

THE CLEARBOARD



Rod Diridon, Sr., President

<http://www.ctrc.org>

Larry Murchison, Editor

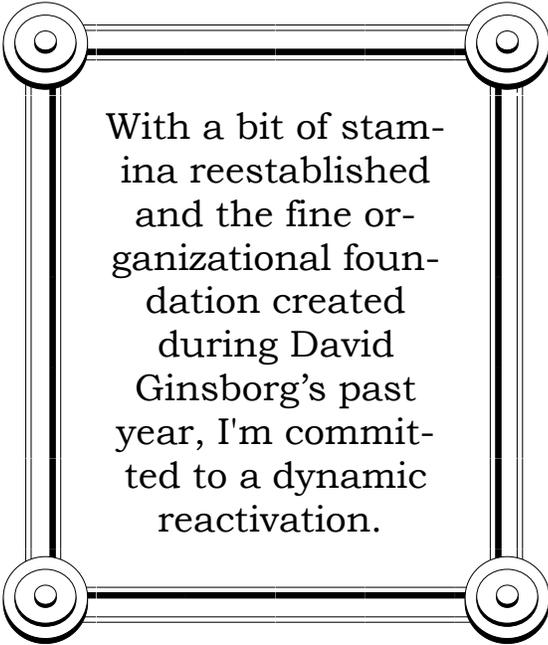


TRANSITIONS: During the past couple of years CTCRC transitioned from the then worn-out old leadership (me) to a new leader in 2014/15 President David Ginsborg. My brush with mortality was caused by a large Thymoma tumor, two major operations and 30 days of radiation treatments at Stanford over the past three

will lead for a

the transition process in 2012 he was overwhelmingly drafted leading to his fine year of promoting effort for CTCRC, the organization grateful to David and his family commitment required.

While that was occurring, Valley worked their magic and I valescence with renewed capacity the over-commitment wall with the Assessor's office and his commitments. So he arranged to have dency while we plan another for the organization.



With a bit of stamina reestablished and the fine organizational foundation created during David Ginsborg's past year, I'm committed to a dynamic reactivation.

years. Though the spirit was ing and anxious to continue to CTCRC, the body just gave out time. David's leadership of and 13 was so effective that as the new CTCRC President gress. For that truly rejuvenation will always be for the sacrifices that time

Medical Center and Stanford emerged from the fog of counties just as David was hitting his young family, managing other organizational commitment redrafted into the Presi-transition to new leadership

RENEWED OBJECTIVES: With a bit of stamina reestablished and the fine organizational foundation created during David's past year, I'm committed to a dynamic reactivation. Under VP Bob Schneider (Trolley's) and VPs John Ezovski and Jack Young (Locomotives) the operating departments are progressing effectively. That long-term wonderful leadership is of tremendous value as CTCRC begins to focus on newly reactivated past objectives. Those includes first obtaining the last approximately \$200,000 needed to complete #2479's renovation and second is the longer term but urgent effort to build the long-delayed CTCRC Railroad Museum. The first step with each of those efforts is to publish professional and compelling grant applications and PowerPoint for each effort. John and Jack have prepared the material for the first and Museum VP Marv Bamburg and his Museum Cwith ommittee are finalizing the latter. The pro bono audit being provided by the Amiano CPA's (formally Berger Lewis, the partners of which we thank sincerely) will be a core aspects of the application. Preliminary reviews of each draft suggest that the material will be first rate and will be done in time to begin formal presentations right after the first of the year. That latter effort is being addressed in conjunction with county-wide transportation priorities and has more momentum that ever in the past. Success seems quite hopeful.

NEXT TRANSITION: Though I'm feeling energized and focused on these challenges, at 76, one lung and one vocal cord, and with some serous mileage, longer term leadership needs to be matured for CTCRC. A committee will be established to consider that challenge in terms of Board development and a more permanent leadership transition. Stay turned and be involved where you choose. We're off the side track and back on the main line with a green board...now let's build a head steam together!"



CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors Annual Meeting

August 20, 2015

MINUTES

- I. CALL TO ORDER:** The meeting was called to order by Rod Diridon, Sr. at 3:04 p.m., at the Pacific History Hotel Conference Room, 635 Phelan Avenue, San Jose, California.

Attendance: Cindy Atmore, Marvin Bamburg, Alida Bray, Rod Diridon, Sr., John Ezovski, David Ginsborg, Eric Heckman, Jim Helmer, Rick Kitson, Mike Kotowski, Joel Maniaci, Ken Middlebrook, Steven Pyle, Larry Murchison, Bob Schneider, David Sylva, Charley Wynn, Jack Young, and Lynda Ramirez Jones.

- II. APPROVAL OF MINUTES (5/21/15)** - A motion was made, seconded (Sylva/Bamburg), and unanimously carried to approve the minutes of May 21, 2015, as written.

- III. SCCI RAILROAD MUSEUM PRESENTATION** - Awaiting the arrival of Ginsborg and Middlebrook to begin the Railroad Museum presentation, the agenda was moved to Item V - Financial Reports.

V. FINANCIAL REPORTS

A. P/L, Balance Sheets (8/19/15), Bank Reconciliation (5/1/15 to 7/31/15) - Pyle

distributed the financial documents. He noted that the tax filing for fiscal year ended June 30, 2015, is due November 15, 2015. The documents showed a balance of \$7,889.51 in the savings account and \$55,140.91 in the checking account.

Pyle noted he had done some research on historic assets versus collection assets, and would be discussing with Diridon outside of the meeting. All financial files have been transferred to him as the new Treasurer, and he commented he had questions for clarification, which he would also discuss with Diridon outside of the meeting.

Diridon reported that he had spoken with the auditor and reported that the historic assets and equipment will be listed as a collection to protect them against any potential liability issues.

A question arose regarding the \$300,000 endowment fund, to which Diridon responded that the funds came from the sale of a PG&E rail car from Rio Vista given to CTRC. After the car was restored, Sacramento was interested in getting it back. A selling price of \$450,000. was negotiated, of which \$300,000. was set aside for Trolley Barn activities.

A motion was made, seconded (Bamburg/Sylva), and unanimously carried to accept the financial statements.

Ginsborg arrived at 3:30 p.m., and the agenda was moved back to Item III - SCCO Railroad Museum Presentation.

- III. SCCO RAILROAD MUSEUM PRESENTATION** - Bamburg presented the Presentation Outlined (see Attachment A), along with a slide presentation. He reported that the Museum Committee has been meeting the past four-five months, two-three times a month. The Committee is composed of Atmore, Bamburg, Kitson, Kotowski, Middlebrook, and Sylva. Today's presentation is a trial run presentation which will go before policy makers, focus groups, community groups, etc.

Middlebrook provided the history of rail transportation in Santa Clara County and CTRC's history.

Bamburg presented the previous sites which have been considered for building the museum, and the most recent locations being considered. He estimated the costs of construction at approximately \$10-\$11 million.

(Continued on page 3)

(Continued from page 2)

Kotowski delivered the museum operations portion of the project and fund-raising ideas (see Attachment B) for construction costs.

A discussion ensued, and Board Members provided commented on how the presentation might be revised, and suggestions for fundraising.

Bray arrived at 3:50 p.m.

The agenda was moved back to Item IV-A, and Ginsborg presided over meeting.

IV. PRESIDENT'S REPORT

A. Board Forward Review - Noted and filed.

B. Letter to SCCO Historical Heritage Commission - Noted and filed.

C. Appoint President to Succeed Ginsborg - Ginsborg reported that his Presidential term is up, and he would like to return the Presidency to Rod Diridon, Sr.

Diridon stated he would accept the Presidency for one year, with the stipulation that it be reviewed at the end of one year.

A motion was made, seconded (Kotowski/Kitson) and unanimously approved to elect Diridon, Sr. as returning President.

Diridon asked Ginsborg to continue presiding over the rest of the meeting.

D. CTRC Files - Storage or Donation? - Due to time limitations, the issue was briefly discussed.

Consensus was for Middlebrook to return to the next Board meeting with a cost estimate for materials needed and student assistant staffing to prepare the files for storage.

E. Status of Trolley Barn Phone Services - Jones reported the last three monthly invoices from AT&T have been approximately \$48.00 monthly. She thanked Kitson for his work in lowering the monthly charges for the Trolley Barn phone services.

This item can now be removed from future agendas.

V. B. Endowment Fund - Eric Heckman, CTRC's investor, reported that the onset of the fund was October 2014, and funds were invested in oil stocks, which took an instant hit. The fund is down about 2.4%, and is currently at \$292,000 from the original investment of \$300,000.

(Continued on page 4)

C. Operating Budget Approval - Jones reported that the auditor had requested the Board approve a policy for approving the fiscal year budget.

A motion was made, seconded (Diridon/Wynn) and unanimously carried that the Board policy for approving the annual budget be accepted. The motion included approving the FY 2015-2016 operating expense budget in the amount of \$20,000., which such budget can be modified any time.

The Board policy for approving the annual budget reads as follows, *"In the second quarter meeting of the Board (third Thursday of May each year), the Board shall be presented with the organization's operating budget for the next fiscal year (July 1 to June 30 of each year) for consideration and approval."*

D. CTRC Audit - Diridon reported that he has met with the auditors conducting the CTRC audit, and that they are very thorough in their work. He said the audit should be completed and presented at the November 19, 2015 Board meeting.

VI. CURRENT PROJECTS

A. Trolley Barn - Schneider distributed the Trolley Barn report (see Attachment C) He reported that the railroad ties stored at Kelly Park property must go, and a proposal to purchase them has come in.

A motion was made, seconded (Diridon/Schneider) and unanimously approved to sell the ties "as is" and for the buyer to assume the risk for taking them.

Schneider further reported on the status of the trolley stops (Item VI-C further in the agenda. He stated that the City is requesting additional fees of \$980. for inspection and \$1,044.71 for Stop #3 sod removal, sprinkler relocation, finish after concrete work completed.

A discussion ensued regarding payment of the fees. Bray confirmed that the City fees are due and payable to complete the project.

A motion was made, seconded (Maniaci/Middlebrook) and unanimously carried to approve the expenditure.

B. Locomotives 2479 and 1215 - Ezovski distributed the attached report (see Attachment D) He also distributed an accounting of the \$50,000.00 grant from the County of Santa Clara for Locomotive #2479, noting that grant expenditures to date total \$4,850.54.

Ezovski reported on a proposal in the amount of \$8,750.00 from David Varley to provide services for the FRA Form 4 certification of Locomotive #2479. He noted this expenditure will come from the grant, which provides up to \$20,000.00 for the FRA Form 4 review. He stated this will be a sole source agreement as there is no other such provider in the area.

Ezovski included a resume from Norman J. Comer, with whom he has discussed boiler work services. He will bring the subject back to the Board with additional information.

Finally, Ezovski reported preparations have begun for moving the 65-Ton GE Diesel Locomotive from the Lehigh Hanson property to the fairgrounds. A tentative schedule for the actual move is set for the first two weeks of September 2015.

The FY 2015-2016 has allocated up to \$6,000.00 for the move expenditures.

SP2479

Locomotive repairs continue at a slow pace. The grueling task of machining the piston's ring grooves is close to completion. One piston is complete. Two of the three grooves in the second piston are also complete. The plan was to cut grooves in both pistons to the same width. Unfortunately issues were encountered with the second piston which required the grooves to be cut slightly wider. Rings in one piston will have to be wider for one piston than the other.



More welding has been performed on the fireman's side of the firebox roof sheet. The area has been ground and polished. Thickness measurements across the area now exceed required minimum thickness for 210 PSI operation.

Every three to four months, the locomotive and tender are moved to prevent corrosion from building on pins and journal surfaces. A forklift is used to roll each approximately one full wheel rotation. After the move liberal amounts of grease are applied to the critical surfaces. Plastic tarps are then installed to protect the locomotives pins and rod bearing surfaces.

GE Diesel

Moving of the GE diesel from the Cupertino Lehigh-Hanson Cement plant was this past quarter's most significant event. This 65 ton Diesel engine was built in 1941 and donated in the late 1990s to CTRC by the Kaiser Cement Company. The locomotive was opera-



tional at the time of the donation. It sat stored in the company's engine house for a number of years. Later it was moved out to end of track. Taylor Heavy Haul moved the locomotive on Sept. 16.

Prior to the move, three panels of track were constructed. Once the locomotive was unloaded, the panels were moved so that the locomotive could be positioned into its present location.

OSH Boxcar

An attempt is ongoing at replacing a section of the lower sill where the boxcar's side sheets are attached. The sills on three corners of the car have completely rusted through. This repair requires the car's floor be removed. This task alone has been a challenge. Unfortunately none of the wood that makes up the floor can be salvaged. With the floor removed, rivets that attach the side sheets to the sill must be cut away as well as a



(Continued on page 8)

TROLLEY BARN QUARTERLY REPORT

From Bob Schneider.

ATRRM Conference: Pat Buder and I attended the Annual ATRRM (Association of Tourist Railroads and Railway Museums) September 16-19. See our separate write up for more details

Mini Makers Faire: The event **far exceeded** expectations considering this was a first time for HSJ to sponsor such an event. Attendance was just over 3000 with 1100 of those being children. Trolley riders were 1020 and Barn visitors 1237. While not a record, these are huge numbers. Early in the event the trolley riders were mostly people coming from the Happy Hollow parking lot and the opposite late in the day. This was not our usual round trip ridership.

We had the Maintenance Pit open for visitors to go under the Birney, highlighted key items under the car with signs and estimated Pit visitors to be 400.

Our Newest Motorman: Frances Lam is a fully qualified Motorman (Hey, she chose the title, not me). She passed all the written and operating tests very quickly. I observed her operating and she has refined her skills very well. A plus is that she is keen to work more than a shift per month. This will give us more opportunity to offer rides on the outside line, a very popular offering with our riders. WELCOME ABOARD, Frances.



Recognition: Four Trolley Barn volunteers were recognized at the Annual CTCR Volunteer Recognition BBQ on August 20.

- 100 hours – Frances Lam
- 500 hours – Pat Buder
- 1000 hours – Larry Bingham
- 1000 hours – Eric Butler

Three Trolley Barn volunteers were recognized at the Annual HSJ Volunteer Recognition Picnic on September 24.

- 5 years – Ray Heckman
- 5 years – Pat Buder
- 25 years – Bill Traill

WMA (Western Museum Association) Conference October 26: HSJ hosted 180+ attendees for an evening tour of the History Park. We had the Trolley Barn open to include the Pit.

Immersive Audience Event: This was a 3 act play held October 16-18 outdoors at the History Park. In addition to the play, there were a number of vignettes performed around the Park. Two trolleys were used as backdrop one night (see picture) and one trolley gave rides on another evening.



ATRRM Visit

Pat Buder and I attended the Annual ATRRM (Association of Tourist Railroads and Railway Museums) Fall Conference September 16-19. It was held in Union Illinois and hosted by the Illinois Railway Museum (claimed to be the largest railway museum in America). Attendance was about 170 including vendors, which is about the same as last year. IRM is located in the countryside and surrounded by farms, so the risk of encroachment by development is minimal. They have hundreds of pieces of equipment that cover everything to include steam locomotives, diesel locomotives, trolleys, electric and gas buses, passenger and freight cars, a number of original, large signs, electric locomotives, a set of working railway signals, and so on. They have 5 paid

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employees and over 200 volunteers. True to conference tradition, rides were being offered on many different pieces of equipment. Things were hopping and the weather cooperated.

Three days of pre-conference trips were offered at extra cost. I did not participate. There were no “field trips” offered as part of the conference, but IRM has much to offer on site. Some sessions were held in railroad passenger cars; interesting, but speakers with Powerpoint presentations were challenged because there was no power. They did fine, but visual content was lacking. I attended sessions on;

1. Building a signal display
2. “How to treat volunteers”
3. Seat re-upholstery
4. streetcar inspection
5. overhead wire practices for museums
6. Parts Roundtable (still a trolley-centric group)

Registration cost was kept low by serving BBQ meals in a large tent on site. The food was great, but flies and wasps on warmer days were a problem. One night at the motel was pretty wild for us Californians because there was lightning and rain almost all night. Very little impact to the events at IRM.

The treat for me was a ride in the rear car of the Nebraska Zephyr. The cars have stainless exteriors. seating in the rear car was very posh and the



ride was super quiet. The trip was a 5 mile single track. When backing up the conductor sat at the rear of the last car and controlled brakes and a whistle. He did not have control of the locomotive, but the engineer knew what he was doing and responded accordingly.

Bob

From Pat.

The highlight of the conference for me was the opportunity to be a guest motorman on Chicago streetcar #3142.



It's a beautifully restored Brill car built in 1923, with a familiar K controller. With an IRM pilot by my side, I ran on their one mile streetcar loop. The loop covers a maze of many tracks and switches. The pilot verbally confirmed that all the switches were set the right way as we approached each one. I was able to run at higher speeds than we can do at History Park. It was quite a thrill.

We attended an interesting session on railroad signals. Their display had a couple dozen semaphores, crossing lights, and other devices. They are all computer-controlled and can be operated with a wireless remote control. The signal display was one of many fine sights at this very excellent museum.



number of rivets that attach the sill to the car's bolster. Shown in the image is a sample of the damage and is the first area to undergo repair.

Herder's Shed

Many layers of paint have been removed from all sides of the shed. Volunteers are now sanding the sides.

Donation



At the volunteer recognition BBQ



John Ezovski introducing new 100-hour volunteers Peter and Randy



A 3 phase 45KW Onan generator has been donated to CTCR by Rob Thull. This unit is designed to operate on natural gas or propane and has only 700 operating

hours. Presently the generator is set to operate using natural gas. To operate it will require a regulator, propane tank and plumbing. When locomotive 2479 operates, this unit will be an important asset in a tool car. It's capable of powering a large welding unit or most any other tool in that car.



The Hugh Crawford family in remembrance of the passing of Hugh.

A motion was made, seconded (Diridon/Sylva), and unanimously carried to approve funds up to \$6,000.00 for the move of the diesel locomotive.

C. Kelley Park Rail Stops - Benches and Signage - Covered earlier under Item VI-A.

D. Acquisitions - There are no new acquisitions.

E. Fundraising/Grants

i. California Cultural & Historical Endowment - Noted and filed.

ii. BBQ Sponsorships - Diridon announced the sponsors of today's Annual Volunteer Recognition BBQ as follows: Anonymous Donor, Diridon Family, HNTB, Hatch Mott MacDonald, Robert Kieve, Gary Kremen, Toeniskoetter Family Foundation, WMH Corporation, and Wells Fargo Bank. He noted that fundraising this year is approximately \$10,000., lower than last year.

VII. NEW BUSINESS - None.

VIII. ADJOURNMENT - The meeting was adjourned at 5:25 p.m. to the Annual Volunteer Recognition BBQ. The next Board meeting is scheduled for Thursday, November 19, 2015, in the Pacific Hotel Conference Room, San Jose History Park, 635 Phelan Avenue, San Jose, CA.

Respectfully submitted,
Lynda Ramirez Jones



David Ginsborg and Rod Diridon saying goodbye to retiring Lynda Ramirez Jones

Annual Trolley Barn Report

VISITORS:

- 20856 Trolley riders (+2% YTY)
- 9089 Barn Visitors (-5% YTY)
- 487 Horse Car riders
- 741 Hand Car riders over 3 days.
- 100% Motormen & Host Coverage
- 2-1/2 trolley operating days lost due to rain. (Last year was 0 days)
- 3 days lost due to Rectifier problems (easy fix)

VOLUNTEERS: 20 work each month out of 22 active.

- 9 Fully Qualified motormen , 1 qualified as conductors. Of those;
- 3 Qualified to cover HTE
- 3 Qualified to be “rovers” at all 3 stations.

Recognition

- 4 recognized for service at CTCR BBQ
- 3 recognized for service at HSJ Picnic

ACCOMPLISHMENTS:

1. Horse Car operation on Transportation Day (June 21).
2. **Happy Hollow Line** operated approximately 40% of the time.
3. **Group “Celebrates” 12 full years of being an all volunteer organization**
4. Cars being given their annual cleaning .
5. Two of us attended ATRRM Conference September 16-19 at IRM

PROJECTS:

1. Annual Preventative Maintenance about 70% done.
2. Annual Motorman requalification 100% done.
3. 2479 team using King lathe often.

RELATIONS:

1. HSJ - Excellent
 - a. Frequent contact with Facilities, Education and Events Teams.
 - b. Helped with HSJ events
 - (1) Family Days
 - (2) Historic Transportation Experience (education classes – **22 total**; 14 last year)
 - (3) Assist with various facility and education tasks
2. 2479 and Western Railway Museum - Excellent
Key contacts at SF Muni and VTA have retired.

UPCOMING EVENTS:

1. **Children’s Holiday Festival** on 12/5. We will be running a hand car.
Car 143 will run from 11:00 – 3:00. Santa will be on the trolley at 1:00.
2. **Restored Trolley Operation Downtown:** It will happen, but I don’t have the times/dates yet.
3. **ATRRM Conference:** Next year is in Savannah, 11/8-12

Information

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

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

CTRC Office: 1650 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.

CTRC's Tax ID Number is 94-2834764

MISSION STATEMENT

The mission of the California Trolley and Railroad Corporation (CTRC) is to restore and promote the legacy of rail transportation in the Santa Clara Valley.

CTRC BOARD OF DIRECTORS

Rod Diridon, Sr, **President**. The **Executive Committee** is: Mike Kotowski, Administrative VP, Marvin Bamberg, 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; Treasurer; David Sylvia, Corp Secretary/Attorney; Steven Pyle, Treasurer. **Board Members** are Cindy Atmore, Linda Esquivel, Jim Helmer, Bob Kieve; Rick Kitson, Art Lloyd, Joel Maniaci, Denis Murchison, Charles Wynn. **Ex-Officio Members** are Alida Bray, Nuria Fernandez, Josue Garcia.



CTRC Staff:

President: Rod Diridon, Sr <rod.diridon@sjsu.edu>

President Emeritus: David Ginsborg <dave@ginsborg.org>

First Vice President: Mike Kotowski

VP Design: Marv Bamberg

VP Volunteers: Ken Middlebrook <kamiddlebrook@comcast.net>

VP Communications: Larry Murchison <larrymurchison@comcast.net>

VP Grants: Phyllis Perez Sorenson

VP Motive Power: John Ezovski and Jack Young

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

Corporation Secretary/Attorney: David Sylvia

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

Treasurer: Steven Pyle

Equipment Maintenance: John Zielinski <johnz2@sbcglobal.net>

Time Keeper: Larry Murchison <larrymurchison@comcast.net>

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

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

Editor: Larry Murchison <larrymurchison@comcast.net>

COMING EVENTS

► Remember the Saturday workdays. Check with John Ezovski at EzovskiJohn@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, November 19, 2015 at 8:00pm in the History San Jose Pacific Hotel first floor conference room.

Daylight

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)