

THE CLEARBOARD



Rod Diridon, Sr., President

<http://www.ctrc.org>

Larry Murchison, Editor



See the last page.

The Year for the CTCRC Railroad Museum:

Newly minted 2016 will be known as the year the long awaited CTCRC Railroad Museum finally was given a home and funding...I just KNOW it will! Those decisions are pending now with the best prospects for success in the last ten year. More to come on that as the still delicate discussions progresses. But we should all know that the hoped for breakthrough is based on literally 20 years of hard work, some progress but also heart break. Remember that we had the Fairgrounds site legally dedicated to our purposes in 1994 as I was leaving the Board of Supervisors but lost that in 1997 to the Fairgrounds commercialization machinations of then-County Executive Wittenberg. With the help of two generations of city and county leaders, since then we've examined a dozen potential replacement sites and have narrowed that to one or two. In that arduous, life-consuming, and sometimes terribly disappointing process many of you have shared tremendous dedication that made progress possible and captured the interest of the Valley's leadership. Long time **Museum Vice President and Chair Marv Bamberg** of the CTCRC Museum Committee has developed professional architectural plans of the depot, round-house and other facilities adaptable to several sites. Marv has also created more recently, with the help of **Vice President Ken Middlebrook** and others, a very cogent and motivational site-specific powerpoint presentation that includes the ingredients for grant applications. **Vice President Larry Murchison** has created the site layouts and scale models for a half dozen locations, each one more detailed and motivational than the one before. Leadership and technical advice has been liberally provided by **Past President David Ginsborg, Senior Vice President Mike Kotowski, Communications Chair Rick Kitson, Corporate Secretary Dave Sylva, and members Cindy Atwood and Charlie Wynn**. We look forward to an announcement during the coming year.



Drone's eye view of the depot.

Continuing Successes: Lead by **Locomotive Vice President John Ezovski** and his remarkably dedicated team of weekend warriors, the reconstruction of Locomotive 2479 has progressed very well. The completion of the main drive pistons nears and steady progress under difficult conditions continues on the rehabilitation of the Orchard Supply Hardware box car and the Herders' Shanty not to mention the continuous site mainte-

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CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)
Board of Directors Annual Meeting
November 19, 2015

MINUTES

- I. **CALL TO ORDER:** The meeting was called to order by President Rod Diridon, Sr. at 8:09 a.m., at the Pacific Hotel Conference Room, History San Jose Park, 635 Phelan Avenue, San Jose, California.

Attendance: Cindy Atmore, Marvin Bamberg, Alida Bray, Rod Diridon, Sr., John Ezovski, Rick Kitson, Mike Kotoski, Joel Maniaci, Ken Middlebrook, Larry Murchison, Steven Pyle, Bob Schneider, David Sylva, and Lynda Ramirez Jones. Charlie Wynn participated via teleconference.

- II. **APPROVAL OF MINUTES (8/20/15)** - A motion was made, seconded (Bamberg/Ezovski), and unanimously carried to approve the minutes of August 20, 2015, as written.

III. **PRESIDENT'S REPORT (Updated as Items are Discussed)**

A. Board Membership - Diridon nominated Jody Meacham as a new Board Member.

Meacham is a writer and digital producer for website and social media for the Silicon Valley Business Journal. Meacham's resume had been sent to the Board members earlier.

A motion was made and seconded (Maniaci/Kitson), and unanimously carried to approve Jody Meacham as new Board Member.

Diridon suggested that Meacham would be a good addition to the Public Relations Committee and to assist with CTCRC's communications and website work.

Kitson stated that since the Board Forward in May 2015, the Public Relations Committee has met and needs to continue to address the Strategic Objectives developed at the Board Forward session. He indicated there is a significant amount of work to be done and needs every one's help. He will serve as liaison toward that effort.

Atmore arrived at 8:15 a.m.

B. Board Forward - Diridon referred to the Strategic Objectives document derived from the Board Forward session, noting that work remains to be completed for Strategic Objective #1 - *Develop a Financial Plan to Support Strategic Objectives and Vision* - and Strategic Objective #3 - *Restore and Maintain Key Historic Collections to Drive Attendance, Education, and Enthusiasm*.

Diridon asked the Executive Committee to review the five Strategic Objectives within the next three months for establishing an implementation plan. Consensus was to do so.

IV. FINANCIAL REPORTS - Diridon reported on the CTRC audit, noting that auditors found areas where CTRC can introduce procedures for enhanced accounting. The audit will be available for Board review at the February 18, 2016 Board meeting.

A. P/L, Balance Sheets - Treasurer Pyle reported the highest expense was \$6,000.00 for moving the diesel locomotive from the Lehigh Hanson property to the fairgrounds restoration site. The expenditure was approved by the Board at its August 19, 2015 meeting. He stated the current balances in the bank accounts are \$7,860.00 in savings, and \$54,889.00 in checking. (Later in the meeting, Ezovski reported that \$4,899.29 of the \$50,000 grant from the County of Santa Clara for Locomotive 2479 had been expended, leaving \$45,100.71 of the \$54,889.00 in the checking account exclusively for Locomotive 2479.)

The financials were approved by consensus.

B. Endowment Fund - Pyle reported that per Eric Heckman's report, the balance on the Endowment Fund is \$286,747.00 as of November 19, 2015.

VI. CURRENT PROJECTS

A. Trolley Barn - Schneider distributed the attached Trolley Barn Annual Report for the period November 1, 2014, to October 31, 2015 (see Attachment A.)

Middlebrook arrived 8:25 a.m.

Diridon announced that the Valley Transportation Authority will begin running the historic trolley during the Christmas season and hopes to continue running it thereafter.

Schneider reported the ATRRM Conference will be held in Savannah, Georgia, November 8-12, 2016. He will bring this item to the Board for approval of conference expenses at the May 2016 Board meeting.

Middlebrook announced that the Western Museums Conference will be held in October 2016, and will bring additional information to the Board at the February or May 2016 meetings.

B. Locomotives 2479 and 1215 - Ezovski distributed the attached report which includes a total of \$4,899.29 expenditures to date from the \$50,000.00 County of Santa Clara grant for Locomotive 2479. His report includes the significant amount of work which has been done with a small crew of three to six persons.

Ezovski reported that \$1,503.56 has been spent on the OSH Boxcar since its acquisition. OSH granted CTRC \$2,000.00 with the donation of the boxcar, and much work remains in its restoration. He estimated an additional \$20,000.00 or more to restore the car.

Bray announced that History San Jose is willing to help with the boxcar, and she might be able to obtain gifts and grants for this project.

A carpenter draftsman may be available to come in and work on the boxcar.

Diridon asked Bray to consider this project and come back to the Board with a proposal.

C. SCC Rail Museum - Bamburg reported that the Committee has not met since October. He noted that on November 12, 2015, he, Diridon, Kotowski, and Middlebrook made a presentation to San Jose City Council member Raul Peralez. The most promising site now being considered is in the Guadalupe Gardens. The group also met with Leslee Hamilton, Executive Director of Guadalupe Gardens Park Conservancy, and proposed that she take one wing of the depot for visitors for a potential museum site. She will take the proposal to her Board. Bamburg stated he would continue working with Larry Murchison for a more definitive model of the museum.

Kotowski reported he spoke with San Jose City Councilmember Donald Rocha about the museum site, and Rocha is interested in the museum presentation, as well as wanting to tour the premises. He indicated that San Jose City Councilmembers Manh Nguyen and Johnny Khamis are also interested.

A meeting will be set up for a presentation to the Council members.

D. Kelley Park Rail Stops - Benches and Signage - Diridon reported that Maniaci has carried this project through the engineering design and acquisition of light poles. He noted that the philanthropist who had agreed to do the cement work is now deceased. Diridon spoke to Reed & Graham about donating the work; however, they provide materials but don't do that type of work. He said the signs were approved by the City several years ago, and the need is now for a donor who will create those signs on canvas or sandblast them.

Diridon and Maniaci to work on getting cement work and poles installed.

Bray and Middlebrook to work on developing the signs

E. Archival of CTRC Files - Middlebrook to return to the February Board meeting with a proposal (including costs) to archive CTRC files at the History San Jose warehouse.

Kotowski willing to work on this project and identify files to be archived.

F. Acquisitions (Standing Item) - There are no new acquisitions.

G. Fundraising/Grants - Diridon reported that David Ginsborg is working to change eligibility procedures for the Santa Clara County Heritage & Historical Commission grant so that grants can go into more historical preservation.

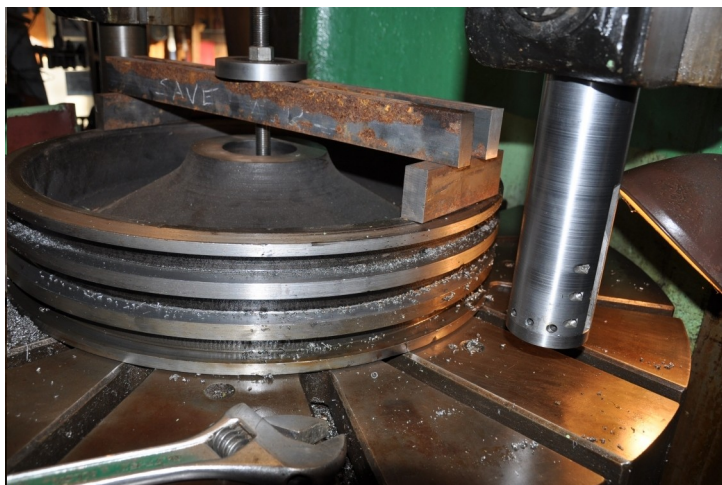
VI. NEW BUSINESS - None.

VII. ADJOURNMENT - The meeting was adjourned at 9:15 a.m. to the next Board meeting at 8:00 a.m., on Thursday, February 18, 2016, in the Pacific Hotel Conference Room, History San Jose Park, 635 Phelan Avenue, San Jose, CA.

Respectfully submitted,
Lynda Ramirez Jones

SP2479

Finally, machining of 2479's piston ring grooves



is complete. Over the past year a significant amount of time has been spent preparing these objects for service. Accurate measurements of the circumference of each piston and the circumference of each ring groove have been made. With these measurements ring drawings will be created and the search for a vendor can begin.

Pad welding of the third thin area on the fire-



man's side of firebox wrapper sheet was also completed during this past quarter. The area has been ground and ultra-sonic measurements taken. This segment now meets minimum thickness requirements for operation.

Before a fire can be lit in 2479's firebox, a completed Form 4 must be on file with the FRA. The Form 4 is a complete analysis of the locomotive's pressure vessel. Numerous measurements are taken and calculations performed to determine if

the vessel is safe to operate at its maximum working pressure. CTRC has contracted with an individual that is very knowledgeable in generating the FRA Form 4. He is in the process of reviewing all calculations to date and will assist CTRC volunteers in obtaining data for any missing sections of the Form 4.

There have been some good size crews at the Saturday work sessions. Not many are interested in performing the various site maintenance tasks which are necessary in keeping the site presentable. A **big** thank you to those that do take these jobs on each week. The extra help has been used repairing the OSH boxcar's lower side sills at History Park.

The side sills on three corners of the boxcar have completely rusted through. The side sill is a piece of 5 inch by 4 inch, 5/16 inch thick angle steel. In order to re-



place the damaged sections, the car's floor must be removed. Many bolts must be cut away from the underside of the car to pull the floor. Bad thing here is



there is not much room to work with the car's truck in the way. Once the floor is out, rivets that attach the car's side sheets to the sill are removed by drilling. At this point, the damaged segment can be cut away. A new segment is then fitted and welded into place.

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TROLLEY BARN QUARTERLY REPORT

From Bob Schneider.

RESTORED TROLLEYS AT VTA: On November 20 VTA



brought out all 4 of the trolleys restored by CTRC volunteers. They were on display, decorated for the holidays and the day was bright. The showing was to honor Paul Russo who spent many hours looking after the cars while at VTA. Paul was there, but there were no formalities. Paul was very instrumental in restoring Car 2001 so that it could be operated over the entire VTA system. About 15 CTRC volunteers made it out despite the last minute notice.

Thank you VTA and especially Paul for all his support. He's been a big help to the Trolley Barn over the years.

BIRNEY CHRISTMAS LIGHTS: We ran the Birney with



Christmas light inside the car during the Thanksgiving/Christmas holiday period. Inspiration came from our ATRRM friends in Minnesota. Availability of LED products allowed us to use a small lead/acid battery with a power inverter. The inverter cuts off power at a preset voltage,

but we were able to operate the lights on both weekend days on one charge. All the hardware is off the shelf. Pat Buder's ham radio experience made hardware selection easy. All the on board hardware fit in a small tool box under the motorman's seat.

CHILDREN'S HOLIDAY FESTIVAL: HSJ held their Festival on December 5. Attendance was great and our activities did very well. We had 245 trolley riders, 147 Barn visitors and 197 on the hand car. Santa was visited by 200 people over 2 hours on the Birney. Our friends from Empire Horse and Carriage brought 2 horses, a wagon and 6 people. Their ridership was about 400 people and every run was full. Education sent the horses off with a snack of carrots.



Holes are then drilled for each rivet that attaches the side sheets to the sill. Rivets are then installed using a hot rivet process.

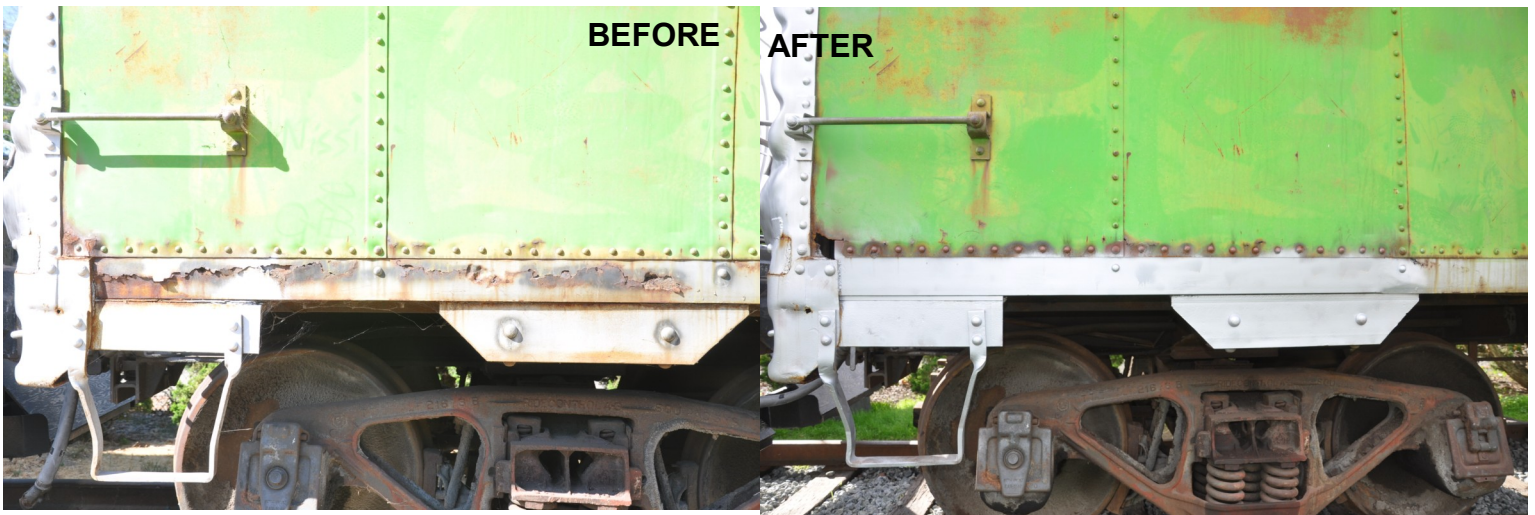


Randy and Peter Savoy

Two of three areas have now been repaired. The first area was rather small, only 65 inches. The second area was larger at near 116 inches. Repairs to the third area could begin before the end of January.

See before and after pictures below.

Repairs to the car have been made more difficult due to lack of power near the boxcar. Thieves have cut or removed wiring in light poles within the park. This requires us to bring our own gas driven AC generators and air compressors.



(Continued from page 1)

gance. Special thank to **Co-VP Jack Young, Art Randall (Mechanical Maestro), John Blain (Welding Wizard), Tom Anderson, Bill Jump, Dina Keltner, Kyle Keltner, Ken Middlebrook, Denis Murchison, Larry Murchison, David Raimondi, Steven Raimondi, Phillip Ruhle, Peter Savoy, Randy Savoy, John Zielinski, Jeff Bright, and Martin Winkler.**

And the **Trolley Programs** at History San Jose continues to thrive under **Vice President Bob Schneider's** long term leadership. The trolleys continue to shine like new silver dollars and operate on most weekends and holidays with the great CTRC volunteer trolley operators at the controls. Special thanks to **Keith Baker, Larry Bingham, Mike Brownlee, Pat Buder, Eric Butler, Bruce Compton, Erik Hansen, Karen Hansen, James Hansen, John Hansen, Chuck Hopkins, Ray Heckman, Frances Lam, Jim Maurer, Igor Ouimett, Bill Raby-Brown, Chuck Ryan, Terri Schneider, Debby Sillman, Jack Stallard, Bill Traill, Jens Ullmann, and John Zielinski.**

All of that is accomplished with no paid staff and at no taxpayers expense. Special thanks to **Corporate Secretary/Legal Council David Silva (The Hammer), Treasurer Steve Pyle (Penny Pincher), Secretary Lynda Ramirez Jones (Mother Superior), Kelly Park Trolley Line VP Joel Maniaci (Brother Builder), Communications VP Larry Murchison (Newsletter Nabob), and the other members of the CTRC Board** who are listed in the credits portion of the newsletter masthead. Every one of the wonderful volunteers provides unique support from donations of funding, in-kind material and unique skills, public relations expertise, leverage in the community, and much more. Special appreciation is due to **History San Jose President Alida Bray (The Landlord)** who is always so very cordial.



Now that's a winning team! The result is a return of trolleys and railroads to our valley for the past 34 years with a full head of steam for the future! Thanks to every one of you and any that have been inadvertently left out. Have the very best of New Years!



For a review of this year's restoration progress in pictures please visit:

<https://www.flickr.com/photos/134483273@N02/albums/72157656767536324/page1>

And for a complete review of the Senter Road display at History San Jose please visit:

<https://www.flickr.com/photos/134483273@N02/albums/72157663456169082/page1>

(This includes to OSH boxcar.)



THE HERDER'S SHACK

Herder's Shack

Occupied by variously named:

Herder

Yardman

Switch Tender

Switch Attendant

Job requirements:

- 1) Throws track switches to route cars to different sections of yard.
- 2) Receives oral or written instructions indicating which cars are to be switched and track assignments.
- 3) Raises lever to couple and uncouple cars for makeup and breakup of trains.
- 4) Opens and closes chute gates to load and unload cars.
- 5) Watches for and relays traffic signals to start and stop cars during shunting, using arm or lantern.
- 6) Signals engineer to start and stop engine

Basically herders, usually an older person, were single man job who handled switches for trains entering or departing yards, sometimes locomotives being moved around service facilities, and when needed for assisting in passing hand/lantern signals for switch crews. Herders were also unique in they originally had "green" bulbs in their lanterns, green flag during the day, and trains could not enter or depart yards without a signal from the herder.

Notes from a herder

On the SP the [union] agreements generally didn't allow a brakeman on a road crew to line yard switches. Thus every major yard had herders at each end. This may be why there seemed to be more herders on the SP than anywhere else. SP Special Instructions simply referred to them as "yardmen," as in "trains entering or leaving yard tracks...[at specified location]...must receive proceed signal from yardman, green flag by day, green light by night." A lot of yard instructions specified that the yardman use a green flag, but in some cases, a yellow or white flag was specified instead. Informally, these "yardmen" were almost always referred to as herders.

Agreements didn't allow enginemen to throw switches, so wherever hostlers were employed, there was usually a herder, who was employed in train or switching service, to line switches and make joints. Some depot herders jobs were usually held by senior men, as they were pretty easy jobs compared to the hard work of sorting out freight cars. The depot herders usually spent a good part of their working days sitting in the yard office playing cards.

See pictures on the next page.



**The Herder's Shack fifteen years ago.
Model is Denis Murchison**



The Herder's Shack January 2016



A lonesome yardman.

**What the shack might look like when finished.
(But maybe not with green trim.)**



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>

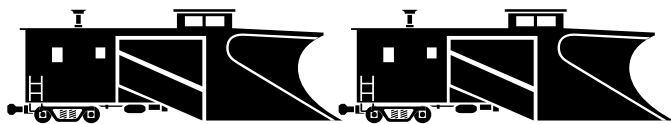
Public Relations: Ken Middlebrook <kamiddlebrook@comcast.net>

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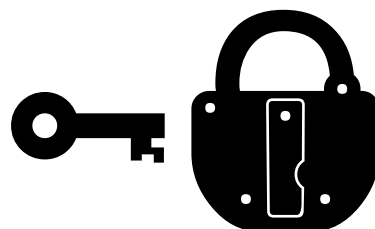
Editor: Larry Murchison <larrymurchison@comcast.net>

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, February 18, 2016 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)