

Trolley Barn Newsletter

August 2008

Happy Hollow Line Electrification: On August 5 The SJ City Council approved that the city manager proceed with our project and we expect all the subsequent details to be ironed out by mid September. Everyone's goal is to complete construction before the winter rains. We are meeting with the contractors to get the various details ironed out and make sure that that "special" part will be there. What's "special"? Who knows, but without it everything stops.

A number of design revisions were suggested by the city Public Works people, but all are very minor. An update to the design will be made before start of construction. The Public Works people praised the quality of the Hatch Mott MacDonald design package.

We received the wire on 7/21 and insulators the following day. Wire and poles are the two big cost items supported by grants.

The city Parks folks have finished clearing the tracks that were covered by grass in front of the Japanese Friendship Garden. They have some touch up to do, but they're way ahead of us. That would have been a very hard job for us to do, especially since the dirt was up to 2 inches thick in some places.

Car 124: A new fuse was received from a friend. Testing found everything to be OK and the car was operated the next day with no problems. We learned a huge amount about the car's wiring and the function of various electrical parts, but it was a struggle as we needed to get the car back in service.

We are in the process of re-building the old line breaker switch so that it is ready to go the next time. Another friend has offered to rewind the blown coil.

We are also cleaning up and preparing an old line fuse that Fred had in his stash. Modern fuses cost several hundred dollars, so falling back to old hardware that is free is very attractive. I'm told by two other museums that the old fuses are very reliable. Swapping fuse types takes a few hours, so we'll stay with the modern fuse for now.

Birney: The bumper has been re-welded with Todd Shaeffer's help. A new metal plate provided by Air Systems has been installed. With a new coat of paint, she'll be as good as new.

Bean Orchard Sprayer: The tank has been re-finished with a clear wood finish. The engine, pump and tank have been remounted on the chassis.

1928 Chimney Sweep Truck: With the cleaning out of the Stockton Street warehouse, the truck has been "freed" at last. The truck is a modification of a 1928 Ford model A by a person that used it for his livelihood. The truck was delivered to the Restoration Shop on 7/31. First pass restoration goals have been defined, but funding still needs to be identified. Many of the sweep's home made tools were found in the back.

Annual Picnic: Our Annual CTRC picnic is on 8/21, probably about 5:30. See the CTRC Newsletter (due out in a day or 2) for details.

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Motorman/Host assignments for September:

<u>SAT.</u>	<u>Motormen</u>	<u>Host</u>	<u>SUN.</u>	<u>Motormen</u>	<u>Host</u>
6	Huff	Ouimett/Boehm	7	Ryan	Stallard
13	Huff	Trail	14	Butler/Ryan	Raby/Stallard
20	Bingham	Brownlee	21	Ullmann	Gaddis
*27	Butler/R.Maurer	Schneider	28	J. Maurer	Trail

Remember: Summer Hours are 12-5.

* Exclusive Event (Park not open to general public)

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Over Head Copper Wire Arrives photo: Bob Schneider



Clearing Grass off the Tracks photo: Bob

Schneider

Line Isolation Switch

photo: Bob Schneider

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Chimney Sweep Truck Photos: Bob Schneider



Todd Welding the Burney Bumper

Photo: Gene Martin



New Panel

Photo: Bob Schneider

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Bean Orchard Sprayer Photo: Bob Schneider