

THE CLEARBOARD

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

DIRECTIONS FROM ROD DIRIDON

30th Annual CTCRC Board Meeting: The 30th annual **CTCRC Board of Directors' meeting** will convene from 3:00 to 5:00 PM at History San Jose's Pacific Hotel conference room on Thursday, August 16, just before the BBQ. Please let Lynda know that you can attend. We've a busy year to plan.



Happy 100th Birthday, Trolley #124: The beautiful candy-apple red trolley that the **Mercury News** sponsored with \$150,000 for reconstruction in the early 1980s is turning 100 this year. Because of the wonderful reconstruction job done under the direction of now deceased **Master Car Builder Fred Bennett** and careful volunteer maintenance over the years led by **CTCRC Trolley Vice Presidents Furman (also recently deceased) and Bob Schneider (alive and well!)**, #124 sure does not look her age. On June 10, **Mercury News** columnist **Sal Pizarro** did a very nice half page article with a picture celebrating the trolley's age. But the **public celebration will be on August 12** from morning until night. Featured will be rides on #124 as well as the Horse Drawn Trolley and the hand car (speeder), kids crafts, live music, and fireworks that night across Senter Road at the Giants Stadium. Admission will be \$8 for adults, \$5 for youngsters and seniors, with children under 5 and HSJ members free. Bring the kids and join the HSJ volunteers and all of the CTCRC family in wishing #124 well in her second century!



The Big Brass tours CTCRC: During the past month two distinguished gentleman toured the CTCRC trolley and locomotive programs. Last month **Wells Fargo Area President Jeff Rademann** toured the facilities right after the arrival of the historic Wells Fargo coach for display in the Trolley Barn. Thursday morning July 19th, **Santa Clara County Executive Dr. Jeff Smith** invested two hours touring both programs. **CTCRC Volunteer VP Ken Middlebrook, Locomotive Co-VP John Ezovski** and I enjoyed sharing the CTCRC history, current remarkable volunteer-based accomplishments and joined in hoping for more successes in the future. Each had ideas to share, and indeed President Rademann's donation of \$5,000 to sponsor CTCRC's volunteer recognition BBQ is a tangible product of the tour. More of those displays of our pride in CTCRC will be arranged in the future.

CTRC BOARD MEETING MINUTES

California Trolley & Railroad Corporation (CTRC)
Board of Directors
Meeting Minutes
Pacific Hotel, History San Jose
May 19, 2011

I. WELCOME – Chair Rod Diridon called the meeting to order at 8:05 a.m. at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

Attendance: Marvin Bamberg, Alida Bray, Rod Diridon, Sr., David Ginsborg, Jim Helmer, Mike Kotowski, Joel Maniaci, Ken Middlebrook, Denis Murchison, Larry Murchison, Steve Raby, Bob Schneider, and Lynda Ramirez Jones

II. MINUTES – A motion was made and seconded (Middlebrook/Kotowski), and unanimously carried to approve the minutes of February 17, 2011.

III. CHAIR'S REPORT

Election of a new Board member – Diridon introduced retired San Jose DOT Director Jim Helmer, an active member of the Institute of Transportation Engineers, and a professor in San Jose State University Master's Program for Mineta Transportation Institute. A motion was made and seconded (Bamberg/Schneider), and unanimously carried to approve Mr. Helmer as a new member of the CTRC Board.

IV. FINANCIAL REPORT

P/L, Balance Sheet – Diridon reported on the attached profit and loss statement and balance sheet in the agenda, noting that the books are audited every two years. A motion was made and seconded (Kotowski/Maniaci), and unanimously carried to approve the financial statements.

David Ginsborg arrived at 8:10 a.m.

Later in the meeting, Ms. Barbara Johnson, the insurance staff person for History San Jose (HSJ), addressed the group and announced that HSJ's Directors Liability insurance does not cover the CTRC Board. Diridon indicated he would look into obtaining D&O Liability insurance and report back at a future meeting.

V. CURRENT PROJECTS

The agenda moved to item V-D.

SCC Rail Museum – Bamberg had nothing new to report. Diridon mentioned that he had spoken with Vice Mayor Madison Nguyen, who is interested in talking to the CTRC group, and prefers to wait until after the City of San Jose's budget hearings.

Diridon referred to an organization with interests in protecting railroads and which has been a major sponsor of High Speed Rail. He said he mentioned CTRC's need for a site and museum, and noted that the organization might be interested in becoming involved in what CTRC is doing.

The agenda moved back to Item V-A.

Lease Request from Willamette Shore Line Consortium – Schneider reported that talks continue with the Consortium. They still need trestle and tunnel work done to get this project started, and the proposed trolley lease is still under review by the Consortium. They last met three weeks ago; did not make a decision; and they are still planning to acquire a trolley from Australia. Work on repairing their existing trolley has stopped, and currently they are in limbo. Schneider said that the Consortium might restart the project in the third quarter of this year, and we may have to wait until 2012.

Diridon referred to the history of CTRC's cars, some of which are at the VTA Light Rail Station on Younger Street and others are at the CTRC Trolley Barn. He stated that the intent of the agreement with VTA was that VTA would cover half the cost and the City of San Jose would cover the other half, or about \$200,000 each to operate one or two cars during the normal working day seven days a week. However, the operation of the four cars remaining with VTA have

been discontinued because both VTA and San Jose are struggling with the current economy. Public relations efforts will be made to address encourage the reactivation of the historic trolley service when the economy improves.

Ginsborg suggested that perhaps the new CEO of the Silicon Valley/San Jose Chamber of Commerce, Michael Mahood, has experience in advocating railroad projects, might be able to assist in this project.

Diridon will schedule a meeting with Mahood, who has a seat on the CTRC Board by right of office, to discuss various CTRC activities.

Trolley Barn – Schneider presented the attached report.

Bamburg left the meeting at 8:35 a.m.

—The Association of Railway Museum (ARM) Fall Conference was discussed. A motion was made, seconded (Schneider/Kotowski) and unanimously carried to approve \$2,000.00 total to be divided equally among the CTRC members who attend the ARM Fall Conference.

—Middlebrook noted that over the past two years, ARM and TRAIN have been in discussions and identified how their work interacts with each other and are now talking about a merger between the two organizations.

—**Locomotive 2479 and Locomotive 1215** – Middlebrook reported that he will be contacting the liaison provided by Diridon with Granite Construction regarding moving the caboose from Salinas to San Jose. Granite is ready for the move but needs a rigger to lift and secure the caboose on their truck. The caboose will be added to the Locomotive 1215 display. Steven Creek Quarry was to provide about 17 yards of ballast-size rock to complete the display. The contact at the Quarry is awaiting arrangements for the delivery.

—Regarding Locomotive 2479, he said that a significant amount of work on the crosshead guides has been done on the right hand side of the train, and work is still in progress.

—Ginsborg inquired about signage that is visible for CTRC, specifically Locomotive 1215. Bray responded that restrictions exist for signage around the park. Diridon suggested a temporary banner.

—Ginsborg suggested a URL website linking users to CTRC's website.

—Diridon requested L. Murchison to oversee the signage and URL issue and report back to the Board.

Kelley Park Rail Stop – Benches and Signage – Maniaci reported he met with VTA, who might have several surplus benches, but nothing definitive.

Helmer stated the City of San Jose might be another resource. Diridon asked Helmer to work with Maniaci on this project.

Volunteers – Middlebrook reported there were no changes from his last report.

He commented that as of this month the volunteers meeting was changed from the first Monday night at the Santa Clara Depot to the first Saturday at either the 2479 site at the Fairgrounds or the Trolley Barn. Volunteers will be notified by e-mail of the location and time.

Acquisitions – no report.

Historical Heritage Commission Grant Applications - It was noted that CTRC missed the deadline for this year but will need to focus on that opportunity for following years.

—**Diridon Station Museum** – Bray reported that she is in the process of scheduling the remaining Mineta Airport item to be installed in the display. Diridon asked that the project completed by June 24 as the Secretary Mineta will be attending a meeting at the station on June 25.

(Ms. Beverly Johnson arrived to address the group regarding D&O Liability

Insurance, as stated earlier under Item IV-B.)

Future Local Event – Middlebrook reported that he has been working with another group for an event to be held May 9-18, 2014, with an estimated attendance of 200,000-300,000 over a ten-day period. May 10, 2014 would be designated Train Day, and the event would include displays, exhibits, student excursions, etc. involving other jurisdictions, including the City of San Jose.

Machining and installation of the locomotive's new aux dome cover was most significant. A test plate was first experimented upon prior to work beginning on the actual plate. This was noted in an article in the spring issue of "Clearboard". Machining of the test plate was completed on April 28. Holes for the safeties, whistle and vent were cut on the site's Bridgeport mill. These holes were bored about one-eighth inch under size. On May 5 the plate was moved to the trolley barn and mounted on the large Le Blonde lathe. The bottom side of the cover was machined flat to obtain a good gasket seating surface. Tapering and threading of the four holes was accomplished on Saturdays of the next three weeks. If the cover's diameter had been one inch larger, there would not have been sufficient clearance between the cover and lathe bed for the final hole. Work on the Le Blonde lathe was completed just in time. Several days after the cover was removed from the lathe, the Discovery Museum's Wells Fargo state coach was moved into the trolley barn, blocking access to the lathe.

For those with computer access, a 21 second video of the machining process on the Le Blonde lathe has been posted on the SP 2479 facebook page:

<http://www.facebook.com/pages/Southern-Pacific-2479-Steam-Locomotive/159989580109>

While machining of the cover was taking place, twenty new aux dome cover studs were machined at the restoration site. These studs were installed on June 2.

With threading of the cover complete, drilling of the 20 bolt mounting holes was next. This task was accomplished on the site's Bridgeport mill. On June 9, the new cover was test fit on the locomotive. Several minor adjustments were needed. The cover was secured in place on July 14.

Aux dome cover work consumed all resources. With that task complete, workers were able to resume tramming of the cross head for the right steam distribution valve. Most of that work had been completed earlier. Shimming of the cross head guide to cylinder center and adding a lubrication fitting to one guide was all that remained. This work has now been completed. Tramming of the left side is now under way.



As restoration of the locomotive continues to move forward, a covered storage area is becoming more important. Again, the locomotive's boiler has begun to show affects of weather. Corrosion, which cannot be tolerated, was beginning to form upon many of the upper surfaces. Wire brushing and application of primer to all surfaces above the running boards on both sides of the locomotive is nearly complete. A coat of black paint is next.

Maintaining the site's forklifts and lawn equipment has become a full time occupation. The lawn tractor was never designed for the present type of service. A number of repairs have been completed to keep this machine operational. Weed killer has been used on various areas of the complex but the weeds are very strong and resist dying. The mower only cuts down the foliage but the roots keep getting stronger and bigger.

(Continued on page 6)

Trolley Barn News from Bob Schneider

HAPPY BIRTHDAY CAR 124: On August 12 we will be celebrating the 100th birthday of Car 124. HSJ is going all out for this Family Day to include kids crafts, live music and fireworks at the San Jose Giants stadium after dark. Admission will be \$8 for adults, \$5 for kids and seniors, children under 5 free and HSJ members free.

Here's the best part. A friend will be bringing a horse to pull our horse car for rides. The horse will be here around 12-4, then goes home because it lives 4+ hours away. The horse will be handled by its owner, brakeman will be Jim Maurer and Eric Butler will be the conductor. The car hasn't been pulled by a horse in over 10 years.

Steve Raby will be offering rides on the hand car. We just completed our annual maintenance on the car. For those that are interested, the Hand Car was made around 1907 by Buda for the Yosemite Valley Railroad and is presently on loan to us by SPCRR. Most of the iron is original but the wood has been replaced at least once that we know of. The car is presently owned by Southern Pacific Coast Railroad, www.spcrr.org. They are located at Ardenwood Farms in Fremont.



Jiggs, July 2003

SITE SECTION ISOLATION SWITCH:

Our friends from VTA finished installation of the switch on 6/13. Thanks to a grant from San Jose Rotary and skills/equipment from VTA the job was completed at minimal cost to CTCR. This will allow us to operate on the outside line while not having live overhead wires on the site during events. The switch will be locked in the closed position so it will not be part of the motorman's normal start/finish procedure.



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It was suggested that others be involved in this project, including Mike Scanlon, General Manager/CEO of San Mateo County Transit District; County of Santa Clara Supervisor Ken Yeager; and Rod Diridon. When the Middlebrook considers the time to be right, Diridon will invite those to be involved.

Middlebrook announced that the group is in the process of forming a 501(c)(3), with initial costs not to exceed \$2,000.00 and a Joint Powers Board for the event. He asked for a motion to set up a non-profit organization.

Kotowski asked whether the group had looked into getting a sponsor, such as United Pacific, Amtrak, or Metro in Los Angeles. Middlebrook noted thought that was a good idea and that it did occur in the past.

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

Ginsborg left the meeting at 9:20 am

Following further discussion, a motion was made, seconded (Kotowski/L. Murchison), and unanimously carried to approve \$1,000.00 to assist the National Railroad Conference in forming a non-profit organization for the event.

Fundraising – Diridon announced that he is working toward getting additional sponsors for this year’s Volunteer Recognition BBQ. He asked the group to think about projects that could be funded by the Historical Heritage Commission in its next grant cycle.

V. New Business - Bray announced that beginning June 4, History San Jose will begin charging admission for the season ending in November.

Adjourn – The meeting was adjourned at 9:35 a.m. to the next quarterly meeting at

3:00 p.m. on Thursday, August 18, 2011, followed by the Annual Volunteer Recognition BBQ from 5:00 p.m. to 7:00 p.m.

Respectfully submitted,

Lynda Ramirez Jones



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ARDENWOOD HISTORIC FARM: While exploring the possibility of borrowing a horse for our horse car, I learned that Jiggs has been retired. Jiggs pulled our horse car at Railfair 99 in Sacramento and other events at the San Jose History Park. Jiggs is now a 28 year old Belgium Draft horse, has arthritis and is presently at a facility in Livermore. Ardenwood has 2 other horses, but they’re not ready for off site venues.



(Continued from page 4)

On a windy day in the month of May, a large section of the canvas cover atop the site’s machine shop container tore away. This cover was set into place back in the early 1990’s. The canvas had become very brittle thus not repairable. Thanks to Mr. Hap Campbell, California Roofing, and crew for installing a new roof. The machine shop contains many important tools and are again well protected from rain.

Information

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

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; Executive Committee** are Marvin Bamburg, VP Design; Gene Martin, VP Grants; Ken Middlebrook, VP Volunteers; Larry Murchison, VP Communications; Bob Schneider, VP Trolleys; Jack Young, VP 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 Night, Mike Kotoski, Art Lloyd, Joel Maniaci, Kit Menkin, Denis Murchison, David Niederauer, Gary Ross, Sr., Tim Starbird, Neil Struthers, Leigh Weimers, Steve Whitaker, Beth Wyman, Charles Wynn.



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

Acquisitions: OPEN

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

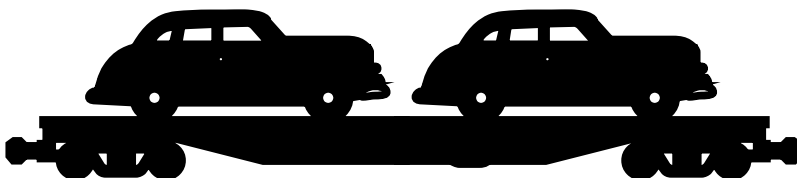
Web Site: Karl Auerbach <karl@cavebear.com>

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 first Saturday of the month 10:00am CTRC meeting at the Santa Clara Fair Grounds locomotive site. Be there for a lively discussion about something or you can just look at the displays. Maybe someone will put a wrench in yu hand.

► The next CTRC board meeting will be Thursday, August 16th, 2012 at 3:00pm in the History San Jose Pacific Hotel first floor conference room followed immediately by with the annual volunteer recognition BBQ at 5:30.



California Trolley & Railroad Corporation

CTRC, c/o MTI 210 N Fourth Street,
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An invitation to join

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Like yourself, we are individuals with different backgrounds, talents, and skills who share a common interest in preserving out 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)