

THE CLEARBOARD



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



DIRECTIONS FROM ROD DIRIDON SR.

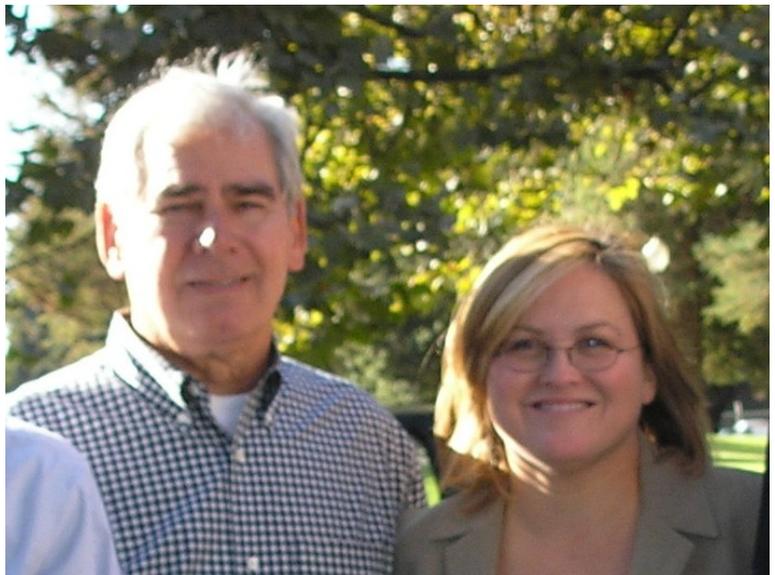
CTRC Leadership Transition: The California Trolley and Railroad Corporation's predecessors were incorporated in 1981 and have progressed rather remarkably to the current robust organization. Private cash donation of about \$3 million and many tens of millions of dollars of in-kind material and construction donations have created over \$30 million in physical assets for the Valley That includes nine reconstructed historic

trolleys, the Trolley Barn, and nearly a mile of electrified trolley track at History San Jose and Kelley Park. The locomotive side of CTRC is proud to own three historic locomotives, other historic rolling stock, and completing 80% of the reconstruction of County Locomotive #2479. That massive task was accomplished through the fully equipped shop facilities created by CTRC at the County Fairgrounds. Also stored by CTRC at the Fairgrounds is the deconstructed historic San Jose Lenzen Rail Yard material (turn table, round house, water tower, signals, and over a mile of track and materiel) to be used in creating a steam railroad museum. **Let there be no mistake, the over \$30 million in community assets and the millions of dollars of community services from the pro bono trolley operation and locomotive reconstruction have been possible only because of the over 400,000 hours donated by the CTRC volunteers. With a balanced annual budget and over \$300,000 in an endowment, CTRC is ready to evolve to the next level of community success.**

Medical conditions and the changing needs of CTRC suggest that it is time for me to step aside after presiding since the founding. That transition process began in November, at my request, via a Task Force very ably **chaired by CTRC board member David Ginsborg** and including the **CTRC Executive Committee** and a few others. After several meetings and exploratory discussions with community leaders, the Transition Committee recommended and the CTRC unanimously approved, at the March 13, 2014 Board meeting, the following:

* **Timing:** That the transition plan, approved at the March 13 Board meeting, will begin to be implemented at the May 15 quarterly meeting of the CTRC Board to be effective at the August 21 Annual Board Meeting.

* **New President:** That **County Supervisor and former Vice Mayor and Councilmember Cindy Chavez** be elected presi-



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CTRC BOARD MEETING MINUTES

Board of Directors
Meeting Minutes
Pacific Hotel, San Jose History Park
March 13, 2014

WELCOME – The meeting was called to order by Board President Rod Diridon, Sr. at 8:05 a.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California. (This meeting was postponed from Thursday, February 20, 2014.)

Attendance: Marvin Bamburg, Alida Bray, Rod Diridon, Linda Esquivel, John Ezovski, David Ginsborg, Mike Kotoski, Ken Middlebrook, Denis Murchison, Larry Murchison, Steve Raby, Bob Schneider, David Sylva, Charlie Wynn, and Lynda Ramirez Jones.

II. MINUTES: A motion was made, seconded (Middlebrook/Ginsborg) and unanimously carried to approve the minutes of November 21, 2013 as written.

III. PRESIDENT'S REPORT

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

B. Special Projects -

i. CTRC Succession Planning Committee - Committee Chair Ginsborg provided a lengthy verbal report on the work done by the Committee, noting that the fundamentals of CTRC's programs are very, very strong. The Committee developed a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis, from which five recommendations were derived and are presented to the Board for consideration and approval at the May 15, 2014 CTRC Board meeting.

Ginsborg reported he and Rod met with the potential candidate identified to the Board earlier, noting that the candidate has accepted to take leadership of CTRC. The identity is not being revealed in this public document as the announcement will not be made until CTRC's Annual Volunteer Recognition BBQ in August.

A discussion ensued and Board members voiced their opinions regarding CTRC's future.

It was noted that Diridon will update CTRC's by-laws. Middlebrook requested the by-laws note that the President serves at the behest of the Board. Bamburg requested the revised by-laws be sent to the Board at least a couple of weeks before the May 15, 2014 Board meeting.

Diridon commented that although some Board members on the roster have not attended meetings, they contribute either financially or in other ways. He will review the roster and develop a list of potential Board members for emeritus status to present at the next Board meeting.

Following discussion, a motion was made, seconded (Bamburg/Sylva) to approve the following five recommendations from the Committee, and unanimously passed:

1. Elect a new President of the CTRC to succeed Rod Diridon, Sr. The Committee has identified a candidate who they believe has the capacity to step up, has political and community support to build upon Diridon's tremendous legacy and demonstrated passion to help take CTRC to the next level. The potential individual was discussed at the March 13 meeting. In accordance with the by-laws, election of the new President would be submitted by the Committee (which is acting as the Nominating Committee) to the Board for their approval at the May meeting and effective at the August annual meeting.
2. Create an Emeritus Board for less active Board members.
3. Approve updated by-laws at the May 15 CTRC Board meeting. (Diridon to update by-laws.)
4. Consider appointment of a limited number of new Board members that provide clear and immediate strategic advantages.



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5. Recommend creation of a succession committee to work with the new President over a 12-month period to:

- a. Transfer legal and financial authority (signatures, etc.)
- b. Create a strategic plan.
- c. Identify new Board members to support objectives of strategic plan.
- d. Schedule weekend tours of the major rolling stock with new President and interested Board members.

Regarding recommendation #5, the creation of a succession committee, Bamburg suggested that the current CTRC Succession Planning Committee continue to work with the new President over the next 12 months. By consensus, the Board agreed that the current succession planning committee continue as the Succession Committee.

- C. **Conflict of Interest Statement** - Diridon reported that each Board member is required to complete a Conflict of Interest Statement at the corporation's first meeting of the year. A completed Conflict of Interest Statement was submitted by: Marvin Bamburg, Alida Bray, Rod Diridon, Sr., Linda Esquivel, John Ezovski, David Ginsborg, Michael Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Robert Schneider, David Sylva, and Charles Wynn

IV. FINANCIAL REPORTS

A. Reconciliation Statements (November 2013, December 2013, and January 2014)

B. **P/L, Balance Sheets** - Diridon reported that the checking account has a balance of \$13,423.63 and the savings account (endowment fund) has a balance of \$313,052.56, as of March 12, 2014.

Following a brief discussion, a motion was made, seconded (Ginsborg/Sylva) and unanimously carried to accept the financial statements (Items IV-A and IV-B.)

C. **CTRC Endowment Fund** - Kotowski reported.

By consensus of the group, it was noted that a recommendation to the Board to move the endowment fund to a higher-interest bearing account will be made at the May 15, 2014 Board meeting.

D. **Trolley Barn Phone Services** - No report; deferred to next Board meeting.

V. CURRENT PROJECTS

Trolley Barn – Schneider provided the report on Trolley Barn activities for the last quarter and distributed a report. (See page 5.)

A motion was made, seconded (Schneider/Kotowski), and unanimously carried to approve expenses up to \$2,000.00 to attend the ATRRM Fall Conference to be held November 4-8, 2014, at the Texas State Railroad Museum in Tyler, Texas.

Schneider further reported that June 15 is History San Jose Park's Friends and Family Day, and the horse-drawn car will be at the event. Diridon to call Sal Pizarro of the San Jose Mercury News for public relations/outreach.

Ginsborg mentioned that part of the opening ceremonies of the new Levi Stadium includes the VTA track going to the stadium, and proposed that the first rail vehicle be one of CTRC's trolley cars.

Ginsborg left the meeting at 9:15 a.m.

Locomotives 2479 & 1215 - Ezovski reported on the locomotives' activities and distributed a report. (See page 4.)

Following presentation of Ezovski's report and a brief discussion, a motion was made, seconded (Sylva/Kotowski), and unanimously carried to approve up to \$1,500.00 for purchase and shipping of vbalve bushing casting material from Star Foundry.

Bamburg left the meeting at 9:25 a.m.

Ezovski's report includes requests for other expenses once quotes are obtained. The funds for casting materials and other future expenses as noted in the report are to come from the County of Santa Clara \$50,000.00 grant. The grant has been approved by the County Board of Supervisors and CTRC is awaiting the Memorandum of Understanding before the funds are disbursed.

Consensus of the group was to approve release of funds as requested by Ezovski for Locomotive 2479. .

C. **SCC Rail Museum** – Nothing new to report.

D. **Kelley Park Rail Stops** – Schneider reported on this item in his report earlier under Item V-A.

E. **Volunteers** - Schneider reported on this item in his report earlier under Item V-A.

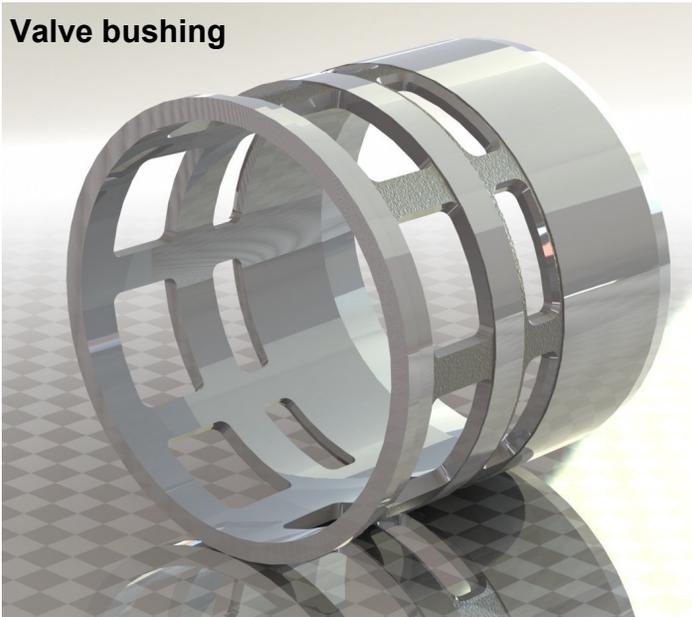
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Locomotive Mechanical Progress

Material to replace the damaged left front valve cage has been ordered. A foundry in Salt Lake City was selected to provide the blank. The material will have a composition close to the original. Cost of the casting is \$1100.00 and should be shipped near the end of April.

Machining of the blank is going to be done by “Andy” Anderson’s Oakland Machine Works (OMW). Years past, OMW has performed work on several large tender and locomotive parts. Andy was contacted and is again willing to help with this precision piece.

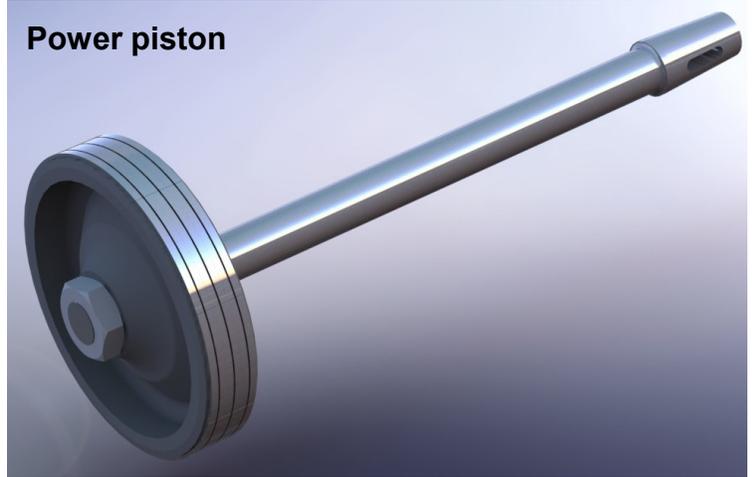
Valve bushing



The piston rods and valve stems require chroming. For this work to be performed, the valve and piston must be removed from their rod. Disassembly of the valves is complete. Digital images were captured as each valve piece was removed.

Removing the piston’s from their rod has been a difficult task. First a wrench had to be constructed to fit the piston’s large 5 5/8” retaining nut. A pin that passed through the nut and rod had to be removed. The end of the rod was also welded to the nut. The weld had to be carefully ground away. Several work days were

Power piston



then used attempting to remove the nut before the first nut was finally removed. It was not an easy process. The second nut was removed rather easily once a working process was found.

Preparations are now under way to press the 24 inch piston off the rod. Its unknown if the group’s large press will be up to the task.

Cab Progress

The cab’s roof vent was installed. There were no previous pictures taken of the vent’s operating mechanism thus another puzzle. Pictures of 2472’s cab were examined but provided little help as 2472’s and 2479’s cabs are not the same. After a number of attempts and a bit of machining, one person can now operate the mechanism.

Art Randall adjusting the vent link



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From Bob Schneider.

Birney Power Failure: In late December our Birney had a power failure that rendered the car inoperable. A power wire broke due to fatigue. This is the second time that Bruce (“Lucky”) Compton has been at the controls of a car gone dead. Steve Raby and John Hansen made a temporary connection. On 2/4 our friends from VTA made a permanent repair. One power connection proved to be challenging due to tight access. Their experience pays off and our pit was a big help.

Lumber for the 2429 cab: Over 15 years ago Jack Stallard discovered ten 3”x6”x18’ Fir beams in a dumpster near his house. He and I brought them to the Trolley Barn for future use as ceiling lumber for the 2479 cab. We cut them down to manageable/useful pieces and stored them in the Restoration Shop for 11 years. Recently the pieces were cut into 45 pieces 3/4”x3”xvarious lengths. The wood is beautiful.

Grounds keeping: We have pruned trees and bushes on 3 sides of the Trolley Barn. Plants sure grow on the site. We also try to minimize places for people to hide.

We have spent hours working with Facilities to trim Oak trees on site. The reason is that delivery trucks for events hit them because they can’t judge the height of their truck. Last summer one truck actually became stuck under a low lying 6” branch that required removal of the branch. We cut the branches and the city Parks folks remove them. Teamwork.

Dick Maurer: Dick Maurer passed away on 2/24/14 from declining health. He was 90. He was a motorman on our team for 21 years, had served for over 2000 hours and last operated in 2009. He would stop anywhere to offer people a ride and once they were on board he had 2 or 3 corny jokes to share. The bigger the groan, the happier he was. He also served as a motorman at the Western Railway Museum.



A Memorial service was held on 3/7/14. The program listed the start time as 1:00, but the correct time was 4:00. This was the sons’ bit of mischief about Dick always being late.

Steve Raby: Steve passed away on 3/28/14 after a



14 month battle with cancer. He fought it until the very end. He was 54, served in the Trolley Barn for 17 years and accumulated 4243 hours. The Trolley Barn was a very important part of his life for which we are very grateful.

We will have a gathering on 5/4/14 from 12-2 to remember Steve. It will be very informal and ice cream sundaes and soft drinks will be served. Steve would have wanted it that way. We plan to have a few items on display along with some pictures of Steve.

Fred’s legacy: With more sorting of boxes Fred left in a storage cabinet, I’ve found another fun piece of history about the Trolley Barn in the form of a newspaper article from 1983. When the Trolley Barn was being constructed, a time capsule was placed beneath the floor in an easily found place if you know what you’re looking for. Because it has been 31 years since the capsule was buried, it is far too soon to consider digging it up.

I also found a newspaper picture of Car 124 being removed from its site on Old Almaden Road.

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Ten plus years ago, lumber for the cab's wood liner was donated to CTCR. A number of Douglas Fir beams were salvaged from a deck. Trolley barn volunteers sawed this material into beams with a width and thickness of 2 1/2" by 3 3/4" and lengths of 49 and 79 inches. The lumber was then stored in the carpenter shop behind the trolley barn. Recently, an attempt was made to saw

Cab rear fireman's side

The original ceiling boards



the lumber to the required thickness. It was quickly learned that the proper tools were not available and a wood shop was contracted for this work. Returned material was just slightly over the needed three-quarter inch thickness. Jerry Lane allowed the use of his planer to mill the planks down to the three-quarter inch thickness. Planks are now being sanded and prepared for the next step, milling tongue and groove edges.

OSH Boxcar:

Constructing forty feet of panel track is now complete. This was the first big step to setting the OSH boxcar between SP1215 and the MoPac caboose. The first stage of this project was to remove eight inches of top soil from in front of the locomotive. Excavated area was then filled and compacted with base material. A layer of ballast was then spread and the panel assembled. A big thank you to **Reed & Graham** for providing ten yards of base material and ten tons of ballast. Another big thank you to



Finished track at History San Jose

4/15/2014 14:40

Robert Pederson and A-Tool Shed for the use of the Case Loader.

Painting the ends of the boxcar is next. Once painted, arrangements will be made to set the car on its trucks.



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F. Acquisitions - With acquisition of the OSH boxcar, there is nothing new to report.

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

G. Grant Applications

i. **Historical Heritage Commission Grant Program** - It was noted that the project has to be an historical landmark to qualify for the grant program.

ii. **Dailey Foundation** - Ezovski to provide information for preparing a grant application on the Locomotive 2479 project to the 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* is no longer an issue and can be removed from the next agenda.

J. Fundraising – Diridon stated that fundraising begins in a couple of months for the Annual Volunteer Recognition BBQ; the goal is to raise \$20,000.00 for operating expenses.

VI. New Business - None.

VII. ADJOURNMENT – The meeting was adjourned at 9:47 a.m., to the next meeting at 8:00 a.m., Thursday, May 15, 2014, at Pacific Hotel, San Jose History Park, 1650 Senter Road, San Jose, CA.

Respectfully submitted,

Lynda Ramirez Jones



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dent of CTRC noting that her 3rd Supervisorial District covers both Kelley Park/History San Jose as well as the County Fairgrounds sites and that she has been supportive of CTRC since the 1980s as a staff member to the county board (note, Cindy has enthusiastically declared her willingness to accept if elected on May 15).



* **Emeritus Members:** That Supervisor Chavez, working with the CTRC Executive Committee, evaluate the current CTRC Board members to either confirm their interest in continuing in an active capacity or inviting those who do not have the requisite time to accept emeritus status via which they may be as active as they might choose but without the Board members' fiduciary duties.

* **Update Board of Directors:** That Supervisor Chavez, working with the CTRC Executive Committee, complete a board skills needs matrix and nominate new members to the CTRC Board who fill the unmet needs (fundraising was noted as one important need). That will be an ongoing process that can begin with nominations to be considered at the May 15 and August 21 Board meetings.

* **Continuing Priority:** That the first priority will be to sustain the current Kelly Park trolley operations as well as complete the Fairgrounds reconstruction of Locomotive #2479.

* **New Priority Focus:** The identification of a site and the construction of the Santa Clara Valley Steam Railroad Museum will become a primary objective to be successfully implemented in the near future.

* **Honor Past Effort as a Foundation for Embarking on the Future:** The past 30+ years of unique success of this true grass roots effort should be recognized and honored as an example of how the evolving new effort will be appreciated in the future. **That might be started by having an especially effective 31st Volunteer Recognition BBQ at History San Jose on August 21, Thursday afternoon. We should all plan now to attend with our families and friends.**

With any organization, this first transition from the founding group is delicate and arduous. Careful, pragmatic steps are being taken to leave the organization stronger in the future. May we all cooperate with the new CTRC leadership in every possible way so that the next 30 years will be even grander than the past.



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>

Motive Power: Jack Young <jyoung99@pacbell.net>

Electrical: Bob Paddleford <bobpadd2479@comcast.net>

Site Maintenance: Denis Murchison <dmurch@charter.net>

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

Historian: Larry Murchison <larrymurchison@comcast.net>

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>

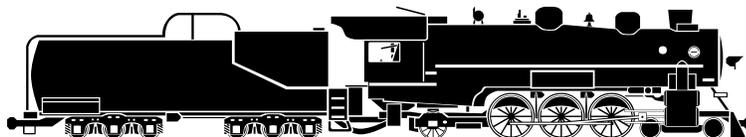
Acquisitions: OPEN

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

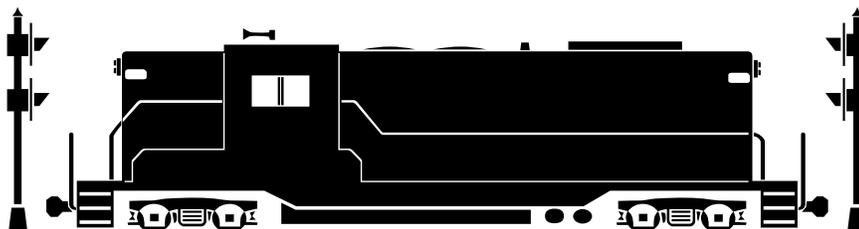
Web Site: Karl Auerbach <karl@cavebear.com>

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, May, 15th, 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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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)