

# THE CLEARBOARD



Rod Diridon, President

<http://www.ctrc.org>

Larry Murchison, Editor



**DON'T FORGET TO RENEW YOUR MEMBERSHIP. CHECK THE BACK PAGE FOR THE SIGNUP FORM. THE CALIFORNIA TROLLEY AND RAILROAD CORPORATION NEEDS YOUR SUPPORT.**

SP locomotive 1215, Built 1913, 1 of 12 built in this S-10 classification series.

All 1215 photos by Malcolm Gaddis 7 DEC 2003



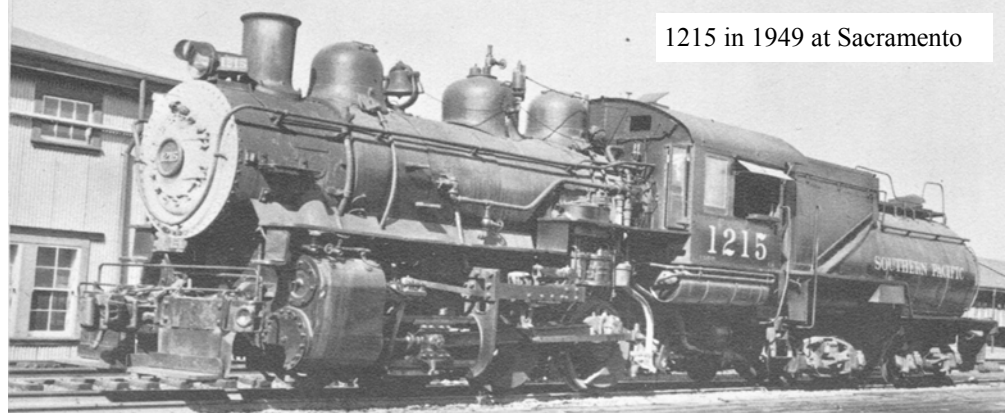
### Special points of interest:

- What is a 1215?
- Will we get the pit?
- Who is that scary welder?
- Who is Mister Jiggs?
- This newsletter was given to the printer on 26 APR 2004.
- Remember the old Southern Pacific logo? Only if you are over one hundred years old.

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1215 in 1949 at Sacramento



In common with most big railroads, the Southern Pacific had a lot of 0-6-0's, 464 to be exact. There are sixteen still on display at various locations throughout California, Oregon, New Mexico, and Utah.

**Story of the acquisition on page 6.**

# CTRC BOARD MEETING MINUTES

**CTRC Board of Directors  
Pacific Hotel, History San Jose  
Board Meeting Minutes  
Feb. 19, 2004**

Draft copy

**Attendance:** Marv Bamburg, Fred Bennett, Rod Diridon, David Crosson, Mac Gaddis, Mike Kotowski, Ken Middlebrook, Larry Murchison, Annette Nellen, Gary Ross, Bob Schneider, Charles Wynn. Guest: Dan Moors

**Minutes:** M/S/P to approve the minutes of the 11/20/03 meeting.

**Chair's Report:** Rod's comments were integrated into the discussion areas rather than delivered as a separate report.

**Financial Report:** A draft audit was supplied by Berger/Lewis and identified no exceptions to generally accepted accounting principals.

The bookkeeping function has moved to Amy Yan, who works in Rod's office. She's spent many hours getting the books in shape and has been working with David Pierce at County Parks to complete reimbursement requests for the restoration grants.

David Crosson questioned the naming collections as physical assets on the balance sheet because, once capitalized, they can be financially encumbered. Rod asked how CTRC could protect against a lawsuit. Dan Moors mentioned that the value of the collection could be included in the notes section of the audit rather than the balance sheet to protect the assets.

M/S/P (Crosson/Kotowski) to define the rolling stock as "collections" and not capitalized, with everything else classified as equipment.

The balance sheet will reflect a smaller organization with the equipment value listed in a footnote.

David recommended attaching an ethics statement to the audit and all agreed.

Rod mentioned that \$400,000 needs to be designated from the reserves for support for the Trolley Barn operations.

M/S/P (Crosson/Gaddis) to approve the draft audit with the provisions noted and reaffirmed that approximately \$400,000 of the reserves would be retained to create residual revenue to operate the Trolley Barn. In addition, an ethics statement for CTRC would be attached to the audit.

## **Current Projects:**

**A. Trolley Barn** – Fred Bennett mentioned that it was his last



CTRC meeting and asked if CTRC would continue sending a representative to the Railroad Museum convention. Dues are \$100 and the Aug. 2004 convention will be in Salt Lake City. Rod suggested referring the issue to Mac Gaddis and David Crosson. Fred also mentioned that CTRC has accumulated a number of historic tools and has an ongoing role in saving historic artifacts. He was assured that those tools had been inventoried and would be protected. The Board stressed appreciation for Fred's long tenure with us, noted the fun everyone had at the two going-away parties for him and invited him to stay as involved as he might like in the program as a volunteer.

The transition from Fred to new Trolley Barn administration has gone more smoothly than anyone could have hoped, thanks in great part to Fred and Dave Crosson. There's been a 100% turnout by the weekend volunteer hosts. 60 people showed up on a recent Sunday for a tour. Visits to HSJ are up 40% over the previous year; the Trolley Barn is the most active place.



Scary trolley barn welder

(Continued on page 3)



David Crosson has identified some funding from HHC for the maintenance pit, which is a safety item. Marv has plans based on Mac's initial work. Rod stressed that he should be called to obtain donations to help build the pit.

The safety procedures work is scheduled to be completed by the end of March. Bob Schneider is looking into safety videos to allow ongoing training. Training will be done by tool and require sign off by the volunteers that have received training.

Family Sundays are continuing with Antique Autos in the Park. CTRC will participate and bring Jiggs the horse again.



Ardenwood Farms will be paid for the transport with cash and some railroad ties. Total cost will be \$400-500.

**B. 2479 - Jack Young submitted the following written report:**

**Work Crews:**

Manage to have 10 –12 volunteers at the site on the weekends in addition to a middle of the week work sessions.

**Locomotive drivers:**

The wheels and journals are complete; we expect them to be delivered back to San Jose in early March. Current scheduling indicates that the drivers, lead truck and trailing truck could be installed under the Locomotive in early June 2004!!!

**Locomotive Spring Rigging:**

I'm happy to report that all of the repair and re-boring of the locomotive frame has been completed. New hardened bushings have been manufactured by CTRC machinists and have been installed in all locations. All spring hanger links have been bored and new pins have been remanufactured for all locations. This work is critical to the installation of the drivers and the proper weight distribution of the locomotive on each driver's journal box. This is a major milestone as we

have been working towards the completion of this project since 1999.

**Lead Truck Reassembly:**

The lead truck has been re assembled and final adjustments are being made to the brake system.

The following is a list of repairs and improvements made to the lead truck during its restoration:

Full inspection and non-destructive testing for defects

All four tire were turned back to Amtrak specifications (at VTA). All four journal boxes have been re-machined and squared with new wear plates. Two of the journal boxes required new babbitt to be poured and re-machined by CTRC machinists. Two loose pedestals were removed and repaired. Four new fitted bolts were manufactured to affect this repair.

Spring rigging was inspected. It was determined that all new pins and bushings would be re-manufactured and installed in all the links and levers. New wear plates were installed where needed on the spring rigging. Two new springs were purchased and installed on the lead truck

The brake system was inspected and it was determined that all pins and bushing would be replaced in all the links and levers due to excessive wear. CTRC personnel repaired and remanufactured new pins and bushings for all of the spring rigging, a total of 26 pins and 40 bushings. Brake cylinder has been inspected, repaired and repacked with new packing.

Centering mechanism for the lead truck has had a total make over as well. Cracks were discovered in the centering bowl during the inspection phase. This required the weld repair and subsequent machining of the centering bowl on the vertical lathe at the trolley barn. This piece of equipment had not been used before so there was an unusual amount of setup required. Additionally new pins, bushings and links were remanufactured by CTRC personal.

A new bronze shim spacer was manufactured with the help of Bob Schneider at the trolley operation.

All components have been cleaned and painted.

Additionally we have installed thermal monitoring equipment on all 4 journals (bearing) of the lead truck, which will be used to monitor the journal temperatures during operation.

**Boiler:**

80 new flexible stay bolts have been purchased and should be available by the end of March. We are in the process of getting our welder John Blain qualified to weld on the boiler; this will allow CTRC to install the remaining half sleeves that are need to do a hydro on the boiler.

*(Continued on page 5)*

## NEWS FROM THE TROLLEY BARN

### 1905 Cadillac

#### February News

Every now and then you have to stop and "smell the sawdust". So we did by having an "ice cream social" sponsored by the SJFD Muster Team to honor the various individuals, companies, and volunteers who are supporting our restoration work. Roughly 25 people enjoyed a dessert of apple pie and vanilla ice cream on a bright, sunny day. Work on the car is progressing very well. Many of the steering and suspension parts have been assembled to the frame. New wheel bearings are being carefully fitted so they should last a long time. Door hinges have been finished and are being assembled on the car's wood body.

#### March News

All of the lower parts of the car (frame, wheels, suspension and axles) have been painted a deep red. Where possible they have been assembled. The upper parts are now being painted white and are being assembled as they are completed. The white has a touch of red to better compliment the red lower parts. A replacement drive chain has been donated. While looking at the rear axle chain sprocket for wear (it definitely is) we noticed the main bushing is worn. We'll replace it. Then we opened the transmission up and found some chipped gear teeth. This was nothing serious, but presented another item that needing attention. The more we look the more we find.

#### April News

Roughly half of the upper body parts have been painted white with a touch of red. Speaking of white, the tires have finally arrived. They are completely white with no tread as tires were in 1905. Much research went into determining whether or not they are street legal. They're OK for parades, but not open road driving because they have no tread. Some tricky brass pieces were soldered to the hood and trim pieces made to go around the radiator by a supportive and skillful friend of the restoration team.

Restoration of the engine revealed that the head bolt was cross-threaded and had seriously chewed up the threads. More to come as the "onion is peeled".

#### Trolley Barn Hosts and Motormen:

Hosts are in the Trolley Barn and Motormen run the trolleys every weekend. The volunteers have accepted the new role of Hosts with enthusiasm. Winter is a good time to start the Host program since there are fewer visitors while we learn this new task.

#### Spare Parts:

With fewer visitors it is also a good time to catalog the numerous spare trolley parts, label, and put them into storage. This also allows time to clean the nooks and crannies as the parts are moved. Some items have been hidden away for a verrrry long time--like some garages.

#### Transition:

So far our transition to a volunteer based team is working very well. Almost daily we discover new items that Fred has know for years. We're listening to our "professor" and making notes all the time. A Steering Committee composed of Trolley Barn Volunteers (3) and HSJ staff (2) meets monthly to ensure good communication and prompt resolution of problems.

#### Fred Bennett

##### February News

Fred has just reached a personal milestone. He has been associated with the Trolley Barn, HSJ & CTRC for 20 years. He is starting to plan his final trip home to Connecticut in late May.

##### April News

Fred continues to follow his normal schedule and is focusing his efforts on reviewing/sorting/packing the numerous items he has gathered over the years. He says he is getting close to finishing. He plans to take the train home to Connecticut after Memorial Day.

#### Special Event:

A replica of a 1908 Wright Flyer airplane engine was run behind the Trolley Barn on March 4 for a group of 20 people. The engine was mounted on a test stand and spun a specially shaped five-foot aluminum bar. Using this bar the engine's output can be determined within 1/2%.

Remember that the Wright Brother's historic flight was on December 17, 1903. The 1908 plane was a much-improved model. John Palmer, a retired machinist, and his friend ran the engine. John has made 4 of these engines and donated or sold 3 of them. Every part is made from scratch and John brought a number of his spare parts to show us design and machining details.. John said that the spark plugs fouled in 10 minutes of running time, so a mechanic rode on the airplane and changed them, one at a time, in flight with the engine running. He said that if you didn't keep a firm grip on the plug as it was unthreaded, the plug blew upward through the upper wing's fabric. The pilot and mechanic sat close to the engine and it had no muffler. It was very loud.

#### Maintenance Pit:

Design of the Trolley Maintenance Pit has been completed. The HSJ staff has obtained a County Heritage Commission grant of \$40,000 to construct it, but the actual cost has yet to be determined. This is a huge start toward a much-needed asset. The pit will be used to service the various systems (brakes, air compressor, door openers, sand dispensers) underneath the Trolleys.

Currently we have 2 methods of doing this service:

1. Crawl under the trolley and do the work while lying on the ballast gravel and ties.
2. Take the car out on the street near the gas station, have one person climb down into the manhole under the street and work while standing in the manhole. Both require one person under the trolley and one providing him with tools and parts. And in cold weather it

can be miserable. Thanks DC.

#### Trolley Car/Barn Operations:

4629 people rode the trolleys in January, February, & March. This is a 13% increase from the same period a year ago. 46% of the rides were students participating in the Historic Transportation Experience during the weekdays. Thanks HTE volunteers. 1216 people visited the Trolley Barn during the same time period.

#### Trolley Barn Hosts:

Volunteers now serve as Hosts in the Trolley Barn on weekends from 1 p.m. to 5 p.m. The Host program is working very well. The Hosts find that time flies when there are plenty of visitors to talk to.

#### 600 VDC Power Substation:

Locks on the access panels for the high voltage sections have been changed. Todd Shaeffer is the only person with keys. Information has been posted inside the main box spelling out whom to contact (Frank Electric) for any service to the high voltage areas. Always work through Todd if repair is required.

#### Home built 1898 Oldsmobile:

A home built car made to look like an 1898 Oldsmobile is being put back into running condition. Facilities hopes to use it for unique on-site transportation during weekend events.

#### Helping Others:

A vehicle trailer owned by the SJFD Muster Team was primed and painted.

Trees were trimmed near overhead trolley wires. Some branches were trimmed from the oak trees around the schoolhouse.

## CTRC Minutes Continued...

Locomotive Cribbing – Kelly Bros. is currently re-cribbing the locomotive; one of the cribbing piles was listing and needed shoring up. So Kelly Bros. is going to re-crib the whole locomotive.

Site maintenance – Site clean up is an on going process; we have been concentrating on keep the grass cut, which sucks up 1 to 2 volunteers a weekend. We will also be looking at reducing the footprint of our equipment at the current site.

Budget – The mechanical committee will be putting together a 3-month budget to better forecast cash outlay during the restoration process.

C. Railroad Museum – Ken Middlebrook prepared a spreadsheet of potential sites. David Miller, an attorney for the Joint Powers Board, is trying to determine if it is possible for a nonprofit organization to assume responsibility for a site without assuming responsibility for the toxics. The Gilroy City Council directed the economic development organization to look into a site for CTRC. UP has leased the land to tenants and isn't interested in providing

land for the museum.

The City of San Jose has a Kelley Park agreement that they want signed. David Sylva will review the document. Rod recommended changing the agreement to 6+ years for rail and changing the indemnification.

M/S/P (Crosson/Wynn) to authorize Rod to sign subject to counsel approval, with changes noted.

Rod noted that the County will move everything but the rail cars along the South and West fence at the Fairgrounds and will consolidate that material with the other rails and ties in the flood plane behind the Trolley Barn. Rod has met several times with the City to develop the agreement and select a site. Fred will supply a list and location of materials.

D. Happy Hollow Rail Extension –Parsons Corp. turned over the electrification plans to Biggs Cardozo, who won't be charging for the review. The goal is to submit the plans by the end of February. Fred insisted that someone be on site to oversee the construction.

#### New Business:

- A. Acquisition – The Portola board agreed to sell CTRC the SP 1215, and a sales agreement is being drafted. They would also sell CTRC an ALCO switcher 4004 locomotive; it could run as a helper for 2479. The Lenzen roundhouse serviced both steam and diesel locomotives.

Ken announced that there's been a change in leadership at Hunter's Point. They have a huge collection of rolling stock, though it hasn't been well protected.

M/S/P (Kotowski/Wynn) to give Mac Gaddis and Gary Ross authorization to look into acquisition of a diesel engine from Portola while negotiating to leave the two engines in Portola for more than a year before having to move them to Santa Clara County.

- B. HHC – CTRC will support HSJ's request for funding for the Trolley Barn maintenance pit. CTRC has been ruled ineligible for funding, but Rod will contest this. But CTRC won't apply for funds this year in order to allow the maintenance pit to be funded.
- C. Fundraising – Nothing is currently in process but proposals will be submitted once the audit is complete. CTRC will pursue designated donations for acquisitions.

The Chair complimented all for the hard work during the period of transition.

**The meeting was adjourned with the Next Meeting:** May 20, 2004 at 7:30 AM at History San Jose's Pacific Hotel meeting room.

Respectfully submitted by Leslee Hamilton

## 1215 ACQUISITION

By Ken Middlebrook

Earlier this year, the California Trolley and Railroad Corporation (CTRC) reached an agreement with the Feather River Rail Society for the acquisition of Southern Pacific Railroad 0-6-0 steam switcher locomotive #1215. The locomotive will be cosmetically restored for future display in our San Jose Roundhouse museum.

The vision of CTRC's museum has always included a second SP steam locomotive to illustrate the historic role that freight railroads played in the economic growth of our community. While our existing 4-6-2 steam locomotive #2479 is an excellent example of a passenger service locomotive, a second steam locomotive was needed to fill this identified gap in our museum's future programming.

Steam locomotive #1215 was built by the Baldwin Locomotive Works (Philadelphia) in 1913. It received the "S-10" classification from the railroad. A total of 27 engines were constructed as "S-10" locomotives in two Baldwin production lots (1913 and 1917). Utilizing superheated steam and piston valve cylinders, the initial members of the "S-10" class were the first "modern" steam switch engines on the railroad.

Switch engines typically worked in the various rail yards making up freight trains or taking rail cars directly to online customers. Some larger passenger terminal facilities such as San Jose, had their own switch engine. These depot switches were often uniquely "dressed-up" with special paint schemes and chromed lettering/numbering. S-10 locomotive, #1221 presently displayed in Deming, NM, was the San Jose depot switcher at both the Market Street and Cahill (Diridon) locations.

#1215 primarily worked for the Western Division of the Southern Pacific Railroad from Oakland, Sacramento and Bakersfield. The locomotive was retired from service in 1957 and donated to Hanford, California for a static park display in 1958. Subsequently, the Feather River Railroad Society (FRRS) purchased the engine in 1992 and moved it to their Portola Railroad Museum.

The FRRS has recently re-evaluated their overall mission statement for their museum with a renewed focus

on the Western Pacific Railroad and its subsidiaries. As a result, FRRS has actively begun to de-assess items, such as the #1215, from its collection.

The locomotive is representative of many similar switch engines which were home-based in the San Jose Roundhouse and that served many of the agribusiness that once populated the Santa Clara Valley. Additionally, the locomotive would provide museum programming opportunities to discuss the maintenance role of the roundhouse facility during the steam era.



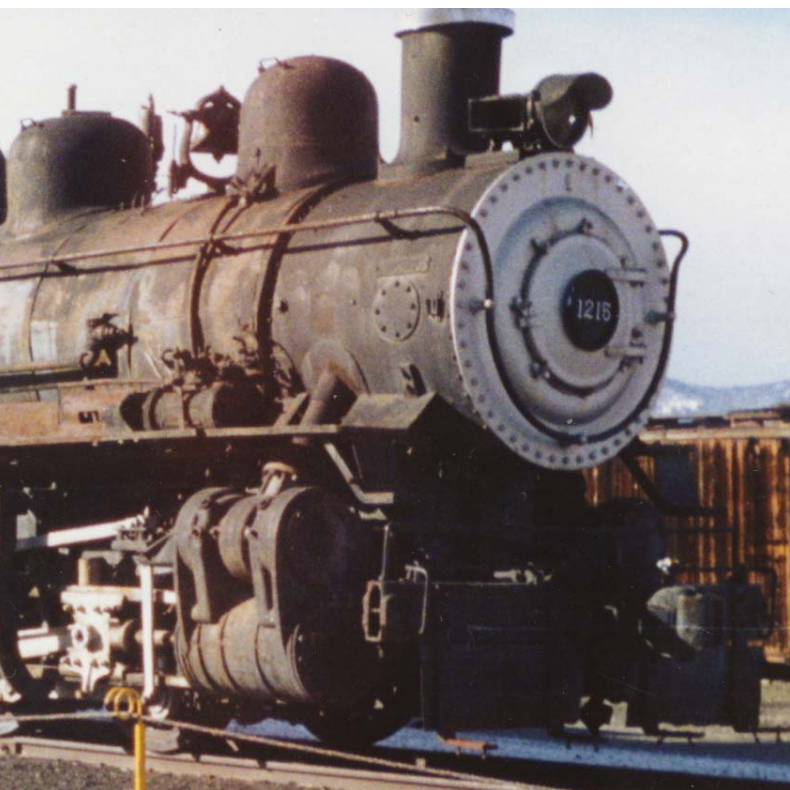
As a condition of the transaction, FRRS has agreed to store the locomotive in Portola while CTRC continues its search for a new museum location. If viable, long term plans for steam locomotive 1215 would include a full restoration toward operation.

***CTRC's mission statement:*** *To preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley for the recreational and educational benefit of present and future generations.*

Steam locomotives were designed and often operated in unique roles. The vision of CTRC's rail museum has always included a second Southern

Pacific Railroad steam locomotive to illustrate the historic role that freight railroads played in the economic growth of our community. While our existing 2479 is an excellent example of a passenger service locomotive, a second steam locomotive is needed to fill this identified gap in our museum's programming.

The acquisition of the 1215, shown above, may fill this gap in three manners:



### 1. Cosmetic/non-operational Display

The locomotive may be cosmetically restored with minimal resources involving volunteer labor for basic clean-up, surface prep and painting. Missing components may be acquired or replicated. The current condition of the journal surfaces would permit the locomotive to be moved within our museum grounds.

Two possible CTRC museum locations for a non-operational display include:

- Within the roundhouse to provide an exhibit focused on the locomotive maintenance role of the

structure.

- Coupled to freight cars leading toward various displays outlining the role railroads played in the economic growth of our community

### 2. Operating Exhibit

In addition to the cosmetic opportunities detailed above, short demonstration operations would provide needed periodic activity within our museum. With the boiler exposed, a detailed assessment may be made of the feasibility of restoring this locomotive toward operation within the museum's grounds to accomplish this goal. The detailed assessment would provide cost estimates for future fundraising opportunities. The #1215 switcher is smaller in size (75 tons) than our mainline passenger locomotive #2479 (150 tons). Because the projected use of this locomotive would be within museum grounds, it is assumed full restoration costs will be less than those experienced with the #2479

### 3. Trade for SP #1221 in Deming, NM

As the San Jose Depot switcher for both the Market and Cahill location, Southern Pacific 0-6-0 steam locomotive #1221 was considered the "jewel" of the Lenzen Roundhouse. The boiler jacketing was painted green, lettering and number boards were raised and chromed, the cylinder and valve covers were also chromed, footboards, handrails, boiler feed piping were painted uniquely and a large SP emblem was placed on the cab. Return of the 1221 to its historic San Jose/Lenzen roundhouse home should be a priority for the CTRC museum.

Both the #1215 and #1221 are the sole surviving members of Southern Pacific's S-10 production order in 1913. The city of Deming, NM has not been formally contacted by CTRC with regard to the return of 1221 to San Jose. It is believed that while the city of Deming is rightfully proud of their locomotive display, they may not be emotionally tied to #1221 in particular. While not necessarily neglected, the 1221 has not been recently painted. Other than the preferred straight-up acquisition of 1221, perhaps CTRC may offer a trade involving the 1215 or another cosmetically restored steam locomotive. As a result, CTRC may be in a stronger negotiation position with the city of Deming if the organization had another

*(Continued on page 8)*

locomotive such as the 1215 available as trade bait.

If acquired, SP 1215 would provide several opportunities in the development and operation of CTRC's railroad museum.

### **C. Current Ownership Status**

Ideally, FRRS seeks to trade or sell the 1215 to an appropriate "SP" related organization.

The FRRS is currently finalizing negotiations for the trading their other steam locomotive for 0-6-0 Western Pacific steam locomotive #165, located at the Niles Canyon Railroad. While very similar to the 1215, WP 165 is an ideal compliment to the organization's new collection focus. FRRS's other steam locomotive is an older 4-4-0 that the new owner plans for a cosmetic restoration to be displayed indoors.

### **D. Preliminary Artifact Inspection**

On Saturday, October 18, 2003, Hugh Crawford and Ken Middlebrook performed a visual inspection of #1215 in Portola.

For a former park display, the locomotive is significantly intact with major components such as bell, whistle, five feed hydrostatic lubricator, two injectors, air pump, power reverse, and headlight body. Missing components include some valve handles, tender sand box, cab roof electrical conduit, cab gauge glasses and rear tender light. The generator and two safety valves have been placed in FRRS storage. The eccentric rods and links were removed and placed in storage to permit movement about the museum grounds. To permit movement, it was noted that grease had been applied to journal surfaces.

The asbestos lagging, jacketing and firebrick remain in place thereby inhibiting exterior surface inspection of the boiler. In addition, all 123 boiler tubes and 21 super heater flues are intact. The 21 super heater elements remain attached to the smoke box header. The steam dome was not removed for inspection; however, based upon the completeness of the remaining assemblies, it is assumed that the throttle valve is intact. Neither

cylinder nor valve covers were removed for inspection.

FRRS has done minimal restoration or clean up. The smoke box, firebox, and oil bunker contain evidence of remaining park display trash. The museum had cosmetically painted the fireman's side of the tender. Prep work for this work consisted of needle scaling or sandblasting.

FRRS intends to retain the five feed hydrostatic lubricator for the restoration of WP #165.

### **E. Market Analysis**

CTRC's mission statement and museum vision limits future steam locomotive acquisitions to former Southern Pacific Railroad engines. As a result, SP 1215 has a high intrinsic value to CTRC. While nearly 60 former SP steam engines survive, few have been available for acquisition. Most of these few opportunities become available through a donation from a public entity; however as CTRC has experienced, this method may take years to cumulate if at all successful. SP 1215 is a unique situation as its present owner is a non-profit museum that is motivated to de-assess this particular item from its collection.

Because of the scarcity of available steam locomotives in general, it can be difficult to assess the market value of a particular locomotive. In addition, this scarcity can create a seller's market as multiple organizations may be seeking to acquire the same steam locomotive for a variety of reasons. Furthermore, due to recent changes to Federal regulations concerning the operation and maintenance of steam locomotives (FRA code 230) and the difficulty of obtaining permission to operate over mainline trackage, smaller steam locomotives are becoming desired acquisitions for both museum and short-line excursion operations.





## THE PRESIDENT'S REPORT

**By Rod diridon**

We're on a 2% grade and using a lot of sand right now; making slow progress ... though spinning our drivers too often.

Though great progress is being made by the wheel contractor and the volunteers working on 2479, we're having a devil of a time finding a museum site. But we are making progress with the Happy Hollow Trolley Line electrification. We're also pleased that History San Jose has received a County Human Relations Commission grant to build the trolley inspection pit at the CTRC Trolley Barn.

Behind the leadership of Jack young, Bob Franzen and Steam Services of America have completed the rehabilitation of the drivers, axels, boxes, etc. and are in the process of shipping those to us from their shops in Arizona. We'll have quite a celebration when they arrive.

The Happy Hollow Extension Plans have been in the hands of Parson Corporation and Beggs and Cardoza to check Fred's fine work and provide the needed engineering stamps. That should be complete in the next couple of weeks at which time the City is ready to sign off to allow the project to be built. VTA consultant Rudy Lemus found us almost 2,000 feet of #2 copper conducting wire which we're close to having donated. We'll still need almost 1,000 feet more but that's a great start. Both PG&E and SBC had agreed to do the installation. So we're getting close to completion on that phase of the trolley project. We're also close to a new agreement, that took more meetings than you might imagine, with the City to eventually circle Kelly Park with the trolley lines and will do so as part of their other construction projects over the next six years.

Thanks to CTRC Members Committee Chair Ken Middlebrook for guiding the negotiations to acquire a small, historic steam switch engine. We'll be a little vague on that subject until the agreement is signed but we're close. Will be a wonderful addition to the collection.

The Steam Railroad Museum project is going more slowly. A half dozen potential sites are being examined by San Jose and Santa Clara but the best sites have yet to be made available to us. Sincere appreciation to Council member Cindy Chavez who has taken a leadership role in trying to identify a site that could be designated as the steam railroad park. Several meetings with her and the City staffs have narrowed the area to the proximity of the old Lenzen and Newhall Yards. But it takes a great amount of forethought and courage to persuade the owners of that valuable land to donate at least 3 acres for our project ... though we all know the historic significance of being located near those sites. We continue to push ahead with this important, complex, delicate and time-consuming project. Special thanks to Marv Bamburg for the preparation of several potential site plans and for attending many of the meetings.

In the mean time, thanks to all of you who are doing so wonderfully with the many aspects of our CTRC program. Let's keep'er wheel-side down, the steam up and the sanders on! High Ball!!

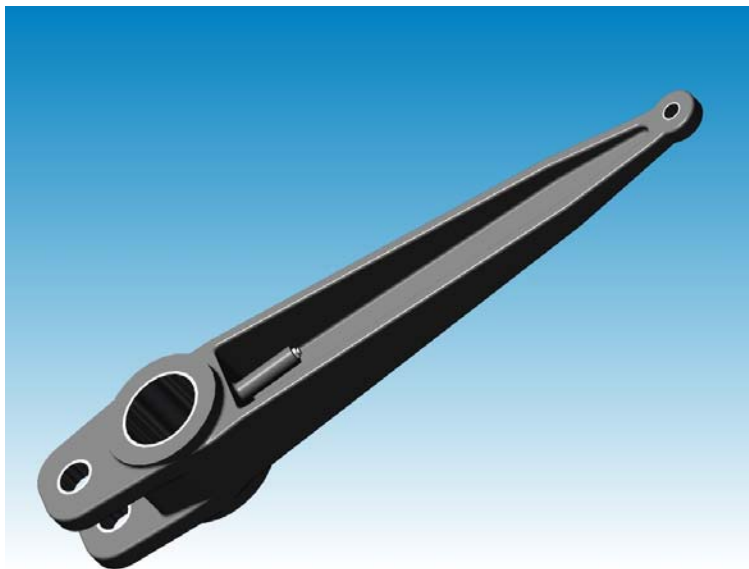
## LOCOMOTIVE PROGRESS

**By Jack Young**

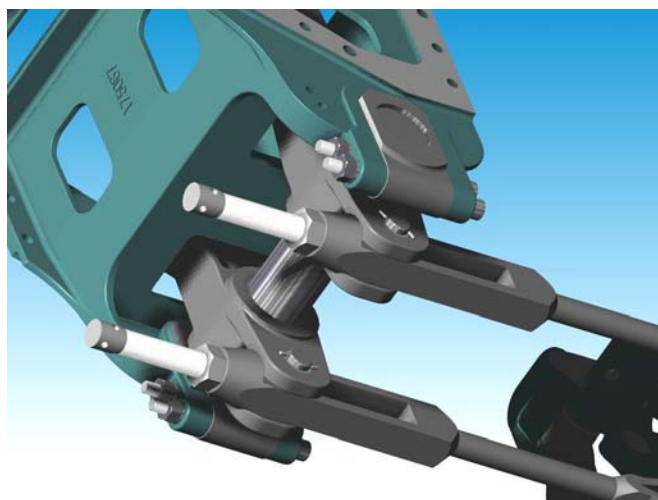
Work continues at the locomotive site on weekends and selected weekdays crew sizes range from 8-15 volunteers on the weekends and 2 - 5 volunteers on the weekdays. The primary focus points for the restoration crew is the restoration of all related components need to re install the drivers under the locomotive. Work is focused on these critical areas

**Spring rigging** has been installed back on the locomotive and is currently being leveled and squared to the frame. This involves shimming the links and levers. Once the shimming is complete measurements of the stirrups will be taken and used to determine the amount of machining that is need on each stirrup. This is critical to the weight distribution across the whole locomotives running gear.

**Brake Foundation** was re-installed on the frame of the locomotive



these are the big levers that go from the brake cylinders to the loco-

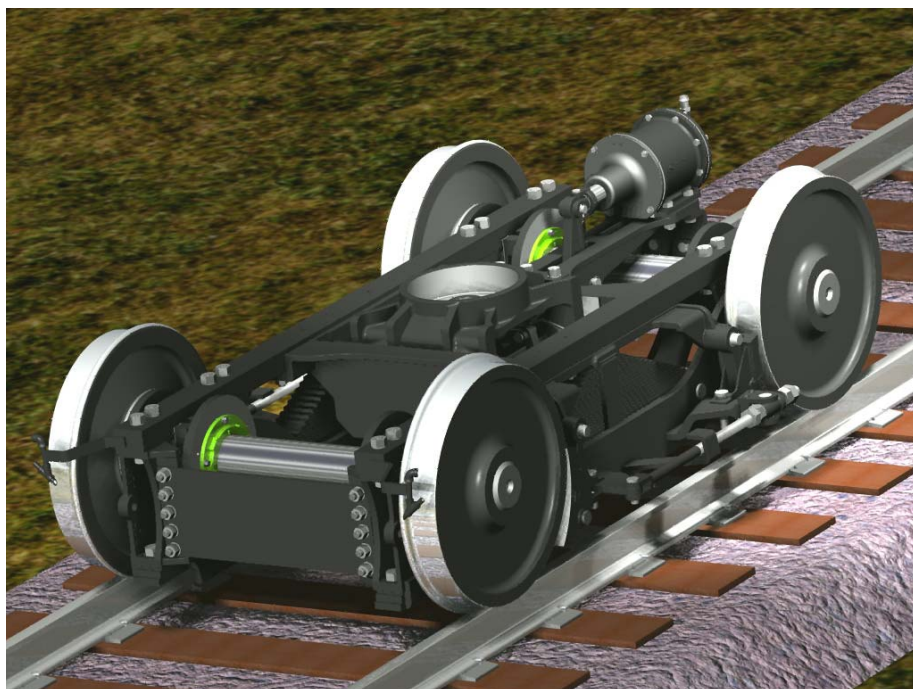




motive brake rigging. These levers weigh in at couple hundred pounds each. They have been re-bored and new hard bushings were installed.

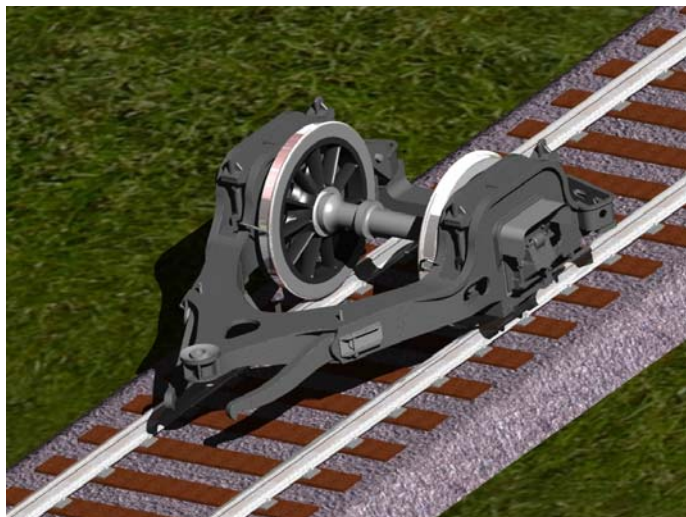


**Lead truck** – The restoration crew is in the inspection phase of the



lead truck restoration. All fasteners are being rechecked for proper installation throughout the truck. The thermal couple system for sensing the temperature of the journals needs to be completed and terminal blocks installed. The truck has been re-positioned in front of the locomotive in preparation for re installation.

**Trailing Truck** – Elevation surveys are being taken on the



trailing truck to make sure that the height of the truck is correct prior to installation under the locomotive. In addition the brake heads for the trailing truck have been inspected and need so TLC due to excessive wear, a team is currently making the weld repairs and re machining the brake heads.

**Locomotive Frame** – The restoration crew has been conducting surveys on the locomotive frame over the past couple of months to determine the position of center line down the locomotive frame and the condition of the pivot points for the lead truck, Trailing truck, front coupler, drawbar and rear buffer plate. This required the manufacture of numerous special tools to make the fine adjustments on the string lines strung from the front coupler to the rear buffer plate. From the measurements it appears that there will need to be some work done on the trailing truck pinhole due to excessive wear and the front coupler pocket needs some attention.

**Locomotive Drivers** – The drivers are still in Arizona the contract is working to get them shipped back to San Jose.

These are just some of the high lights of the project – But I would be remiss if I did not thank the folks at the site that have taken the time to keep the 3+ acres of grass cut and trimmed through out this years growing season the site looks GREAT.

Jack Young



## 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>

## 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 May 20, 2004 at the History San Jose Pacific Hotel meeting room.

## LETTER TO THE EDITOR

Tracks to our new locomotive location.

