

THE CLEARBOARD



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



SPECIAL NOTE

Starting May 7, 2011, our monthly meetings will be moved to the first Saturday of the month at the locomotive restoration site. The meeting time will be at 10:00 am in our double wide trailer. The change will enable meeting attendees to see restoration progress. Since Saturdays are the standard "work day" at the site, meeting attendees are encouraged to bring work clothes!

Access to the restoration site is available from Healy Avenue. For internet map directions, enter "2479 Healy Avenue, San Jose!"



DIRECTIONS FROM ROD DIRIDON

Locomotive 2479, dash to the finish: After nearly 30 years of volunteer effort, well over \$500,000 in cash and as much more in professional in-kind donations, #2479 is nearing completion. The CTRC Locomotive Department leaders met three weeks ago to identify the tasks left, the funding needed to cover elements that can't be donated, and a tactic to raise the resources to complete the task. The target is to be complete by the time we hope to host a gathering of rail enthusiasts in a couple of years. That will be shared as the plan matures. My compliments to **Locomotive Department VP Jack Young, Ken Middlebrook, John Ezovski** and others for helping to pull the plan together.

Important CTRC meeting scheduled: has been moved from the first Monday location will be shared by **Volunteer VP VP Larry Murchison**. The CTRC Boarding each quarter. The next meeting will 8:00 AM on May 19, Thursday. The week before. The annual Volunteer Recur at 5:30 PM on August 18, Thursday, Board's annual meeting in the Pacific Ho-



CTRCC WANTS YOU

The monthly CTRC membership meeting evening of the month. The new time and **Ken Middlebrook and Communications** meets the third Thursday of the month end-be at the History San Jose Pacific Hotel at agenda will be distributed by e-mail the ognition BBQ at History San Jose will oc-and is preceded at 3:00 PM by the CTRC tel.

Family Fun: Let me close noting that the **Keith Baker** and **Ray Cosyn**. The host at **Steve Raby** helping out for a while. They granddaughter and grandson) in #124 from History San Jose to the Happy Hollow stop about a March fifth. Though I took the inaugural ride on the line, it's much different when seen through the eyes of adoring grandchildren. Guess that's why we do what we do at CTRC. Great thanks to **VP Bob Schneider** and all of the trolley crew.



CTRC BOARD MEETING MINUTES

California Trolley & Railroad Corporation (CTRC)
Board of Directors
Meeting Minutes of February 17, 2011
Pacific Hotel, History San Jose

I. **WELCOME** – President Rod Diridon called the meeting to order at 8:05 a.m. at the

Pacific Hotel – History San Jose, 1650 Senter Road, San Jose, California.

Attendance: Marvin Bamberg, Rod Diridon, Sr., John Ezovski, David Ginsborg, Mike Kotowski, Joel Maniaci, Ken Middlebrook, Larry Murchison, Steve Raby, Bob Schneider, David Sylva, and Lynda Ramirez Jones. Others attending were Cameron Beach and Erik Sitiko.

II. **MINUTES** – Correction was made to page 2, paragraph 3 from top of page, to

amend Wayne Jetter’s last name to *Yetter*. Motion was made, seconded (Kotowski/L. Murchison) and unanimously carried to approve the minutes of November 18, 2010, as corrected.

III. **CHAIR’S REPORT** – Diridon introduced Cameron Beach, a national leader in mass transportation management, and Eric Sitiko of the Willamette Shore Line Consortium (Consortium) in Portland, Oregon, who made a presentation on the Consortium’s request to lease a CTRC car.

Sitiko distributed the attached written proposal and provided a history of how the Consortium was formed. The Oregon Electric Railway Historical Society has operated two historic streetcars on the Willamette Shore rail line since 1996. One streetcar was taken out of service due to serious wear and tear; and the other car experienced a motor failure and removed from service. The Consortium has approached several agencies and museums about a possible short-term lease of a car to sustain operations on the Willamette Shore Line. The Consortium expressed that the most compatible, readily serviceable car for the line was CTRC’s Milan car #2001 but that the Melbourne Car No. 531 would also be serviceable.



Trolley Car Number 531

A lengthy discussion ensued.



Trolley Car Number 2001

Diridon stated that CTRC’s policy has been not to let its cars out of the county of Santa Clara. He inquired about guarantees that the car would be maintained and protected as well as by the VTA staff, reassurance that it would be operated properly, would there be insurance, and assurance that it would be given back to CTRC in good order when it was needed.

Sitiko referred to page 8 of the proposal and responded. He noted that the Oregon Department of Transportation follows California’s Public Utilities Commission regulations. The car would be powered off a generator; they would not take the pantograph or poles to Oregon.

Sylva asked about the wear and tear on the car, to which Sitiko responded that the line is technically only a tourist line

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(Continued from page 2)

with two trips Thursday through Friday and four trips Saturday through Monday. Sitiko said the typical mileage has been 5,000 per year, and that the Consortium has trained volunteer conductor and maintenance experts. Responding to Ginsburg's inquiry regarding an escrow account for moving the car to and from Oregon, Sitiko said that in discussions with the City Attorney, an agreement with the Consortium would qualify as escrow and would be put in the contract. If necessary, the car would be moved to Lake Oswego for maintenance.

Kotowski pondered the possibility of a journeyman with expertise on antique cars, and Sitiko referred to the resume of David Rowe, which is in the proposal, and another mechanic who is also a journeyman and is on the Consortium Board.

Diridon emphasized that a significant amount of donated funding and volunteer work went into restoring the Milan and Melbourne cars with a special effort to maintain their archival integrity as much as possible.

Steve Ruby arrived at 8:40 a.m.

Maniaci opined that the Valley Transportation Authority (VTA) should probably have input into this matter. Diridon agreed and reminded all that a rather detailed lease agreement was in force between VTA and CTRC that will have to be accommodated.

CTRC liability was discussed, and reference was made to a clause in the agreement, which provides for insurance coverage and names CTRC as additional insured.

Sitiko emphasized that time is the challenging part. The Consortium plans to be up and running by May 1, which would mean an early April delivery. He noted that for shipping, the pantograph would be removed.

Diridon suggested that VTA be given one more chance to put the cars into service. If VTA cannot afford to do so, then CTRC might reluctantly proceed with a carefully drawn lease with the Consortium.

Following discussion, a motion was made, seconded (Kotowski/Ginsborg) and unanimously carried to proceed with Diridon's suggestion that VTA be provided an opportunity to put the Milan or Melbourne car into service before deciding on a lease to the Consortium.

Diridon said he would speak with VTA Executive Director Michael Burns and San Jose City Councilmember Sam Liccardo, and ask VTA to make a decision at their

next meeting.

Bamburg left at 9:00 a.m.

Diridon appointed himself, Maniaci, Schneider, and Sylva as a Committee to work on the lease subject to the VTA decision.

IV. FINANCIAL REPORT – Diridon noted that the financial reports, including copies of the tax filings for FY 09-10 and of the deposit and check register were included in the packet.

V. CURRENT PROJECTS

A. Trolley Barn/HSJ/Buttercup – Due to time limitations, there was no report presented at the meeting. However, Schneider submitted the attached report after the meeting to be included in the minutes.

B. Locomotive 2479 and Locomotive 1215 – Ezovski reported a problem with Locomotive 2479 crosshead guides. The car contains bolts of various sizes, which are no longer available and access to the holes is restricted. He is trying to create a jig to bore the holes and plans to use a new construction rig and to start re-assembling soon.

Diridon referred to the amount of ballast needed for Locomotive 1215, and will await call from Ezovski or Middlebrook before placing an order.

C. SCC Rail Museum – Due to time limitations, there was no report.

D. Kelley Park Rail Stops – Benches and signage – Maniaci reported he has spoken with VTA and benches are available; however, historic sign posts could be a problem. He is to meet with Jim Helmer, former City of San Jose Public Works Director, and report back at next meeting.

E. Volunteers – Due to time limitations, there was no report.

F. Acquisitions – Due to time limitations, there was no report.

G. Historical Heritage Commission Grant Applications – Diridon reported that Rotary Club provides capital grants two out of every three years, and has no restrictions on rolling stock. The application is on the website. He also stated that

From Jack Young

The laborious task of boring the crosshead guide mounting holes continues. Many hours of building tooling to be able to bore the holes has finally paid off. The crew has begun to bore the holes on the engineer side of the locomotive. The most difficult holes were against the cylinder head as there is not much clearance to maneuver the tooling. The crosshead

An intricate setup for boring crosshead guide mounting holes.



guides for the engineer side are also undergoing the renewal process. As of the writing of this article the Rockford plainer is being serviced and ready to machine the engineer side cross head guides. Additional work is continuing to keep the outer shell of the boiler coated with protecting paint. The area around the fire box has been wired brushed and painted to protect it from the weather.



Work continues on the equipment around the site to keep it in running condition. The Clark fork lift has been undergoing some diagnosis to determine the reason that it has been running so poorly and correct the issue. The shop area now has double doors on the front and back side to facilitate both the security of the shop and allow for large materials to be transported in and out of the shop area. Then there is the daily issue of keep the site clean and the vegetation trimmed which is a weekly task for the crew.

Locomotive 1215

The Task of ballasting the tracks for 1215 is currently in planning. Material is being lined up and a schedule is being put in place.

If you are interested in seeing the progress on locomotive 2479 yourself. Please don't hesitate to stop by the site on Saturdays. The locomotive is located on the North West corner of the Santa Clara Fair grounds at the corner of Old Tully Road and Healy Ave in San Jose California. The entrance gate is on Healy avenue.



From Bob Schneider

FAMILY DAYS: Based on visitor numbers, Family Days have been a huge success. This was started in January and the day's average each month has been 531 trolley riders, 289 Barn visitors and 212 hand car riders. This is approximately double our numbers for this time of the year. Amazingly, the weather has been very good on those days.

OPERATIONS: Approximately one third of our trolley operating days have had no trolley operation. Five of those days were rained out and 3 were due to special events.

MAINTENANCE: Repairs are being done where required, but preventative maintenance has slowed down a bit due to Steve Raby's commitment to the museum. Steve is filling in for Michael Bray as a volunteer on weekends. His focus has been facilities repair and event coverage.

After a whistle was broken off Car 124 accidentally, we replaced it and realigned both horizontally. The nose panel on the Birney was painted by a special volunteer, Paul Martinez.

Fun on a handcar



The Historical Heritage Commission grants are more restricted and had to be applied to non-mobile uses. He also noted that for CTRC to qualify for extensions to the Kelley Park Trolley Line, the City of San Jose Park's Master Plan would have to be modified. An earlier version of the Master Plan included tracks; however, the latest version excludes the tracks to the east side of Kelley Park.

H. Diridon Station Museum – Diridon reported that the exhibit lights need to be turned on which will require some extension cords and that a photo of Norman Mineta and the program for the Mineta International Airport opening have not yet been placed in the air travel exhibits.

I. Fundraising – Diridon announced that between \$30,000-40,000 a year needs to be raised for maintaining CTRC's obligations. He will work with a committee to be appointed to develop a fundraising event based on the annual August volunteer BBQ.

VI. NEW BUSINESS

Diridon conveyed he has been in talks with a movie company which has requested to borrow one of CTRC's cars. They have been referred to Bob Schneider but may not follow through since they really wanted old rail cars, not trolleys. CTRC's rail cars are in poor repair.

Middlebrook reported that in the last couple of meetings only six people have shown up for the monthly CTRC membership meeting, which is not cost-efficient as CTRC rents the space for the meeting. Consensus was to move the meeting to a Saturday morning and be held at the Trolley Barn or 2479 site.

At the 2479 locomotive site mommy fox had a kit of seven babies. They found a home under and around the stack of rails.



In this picture there are seven little foxes. Can you find them?

Middlebrook shared that he had been in discussions with an organization that is interested in co-sponsoring a future local event. Following discussion, a motion was made, seconded (Ginsborg/Middlebrook) and unanimously carried to authorize Middlebrook to proceed with the planning and bring a formal proposal to CTRC at the next meeting.

Ginsborg left at 9:20 a.m.

Kotowski announced that the 2011 National Model Railroad Convention will be held in Sacramento over the July 4h weekend. The week prior to the convention a special advanced section of convention attendees will be arriving in San Jose for rail-road-oriented tours in the Bay Area, which includes visits to History San Jose, the Light Rail facility and Caltrain Service facilities.

Schneider announced that the 2nd Sunday of the month is family day at San Jose History Park featuring events with different themes. The trolleys will be staffed and participate in the events.

VII. ADJOURN – The meeting was adjourned at 9:45 a.m. to the next meeting at 8:00 a.m., Thursday, May 19, 2011.

Respectfully submitted,
Lynda Ramirez Jones



Information

Membership Meetings: First Monday of each month at 7:00pm at the Santa Clara Train Depot.

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**; **Vice Presidents** are Marvin Bamburg, Design; Ken Middlebrook, Volunteers; Larry Murchison, Communications; Bob Schneider, Trolleys; Jack Young, Locomotive. **Board Members** are David Bottomley, Dick Campisi, Tom Collins, Carl Cookson, Sr., Brenda Davis, John Davis, Hon. Jerry Estruth, Joel Maniaci, Mignon Gibson, David Ginsborg, Robert Kieve, Rick Kitson, David Knight, Mike Kotowski, Jim Lawson, Art Lloyd, Joe Maniaci, Edward McCauley, Kit menkin, John Neece, Annette Nellen, David Niederauer, Larry Pederson, Gary Ross, Gary Simpson, Tim Starbird, Robert Stromsted, David Sylva, Chuck Toeniskoetter, Beth Wyman, and Charles Wynn.



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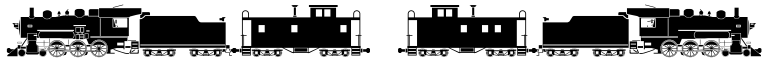
Web Site: Karl Auerbach <karl@cavebear.com>

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 restoration site at 2479 Healy Avenue, San Jose. Be there for a lively discussion about past and upcoming events

► The next CTRC board meeting will be Thursday, May 19th, 2011 at 8:00am in the History San Jose Pacific Hotel first floor conference room



Do you want to view this exquisite newsletter in color? Why of course you do and you should. Who knows, the time may come when that may be the only way to read this informative missive. Progress you know.

On your computer go to:
www.ctrc.org/newsletter.html

