

THE CLEARBOARD



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

DIRECTIONS FROM ROD DIRIDON

"The Future: Recognizing that the CTCRC founders were becoming a bit more senior, President Diridon has convened a task force to map a course to the future. That group will discuss transitions to other structures or adjustments to the current CTCRC corporation to prepare for the next evolution. The current tasks (trolleys, locomotives, steam railroad museum, and associated activities) continue to be priorities and will not be allowed to fall by the wayside. All who have suggestions for the future of the organization should share those by e-mail with CTCRC Secretary Lynda Jones ("unaduenaa@aol.com").

"High Ball!"



THE LITTLE BUTTERCUP

By Ken Middlebrook

While searching the California digital newspaper collection, I discovered an article from the San Francisco Call dated May 1, 1900. At the time, San Francisco residents were very upset over the railroad monopoly into their city held by the Southern Pacific Railroad.

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California Trolley & Railroad Corporation (CTRC)

Board of Directors
Meeting Minutes

Pacific Hotel, San Jose History Park

November 21, 2013

- I. **WELCOME** – The meeting was called to order by Board President Rod Diridon, Sr. at 8:11 a.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

Attendance: Alida Bray, Rod Diridon, Linda Esquivel, John Ezovski, David Ginsborg, Rick Kitson, Mike Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Annette Nellen, Steve Raby, Bob Schneider, David Sylva, and Lynda Ramirez Jones.

- II. **MINUTES:** A motion was made, seconded (Kotowski/Schneider) and unanimously carried to approve the minutes as corrected: Per Bamberg, correct Page 2, Item F, Line 5 to read, "some of the Willow Glen Neighborhood Association leaders were opposed to the move....."

III. **PRESIDENT'S REPORT**

A. **President to provide reports as each item is discussed.**

B. **Special Projects** - Agenda moved to Item F.

F. **Acquisitions** -OSH Boxcar - Diridon announced that in response to his letter to Orchard Supply Hardware (OSH), OSH has donated its boxcar to CTRC, and has requested it be moved as quickly as possible. He complimented Middlebrook for continuing to pursue the issue. Middlebrook noted that the site has to be prepared before accepting the boxcar. Following discussion, Diridon to call Operating Engineers Local office for assistance in moving the car; Middlebrook to sketch a draft of what the site should look like; Kotowski to call A-Tool Shed for needed front end loader equipment; Diridon to call Reed & Graham to connect with Middlebrook for the ballast.

i. - **CTRC Succession Plan** - Diridon announced he is planning to retire within the next year or so; that this is a period of transition; and that this issue would have special significance to Board members and funders. He spoke of his passion for CTRC, and asked Board members for comments regarding structure and leadership succession for the organization. He suggested options, including reconstructing the Board; merging into History San Jose; or turning over the entire organization to Niles Canyon group. He noted he had also been discussing the issue with the Guadalupe River Gardens organization. He requested comments by December 31, 2013; drafting a proposal for review and approval by the February 20, 2014, Board meeting; and implementing the change before the end of 2014.



IV. FINANCIAL REPORTS - Diridon introduced Dr. Annette Nellen, Board Treasurer.

A. Reconciliation Statements (August 2, 2013, to October 31, 2013)

B. P/L, Balance Sheets

Following discussion, a motion was made, seconded (Ginsborg/Schneider) and unanimously carried to accept the financial statements.

Kitson inquired about the Trolley Barn monthly telephone bill, which appears to be high. He will be discussing the bill with Schneider, and explore reducing the monthly fee. Jones to send Kitson copies of the bills for the past three months.

Dr. Nellen to research Kotowski's question (from the August 15, 2013 Board meeting) regarding the minus figure for the Equipment and Facilities Fund in the Fixed Assets portion of the Balance Sheet, and return with her report to the Board.

C. CTRC Endowment Fund - Diridon reported that CTRC's Endowment Fund is earning very little interest, and suggested placing the fund in a higher-interest account such as that of Enterprise Trust and Investments that handle the Symphony Endowment.

A discussion ensued regarding various types of accounts available.

A motion was made, seconded (Kotowski/Schneider) and unanimously carried to begin researching a custodial account with high-bearing interest financial institutions, and that the account not be moved until it has been approved by the Board.

Consensus was that Kotowski and Ginsborg be assigned to research this issue and report at the next Board meeting on February 20, 2014.

V. CURRENT PROJECTS

A. Trolley Barn – Schneider provided the report on Trolley Barn activities for the past year and distributed a report (see Addendum #1.)

B. Locomotives 2479 & 1215 - Ezovski reported on the locomotives' activities and distributed the attached report (see Addendum #2.)

Diridon announced that after reconsideration, the County of Santa Clara Historical Heritage Commission again denied CTRC's grant request for \$55,000 to continue work on Locomotive 2479. He noted that every other application was rejected as well. He informed the County Executive and Board of Supervisors that the application system was broken, and they are in the process of changing the annual application and requirements.

The objective is to assure that Locomotive 2479 is ready for the Railfair. Ezovski is to identify names of two-three engineers who can work on preparing the locomotive for the Railfair.

C. SCC Rail Museum – Diridon reported he is still in active negotiations with the City of Santa Clara.

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The new steam dome cover that was mentioned in the last issue of "Clearboard" has been installed. Prior to installation, 22 of the 24 one inch diameter mounting studs had to be removed and replaced. Studs were too short for the new thicker cover. Fortunately, extracting the studs went well. Stud removal was simplified by welding a nut on the stud's end. A large air impact wrench was then used to easily unscrew each stud with no damage to holes in the dome. With old studs removed, new longer studs could be machined. Fortunately, the required material for these studs was on hand. Machining of these studs was somewhat complicated. Diameters of each hole is slightly different. As each stud was thought to be close to a finished diameter, it had to be test fit in a hole, returned to the lathe for more work and then again tested for proper fit. New cover was installed November 16, 2013.



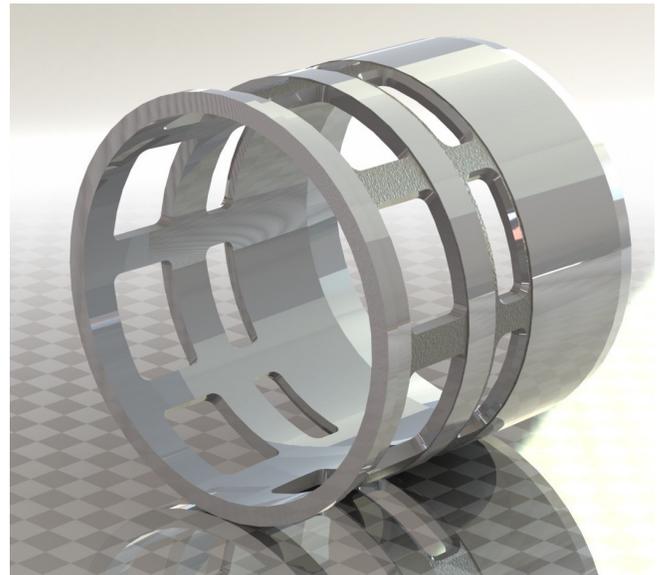
While work was underway on the dome cover, other members pushed ahead with cab repairs. There were three damaged sections in the cab's rain gutters. One area on the engineer's side and two on the fireman's side. These heavily corroded sections were cut away and new sections welded into place. Primer has been applied to the cab's interior and exterior. Work is

now underway at replacing the cab's interior wood liner.



More pad welding has been performed on the wrapper sheet of the firebox on the fireman's side. There is much more welding needed to meet Form 4 requirements.

A new steam distribution valve bushing to re-



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From Bob Schneider.

VISITORS:

20356 Trolley riders (-8% YTY) (normal qty of HTEs would have made it 0%)
9104 Barn Visitors (+7% YTY)
989 Hand Car riders on 5 days.
100% Motormen & Host Coverage
5 trolley operating days lost due to rain. (Last year was 1 day)

VOLUNTEERS:

22 work each month out of 25 active.
9 Fully Qualified motormen, 2 qualified as conductors. Of those;
3 Qualified to cover HTE
3 Qualified to be "rovers" at all 3 stations.
Two special people;
Igor Ouimett and Keith Baker have stepped down as motormen and now serve occasionally as Hosts. Declining health. 47 years of service between them.

ACCOMPLISHMENTS:

- 1. Celebrated Horse Car's 150th birthday with a horse pulling it for 1 day.**
- 2. Happy Hollow Line** operated approximately 50% of the time.
- 3. Group "Celebrates" 10 full years of being an all volunteer organization.**
4. Attended Fall ATRRM Conference in Peris, CA October 16-19
5. Cars given their annual cleaning

PROJECTS:

1. Master Gardener use of areas we occupy - DROPPED
2. Sold 2 tools/stuff

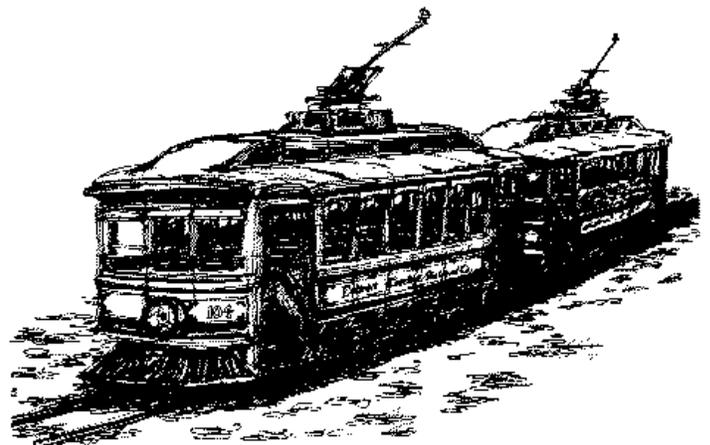
3. 2 large and 2 small tools still need a new home.
4. 2479 team used LeBlond lathe often (area much cleaner now, thank you.)

RELATIONS:

1. HSJ - Excellent
 - a. Frequent contact with Facilities, Education and Events Teams.
 - b. Helped with HSJ events
 - (1) Family Days (5)
 - (2) Historic Transportation Experience (education classes – **6 total; 19 last year**)
 - (3) Assist with various facility and education tasks
2. 2479, SF Muni, VTA and Western Railway Museum - Excellent

UPCOMING EVENTS:

- 1. Childrens' Holiday Festival on 12/14.**
We will be running a hand car borrowed from Ardenwood. Car 143 will run from 12:00 – 4:00. Santa will be on the trolley.
- 2. Restored Trolley Operation Downtown:**
It will happen, but I don't have the times/dates yet.



(Continued from page 3)

D. Kelley Park Rail Stops – Diridon reported that Maniaci recruited four organizations to sponsor each of the four benches. Schneider continues to work with the City of San Jose for the forms and specifications for the bases for the fluted light post bases and cement pad upon which the benches would be placed, at which time Diridon will contact Albanese Construction for the cement work.

E. Volunteers - Diridon stated that more volunteers are needed. Bray announced she is adding a new Volunteer Development person to her staff who will be working on volunteer recruits.

F. Acquisitions - OSH Boxcar discussed earlier in the agenda.

i. Name New VP of Acquisitions – No prospects - continue to next agenda.

G. Grant Applications

i. Historical Heritage Commission Grant Program - Discussed earlier in agenda.

ii. Dailey Foundation - Jones to convene Grant Writing Committee and meet with Ezovski to prepare and submit a grant request to Dailey Foundation.

H. Diridon Station Museum – Nothing new to report; the lighting of the exhibits is still pending.

I. Railfair – Middlebrook announced that the Railfair has been moved to 2015, and noted that Caltrain has a "no active steam locomotive on their property" policy, which Diridon will question.

J. Fundraising – The Grant Committee continues to seek opportunities for submitting grants.

VI. New Business - None.

VII. ADJOURNMENT – The meeting was adjourned at 9:30 a.m., to the next meeting at 8:00 a.m., Thursday, February 20, 2014, at Pacific Hotel, San Jose History Park, 1650 Senter Road, San Jose, CA.

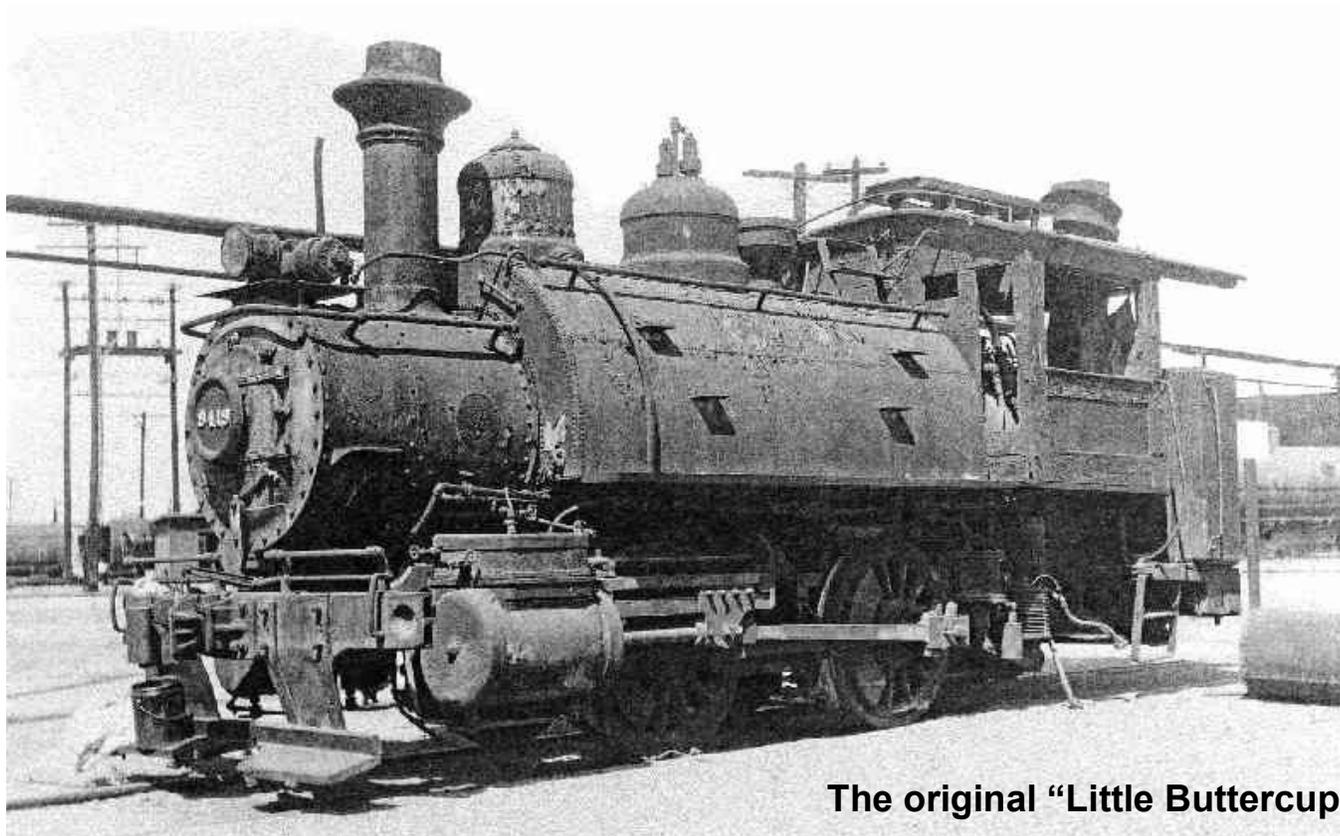
Respectfully submitted, Lynda Ramirez Jones

(Continued from page 4)

place the damaged left front steam distribution valve bushing is moving closer to reality. Accurate measurements were taken in the left front cylinder. Numerous measurements of the old bushing were also obtained. All of this data was incorporated into a drawing. This drawing has been reviewed and adjustments made. On Jan. 15 a finalized drawing was sent off to a vendor for quote.

2479 has three large air reservoirs. These reservoirs are primarily used in the braking system. Much like the boiler, there are strict FRA rules with regards to inspecting these objects. Unfortunately all three reservoirs fail this inspection. Drawings have been created. These drawings will soon be forwarded to a tank vendor for quote.





The original “Little Buttercup”

(Continued from page 1)

The construction of a new transcontinental line through the central valley by the Santa Fe Railroad was cause for celebration. On this particular day, the first Santa Fe passenger train made its way across the bay from Richmond. Pulling the train off the ferry in San Francisco was Santa Fe Terminal Railroad locomotive #1. The illustration on the next page is from an article that celebrated the arrival of the Santa Fe in San Francisco.

Use of a ferry required careful loading. Careless mistakes would often result in equipment falling into the water, especially when working with new crews. Within a month of the noted celebration, the brand new Santa Fe Terminal Railroad #1 locomotive rolled off the wharf and fell into San Francisco bay. As a result of this calamity, the six month old locomotive required a new boiler.

The locomotive would return for active service on the Santa Fe Railroad for a couple of more decades before becoming the roundhouse switcher in Needles, California. As a participant of the Chicago Railroad fair in 1948, the Santa Fe had hoped to use their oldest locomotive, the 132, at the event. Unfortunately, the 132 was in need of consider-

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able repair and a second locomotive was sought as a stand-in. The Needles round-house switcher was brought into the shop and quickly altered to look "Old Time" thus completing its transformation into "Little Buttercup" Displayed in Chicago adjacent to authentic old time steam locomotives, someone within Santa Fe upper management was embarrassed by the movie appearance of Little Buttercup and authorized funding to finish restoration of the 132, to be renamed the CK Holliday after the railroad's founder. The CK Holliday arrived for the 1949 Fair season and would become the face of Santa Fe's public relations for the next several years. Eventually, the CK Holliday would be cosmetically restored and is now prominently displayed inside the Kansas Museum of History in Topeka.

Conversely after the fair, the Little Buttercup returned to California and was stored at the San Bernardino Shops until later joining the Santa Fe's historic locomotive collection in Belen, New Mexico. In 1986, the entire collection would be donated to the California State Railroad Museum.

"...and now, you know the RUST of the story!"

Please come visit the Little Buttercup in the Trolley Barn at History San Jose corner of Phelan and Senter Road.



The "Little Buttercup" pictured in the Tuesday, May 1, 1900 San Francisco Call.

Information

Membership Meetings: First Saturday of each month at 10:00am at 2479 Healy Avenue, San Jose, the locomotive restoration site doublewide trailer.

Work Schedule: Saturday 8:30 to 3:30.

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; Executive Committee** are Marvin Bamburg, VP Design; Phyllis Perez-Sorenson VP Grants; Ken Middlebrook, VP Volunteers; Larry Murchison, VP Communications; Bob Schneider, VP Trolleys; Jack Young & John Ezovski VPs Locomotive; Annette Nellen, Treasurer; David Sylvia, Corp Secretary/Attorney; Lynda Ramirez Jones, Administrator. **Board Members** are Alida Bray, Michael Burns, Dick Campisi, Carl Cookson, Sr., John Davis, John Ezovski, David K. Ginsborg, Bob Kieve, Rick Kitson, David Knight, Mike Kotowski, Art Lloyd, Joel Maniaci, Kit Menkin, Denis Murchison, David Niederauer, Tim Starbird, Neil Struthers, Steve Whitaker, Beth Wyman, Charles Wynn.



CTRC Staff:

President: Rod Diridon <diridon@mti.sjsu.edu>

Vice President: Ken Middlebrook <kamiddlebrook@comcast.net>

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Technical Assistance: Art Randall <arandall@earthlink.net>

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Editor: Larry Murchison <larrymurchison@comcast.net>

Treasurer: Annette Nellen

Membership: TBD

Time Keeper: Hugh Crawford <hugh@hughcrawford.net>

Trolley Barn: Bob Schneider <schneiderri@att.net>

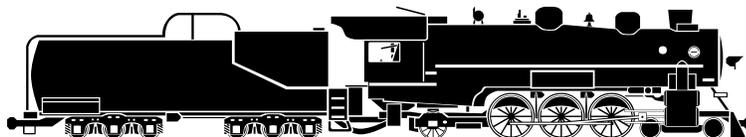
Acquisitions: OPEN

Public Relations: Ken Middlebrook <kamiddlebrook@comcast.net>

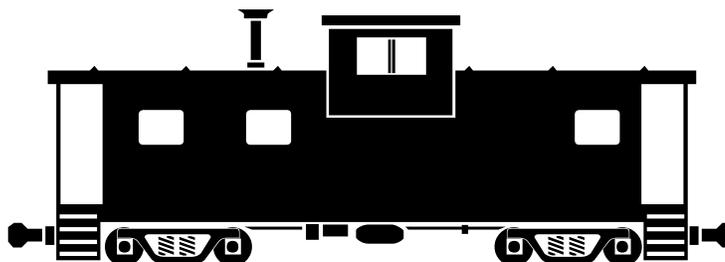
Web Site: Karl Auerbach <karl@cavebear.com>

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 next CTRC board meeting will be Thursday, February 20th, 2014 at 8:00am in the History San Jose Pacific Hotel first floor conference room.



California Trolley & Railroad Corporation

CTRC, c/o MTI 210 N Fourth Street,
4th Floor, San Jose, CA 95112

Restoring Your Transportation Past

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Los Gatos, CA

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. \$ _____

Name: _____ Total \$ _____

Address: _____

Phone: _____

E-mail address: _____

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)