 during the Portuguese Festival on June 13. The Barn had a huge visitor count of 569. Motormen/Hosts support continues to be 100%.



1905 Cadillac: Small pieces of progress are being made while we wait for return of the engine. The steering wheel spider has been filed and polished and the rim painted black.

Home built 1898 Oldsmobile: Work continues on the mechanics. The tiller steering system is being revised to look like the original. The rounded nose piece has been made, installed and blended into the rest of the body.

Annual recognition picnics:
17 AUGUST HSJ VOLUNTEERS
19 AUGUST CTRC VOLUNTEERS

Start times are the usual. Invitations are coming.



NRHS Grant: CTRC was awarded a \$1000 Grant by the National Railroad Historical Society on July 2. The Grant is to rebuild the used trolley air compressor Fred bought several years ago. The Grant was written by "the Sunday Guys" following Fred's guidance. The major problem with the compressor is that it has a number of electrical shorts/opens in the armature. Efforts to repair them have been only partially successful. The compressor will be used as a spare for the operating trolleys.

Car Show: Don't forget the 4th Annual **ANTIQU** **AUTOS in HISTORY PARK** to be held on **Sunday September 19th**. This year promises to be the biggest event yet.

Cleanup: Cleanup in and around the Barn is over 90% complete. "The Sunday Guys" have cleaned up almost every nook and cranny. This work has taken 6 months. Straightening out the hardware was easy. The challenge before us is to properly catalogue and store the large number of photographs Fred has saved over the past 20 years. The Restoration Shop has also been cleaned and the tired cabinets given a fresh coat of paint.

Bothersome Birney: We've found that the Birney pole comes off the wire every time it heads into the Barn. A small kink was straightened with no success. Basically the wire routing causes the wheel to be so misaligned that it rides down off the wire. Rerouting the wire is planned.

Al Spivak: We learned from Howard Spivak, Al's son, that Al passed away on June 5. Before he moved out of San Jose, Al was an active Trolley Barn volunteer.

The Pit: The pit design has been finalized, signed off by the architect and is headed for city approval. Mac Gaddis has spearheaded this to include a preliminary discussion with a potential contractor. They have detailed what the Trolley Barn team needs to do in preparation for the contractor. This work applies to any contractor. Funding is still well short of an early estimate.

Fred Bennett: We received a letter from Fred July 6. Not much news about his new life, but he did give us a change of address: **Fred Bennett, 7 Moosehorn Road, West Granby, CT 06090**. This appears to be a change of address for his home, not a move. More to come later, I'm sure.

Bob Schneider

