

THE CLEARBOARD



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



DIRECTIONS, FROM ROD DIRIDON

Twenty Eighth Annual CTCR Board of Directors Meeting and Volunteer Recognition BBQ: Since the 1982 founding of the now-merged San Jose Trolley and the Locomotive 2479 Corporations, the California Trolley and Railroad Corporation has conducted an annual board meeting and celebration to recognize the remarkable volunteers. In those 28 years, CTCR has invested over \$4 million in donated funds, over \$10 million in donated materials and professional services and over 300,000 volunteer hours to create well over \$20 million in trolley and railroad programs for the citizens of our Valley...at no general fund tax cost. That success was celebrated again this year on Thursday, August 19, with the Board of Trustees meeting from 3:00 to 5:30 followed by the Volunteer Recognition BBQ from 5:30 until 8:30 PM at San Jose's Kelly Park. The

trolley and railroad programs for the citizens of our Valley...at no general fund tax cost. That success was celebrated again this year on Thursday, August 19, with the Board of Trustees meeting from 3:00 to 5:30 followed by the Volunteer Recognition BBQ from 5:30 until 8:30 PM at San Jose's Kelly Park. The



The 1215 at its new location at Senter and Phelan in San Jose.



Board met in History San Jose's Pacific Hotel ground floor conference room and the BBQ was assembled across the grounds under the grand oak tree adjacent to Senter Road. The BBQ was again be sponsored by **HNTB, Hatch Mott McDonald, Bottomley Distributing, and County Firefighters Local 1165** with music by the **Singing Conductors!** A special Lifetime Achievement Award embossed CTCR jacket was given to CTCR Board Museum VP Marv Bamberg who was joined at the event by wife, Bonnie, who has also given CTCR many hours of volunteer environmental planning services. Our other volunteer award recipients were: Barbara Johnston, Jim Maur, John Hanson, and for their magnificent

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CTRC BOARD MEETING MINUTES

**CTRC Board of Directors
Board Meeting Minutes
Pacific Hotel, History San Jose
August 19, 2010**

I. WELCOME - President Rod Diridon called the meeting to order at 3:00 p.m., at the Pacific Hotel, History San Jose, 1650 Senter Road, San Jose, California.

Attendance: Marvin Bamburg, Hugh Crawford, Rod Diridon, Sr., Mike Kotowski, Joel Maniaci, Ken Middlebrook, Denis Murchison, Larry Murchison, Gary Ross, Steve Raby, Bob Schneider, David Sylva, Jack Young, and Charles Wynn. Alida Bray and Annette Nellen arrived as noted below. Also present were Mojgan Aghamir, Patti (Mrs. Denis) Murchison, and Lynda Ramirez Jones.

II. MINUTES – Motion was made, seconded (Kotowski/Middlebrook) and unanimously carried to approve the minutes of May 20, 2010, as written.

III. CHAIR'S REPORT – Diridon announced he would give his report as each agenda item is addressed.

IV. FINANCIAL REPORT

A. P/L Balance Sheet – Diridon contacted an appraiser and may soon have current appraisals of the locomotive collection. Assets at full value would then be placed as an addendum - not in the balance sheet - to protect assets. He reported that the FY 09/10 Profit and Loss Statement netted a negative \$3700.00 for FY 09/10. The current Profit and Loss Statement includes the \$10,000 County of Santa Clara Historical Heritage Commission grant and a total \$3,000.00 donation from the two sponsors of the Annual Volunteer Recognition BBQ.

A motion was made, seconded (Bamburg/Ross), and unanimously carried to approve the financial reports attached.

B. D&O Insurance – Diridon referred to the group's inquiry at the May 20th meeting regarding Directors and Officers (D&O) insurance for the Board. He responded that D&O liability is provided through History San Jose's insurance policy, as per the attached Certificate of Insurance in the agenda.

Board Member Alida Bray arrived at 3:20 p.m.

V. CURRENT PROJECTS

A. Trolley Barn/HSJ/Buttercup – Board Member Bob Schneider provided the attached status report.

The report was accepted as presented.

B. Locomotive 2479 and Locomotive 1215 – Board Member Jack Young reported he is in the process of obtaining bids for work to be on done on Locomotive 2479, and there is a possibility that the work might be done gratis. He also noted that he is looking into getting a valve donated by a company in Lodi. For the past 15 months, every Tuesday has been focused on working on SP 1215 exclusively, and the cosmetic restoration costs have been approximately \$672.00.

Diridon suggested calling Hap Campbell of California Roofing Company, who will do the emergency repair on the herders shack roof at no cost, but needs to be contacted to prepare for the work.

Board Member Annette Nellen arrived at 3:45 p.m.

Discussion ensued regarding relocating Locomotive 1215 and a caboose to the southwest corner of San Jose History Park, as part of a history project, to be seen from Senter Road. It could be incorporated into a historic transportation education program, which would help link the park together, and would be compatible with the City of San Jose history strategy.

Diridon asked Board Member Ken Middlebrook to research costs to move Locomotive 1215 within the next month and return to the group with a bid.

Diridon suggested that Caltrain might be asked to provide the

(Continued from page 2)

cement ties, as CTRC has sufficient rails, and he'll call Stevens Creek Quarry to donate their reject ballast.

A motion was moved, seconded (Bamburg/Kotowski), and carried to approve up to \$10,000.00 from reserve funds to proceed with moving Locomotive 1215 to the southwest area of the park and to obtain in-kind donations for other components.

Schneider expressed concern with drawing from reserve funds for a project for which the funds were not intended.

Following further discussion, Diridon appointed a Committee to discuss and address the logistics of the move. The Committee members are Alida Bray, John Ezovski, Joel Maniaci, Ken Middlebrook, and Jack Young, with Middlebrook appointed Committee Chair. Bray stated that a sponsorship packet could be prepared by HSJ development staff.

C. SCC Rail Museum – Diridon reported he met with San Jose City Councilmember Madison Nguyen to discuss the purchase of the property and access rights on South 7th Street, which would cost approximately \$13 million. He said a commitment would be needed to work with the "Rails and Trails" group.

Diridon requested that Bamburg schedule a meeting with Larry Ames for the three of them to discuss funding.

C. Kelley Park Rail Extension – Board Member Gene Martin was out of town and unavailable to report on this item. However, Diridon announced that he met with the City Parks and Recreation Department and Suzanne Wolf, General Manager of Happy Hollow Park & Zoo. They have requested that CTRC identify historic-looking equipment depicting trolley stops. Diridon stated he would call VTA to see if they have anything in their storehouse which CTRC could use.

Diridon requested Schneider to decide where the signs should go and suggested that they might be similar to the lampposts in the park.

D. Volunteer Recognition Plaque – Middlebrook reported he continues to work on this project. He has some articles for the time capsule, but the volunteer

names have changed. He said the original mock-up and casting are ready to be cast, and Diridon noted that this will be done free of charge.

E. Acquisitions – Board Member Gary Ross distributed the attached proposed Acquisitions Policy.

A motion was made, seconded (Ross/L. Murchson), and unanimously carried to approve the Acquisitions Policy.

VI. NEW BUSINESS

A. Historical Heritage Commission Grant Applications – Diridon reported that he is working with County Counsel office to eliminate the prohibition against funding mobile historic artifacts.

Bamburg and Bray are to research the procedure for selecting rolling stock for historical designation and will collaborate with Young and Martin on an HHC grant request when appropriate.

B. Fundraising Efforts – Diridon to focus on getting a donor for moving Locomotive 1215 to the southwest corner of the park. Young asked for a donor for materials.

C. Historical Museum Displays at Diridon Station – Diridon announced he received \$27,000 from Rotary Club for a historical museum display, which will be placed at Diridon Station. The project is being co-sponsored by Rotary Club, History San Jose, and CTRC. The dedication for the event is scheduled for 12:15 p.m., on Tuesday, October 19, 2010, at the Diridon Station.

VII. ADJOURNMENT – With no further business to discuss, the meeting was adjourned at 4:30 p.m., to the CTRC Annual Volunteer Recognition BBQ. The next regularly scheduled meeting is set for 8:00 a.m., Thursday, November 18, 2010.

Respectfully submitted,

Lynda Ramirez Jones



From Jack Young

San Jose Roundhouse -- Water Tank has a new look. On September 28, 2010 the good folks from Hensel Phelps Construction Co agreed to clean and repaint the tank. The tank was cleaned with a pressure washer and a scissor lift to get the highest reach of the tank. This took a day to complete. The tank was then sanded and a coat of black paint was applied. The project was completed on October 13, 2010.



Herder's Shack – Volunteers have been working on the exterior and interior of the Herders shack. The inside of the dwelling has been cleaned out and the crew is working to piece the interior back together. The exterior of the building is being repaired where need and a fresh coat of primer is being applied. The roof has been replaced – Hap Campbell of Campbell roofing donated the material and time to replace the roof.



SP 1215 – Move -- I have a funny story. I received a call from Ken Middlebrook about Mid October 2010 stating that the clearance had been given to move SP1215 from the back parking lot of History San Jose to the south west corner of History San Jose and the move date was November 1! I told Ken I did not think we would be ready. I was wrong. The resources of CTRC pulled together to make it happen. Work crews worked week days to build track, clear, remove dirt and spread base rock at the new display site. Two new sections of panel track were constructed. The locomotive and tender (SP1215) was prepared. The Journals were service, Cylinders were oiled and the brake system was repaired and made operational. The locomotive



moved on November 3 it took 7 hours Taylor Heavy Hauler made it look easy.

The following companies donated services

A tool shed (Loaned a front loader, Dump truck and forklift).

Peninsula Crane and Rigging moved 2 panels of track from the fairgrounds site to the History San Jose on a couple of hours notice.

Reed and Graham donated base rock

Stevens Creek Quarry donated base rock.

Finally, special recognition to volunteer Steve Raby who spent several days preparing the new display site.

SP 2479 - Work continues on the Engineer cross head guides which have been removed from the locomotive. After inspection it was determined that the fitted bolts which connect the cross head guides to the Cylinder covers were worn badly – Repairs on the holes were put in place. This consisted of welding (Mig welder) up the holes taking care not to put too much heat into the cross head guide. That basically means 1 pass with the welder and letting the cross head guide cool down. Once that procedure was complete the holes were redrilled and bored out to the correct size. This repair may also need to be made to the firemen's side as well.

From Bob Schneider

HISTORY OF THE TROLLEY BARN DESIGN: Recently Igor asked if it was true that the trolley barn was originally designed as a farm barn. Rod Sohn once asked this also. Hearing this twice I decided to check it out. Marv Bamburg suggested I call Pierre Prodis of Prodis Associates in San Jose. Pierre told me that they had designed the barn for Prusch Farms in the early 1980s. Shortly thereafter (1983) they designed the trolley barn. The trolley barn is designed to look similar to agriculture barns in the Santa Clara Valley in the early 1900s. He had no knowledge of the time capsule contents.

VOLUNTEERS:

1. We now have 25 volunteers on board. Ten of them are qualified motormen; two more are in training with one more possible. Before year end we will start our annual check rides for all motormen. This is a first, but important step. New motormen will help us meet the increasing demand for the HTE (Historic Transportation Experience) classes.
2. Bill Traill was recognized by the HSJ staff for 20 years of service at the Annual HSJ Volunteer Picnic. He was given a certificate, a pin and a framed picture of the early San Jose trolley line when it used an underground conduit for power.

CAR 124: The poor thing has had an interesting time:

During the HTE class on 23 September the step caught on the South gate while the car was exiting the museum grounds. The HTE class was on board, but no injuries occurred. The incident was promptly reported to HSJ staff. HSJ Facilities did initial repairs to the gate and the TB volunteers followed up the next 2 days to finish the repairs. One step on the trolley is bent backwards 3 inches, but is perfectly sound. This car is **tough**. VTA has offered to help with the repairs. The car body is unharmed.

On September 18 Car 124 was a key part of a wedding for Roger Lundgren. Roger is a former Trolley Barn volunteer and presently a part time instructor for the HSJ Education department. The wedding was in the early evening so the Light Tower and street lights were turned on. It was a very nice setting. Roger said the trolley crew was "... very professional and helpful."

ARM FALL CONFERENCE: Gene Martin and Bob Schneider attended the ARM Fall Conference in Colesville, Maryland (near Washington DC). The Host was the National Capital Trolley Museum, but the 3 days were held at 3 different museums: (1) B&O Railroad Museum, (2) Baltimore Street Car Museum and (3) City of Bowie Museums. The emphasis this year was on museum practices with repeating talks to insure everyone had a chance to hear all of them. Unfortunately, there were no technical sessions other than the parts committee. We learned a number of things, but overall this

conference did not live up to past conferences. Next year's conference will be held at the Tennessee Valley Railroad Museum in Chattanooga, Tennessee on November 8-13.

PREVENTATIVE MAINTENANCE: We are continuing to work our way through our preventative maintenance plan. Our plan is based on experience we've gained from WRM and lessons we've learned about our cars' unique problems. Following a plan reduces surprises and increases car life significantly.

HELPING OTHERS: We have contributed efforts to help HSJ staff in many areas to include:

Cow: Gene constructed a dummy cow. The cow has udders and will be used for a class. The udders are a locally purchased item used for real calves that need extra help. Students will be given the opportunity to learn what it is like to milk a cow.

Bull: We constructed a wood "bale of hay" for Education to use for the Experience Adobe Days class. A plastic bull's head is attached to a "hay bale", a cow (bull) skin is placed on top and the students try to lasso the bull while sitting on a "horse".

Car 54: This is the name of a golf cart and it sure is living up to it's name. It has been erratically failing such that the staff could not use it. Gene Martin changed a switch .. not there. Gene then found the root cause to be an intermittent electrical connection. These are hard to pin down. After several weeks of use, all is well.

Yellow fork lift: The fork lift is used a great deal to move items during the "event season". It would run for a while, then fail to start. Stan Paddock serviced the generator .. not there. The battery was then taken to a shop and tested .. BAD. Replaced it. Then had a local shop made a "house call" to verify that the charging system was doing its job .. it was. No problems since then.

Pumpkin: A bean bag toss pumpkin was constructed for use during the Halloween event on 10/31.

STEVE RABY'S ADVENTURE: : (Steve is a Trolley Barn volunteer)

To quote Steve "he and a friend are chasing 2 ladies in Pink Knickers and none of the 4 are related." The 2 ladies are the pilots of a gas balloon named "Pink Knickers" and the 2 guys are the ground chase crew. The balloon is filled with 1000 cubic meters of Helium in Albuquerque. The balloon traveling the furthest wins, but once you touch the ground you're done.

The team filled 45 bags of sand with 1100 pounds for ballast. They filled another 2-3 thousand pounds of sandbags to keep the balloon on the ground before takeoff.

The balloon's basket is 51 inches by 66 inches and the crew of 2 must live/sleep/ whatever in that space for 2-3 days. A double bed is about that big. Original lift off was to be 10/5 PM, but weather delayed it 4 days. Out of 6 balloons, Steve's team placed second traveling 1223 miles in 57 hours. The balloon put down in a plowed field near Hopkins, Michigan, because of degrading weather. Steve put over 3300 miles on his vehicle getting there and back plus doing the chase.

The event is the America's Challenge.

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effort on restoring the 1215, John Ezovski, Tom Anderson, Larry Murchison, Denis Murchison, and Ron Pugh.

CTRC Featured at new San Jose Diridon Station Museum Display: Funded by a \$27,000 grant from the **Rotary Club of San Jose**, History San Jose, lead by President Alida Bray and Archivist Ken Middlebrook (our very own!) developed a comprehensive and very attractive progression of eight large display cases depicting the transportation history of our Valley. CTRC has the majority of one of the cases that are arrayed around the perimeter of the Station waiting room. The inauguration of the Museum was keynoted by **Valley Transportation Authority** Chair and San Jose City Councilmember Sam Liccardo who was effusive in his complements to CTRC and the other sponsoring organizations. The display can be a very pride-worthy first stop in a railroad trip with family and friends. Cognations to Alida, Ken and all who provided effort and historic material!

...congratulations!

Locomotive 1215 on the move: With up to \$10,000 from the CTRC reserves and a massive amount of donated material, equipment, and sweat-equity, the permits have been obtained, the compacted rock pad excavated and prepared, and the schedule set for the move of our small



switcher, Locomotive 1215, from HSJ's back parking lot to a very visible display location along the fence on Senter Road just north of Phelen Avenue. The Locomotive volunteers, lead by John Ezovski, have given 1215 a cosmetic makeover that puts Botox to shame! The Locomotive will be joined by our caboose, long-stranded in

Watsonville that will be brought to the site and also cosmetically restored. Special thank to **A Tool Shed, Stevens Creek Quarry, Reed and Gram** and many others for providing the donated material and equipment and kudos to project manager Ken Middlebrook for pulling the move together.

Kelly Park Rail Line Project Completion: With the receipt by CTRC of the final \$10,000 reimbursement from the County's Historical Heritage Commission, the Happy Hollow portion of the Kelly Park Trolley Line project has been completed after over ten years of volunteer effort. The line was master planned in the early 1990, engineered by **HNTB** and the rails installed by **Stacy and Witbeck** at the turn of the century. The project languished while approvals and volunteer contractors were sought with **Hatch Mott McDonald, Stacey and Witbeck, and Mass Electric Engineering** and installing the support poles and conducting wire last year. All of that support has been donated. The rails, ties, plates and other materials were donated by the old **County Transit Agency**, thanks to now-CTRC Board Member Joel Maniaci, and the rail installation was completed with donations from the City's neighborhood preservation fund and the **County Historical Heritage Commission**. The **Rotary Club of San Jose** provided the last and largest grant of \$13,000 to install the conducting wire. Historic benches, donated by the **Valley Transportation Authority** and trolley stop signs are being installed as the City approves the designs. We've met recently with the **San Jose Parks Director and Kelly Park Superintendent** to begin the next step of master planning and installing the next phase of a historic trolley system that is hoped to eventually circumnavigate the whole park acting as a shuttle between parking lots and points of interest. Though that's expected to take years and depends on the approval of the plan by the City and support of volunteer contractors, the effort will be a lasting legacy for our Valley as we save the best of the past to create a better future.

Trolley, Railroad and Museum Project Continuing:

Several meetings with **Mayor Reed and Council members Liccardo and Nguyen** have explored obtaining a site for the CTRC Museum with modest success made more difficult by the disastrous budget situation at all levels of government. During these difficult times, the remarkable trolley and railroad volunteers continue to progress by maintaining and operating the trolleys on weekends and holidays and rebuilding Locomotive 2479. As noted above, Locomotive 1215 has been cosmetically restored and is being moved to be a visible static display. And our tiny locomotive, Little Butter Cup, has received a lot of TLC and has become a favorite artifact for viewing by the 40,000+ visitors who tour the Trolley Barn each year. All of this is possible because of our wonderful CTRC volunteers!



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 N 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 the mailing address above.

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 San Jose Railroad Museum Park 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, Sr, **President & Founder**; **Vice Presidents** are Marvin Bamburg, Design; Ken Middlebrook, Volunteers; Larry Murchison, Communications; Bob Schneider, Trolleys; Jack Young, Locomotive. **Board Members** are David Bottomley, Dick Campisi, Tom Collins, Carl Cookson, Sr., Brenda Davis, John Davis, Hon. Jerry Estruth, Mac Gaddis, Joel Maniaci, Mignon Gibson, David Ginsborg, Robert Kieve, Rick Kitson, David Knight, Mike Kotowski, Jim Lawson, Art Lloyd, Joe Maniaci, Edward McCauley, Kit menkin, John Neece, Annette Nellen, David Niederauer, Larry Pederson, Gary Ross, Gary Simpson, Tim Starbird, Robert Stromsted, Chuck Toeniskoetter, Beth Wyman, and Charles Wynn.



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COMING EVENTS

► Remember the Saturday workdays. Check with John Ezovski at SLBTrainer@aol.com for other work schedules including the 1215 beautification. All very important events. See you there.

► The first Monday of the month 7:00pm CTRC meeting at the Santa Clara train depot. Be there for a lively discussion about something or you can just look at the displays.

► The next CTRC board meeting will be Thursday, November 18th, 2010 at 8:00am in the History San Jose Pacific Hotel first floor conference room



Do you want to view this exquisite newsletter in color? Why of course you do and you should. Who knows, the time may come when that may be the only way to read this informative missive. Progress you know.

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www.ctrc.org/newsletter.html

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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 CLEARBOARD. 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 & Railroad Corporation
Is a non-profit tax exempt organization dedicated to the restoration and preservation of historic transportation equipment. Membership is open to all. Yearly dues help finance the Corporation goals. All donations to the corporation are tax deductible. IRS #23510C(3)