

THE CLEARBOARD



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



DIRECTIONS FROM ROD DIRIDON

Rod is currently unavailable for his usual informative presentation but Bob Schneider will fill in and present information on his trip to the :

ATRRM (Formerly ARM) CONFERENCE 10/16-19. This year the Annual Conference was hosted by the Orange Empire Railway Museum in Perris, CA. Attendance at the conference was 160 including vendors (20+) and spouses (20+). The host did

an excellent job. Highlights of the conference were;

Day 1:

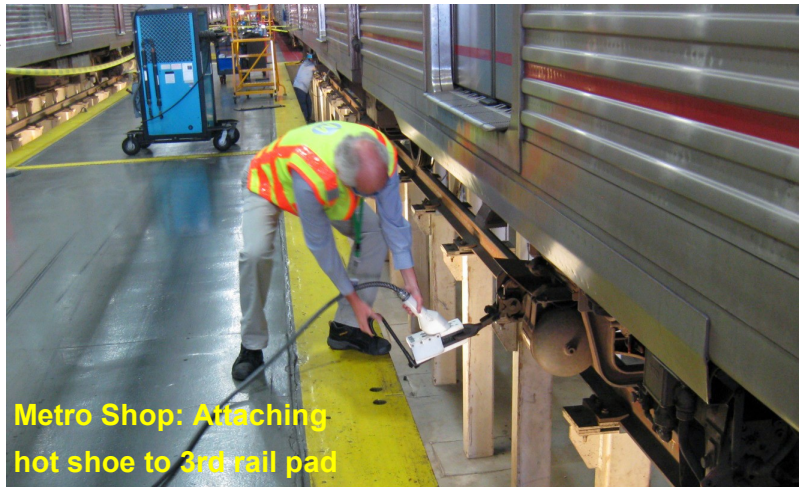
A. The Parts Committee had 32 attendees. The usual exchange of items needed or available took 45 minutes. Four locomotive people attended.

B. Three excellent talks were given (many more were available, but you had to make a choice):

1. Karl Johnson, Supervisor, SF Muni F Line shared his current experiences. They do preventative maintenance every 2500 miles. With 32 operating cars per day they experience one problem daily on average. The F line started in 1995 and presently has 24,000 riders/day in Summer and 17,000 in Winter. The line is profitable.

2. Mark Nelson, Executive Director , Heber Valley Railroad, shared his recent experiences in trying to revitalize their operation. The state of Utah owns the railroad, but gives it no funding. They have 60,000 riders/year. They suffered a significant decline in riders in recent years due to poor customer satisfaction. Poor teamwork among paid staffers required some layoffs. He is trying to rebuild the team, but increased rider revenue is key. They find the internet app can have a huge impact either way.

3. Don Evens talked about growing success at the West Coast Railway Park in Squamish, British Columbia. They work hard to bring in revenue in their new Barn/Round House. They are somewhat off the main highway and find that they only get 7% of their visitors from signs. Pre-sale for events is a big draw as well as social media. He also said that 80% of the big donors are "seniors".



Metro Shop: Attaching hot shoe to 3rd rail pad



Orange Empire Railroad Museum Birney

3. **Day 2** was loong. On the Bus at 6:30, to train for a 90 minute ride to LA Union Station, bus to Metro stations for tour of shops. Back to Union Station for Safety Seminar, then a quick lunch. Off to another shop, then to their Rail Operations Center. The Center covers their entire system. Part of the Center is train control and part is monitoring of CCTV in stations and other key places. I saw around 50 people there. Their next generation of CCTV security software is expected to detect abnormal people behavior.

LA Metro was super organized and had dedicated cars for our group of 100. We were told to say that we were on an inspection tour, not a charter, if asked!

Back to Union Station Historic Harvey House Restaurant for dinner.

(Continued on page 8)

CTRC BOARD MEETING MINUTES

California Trolley & Railroad Corporation (CTRC)
Board of Directors
Meeting Minutes

Pacific Hotel, San Jose History Park

August 15, 2013

- I. **WELCOME** – The meeting was called to order by Board President Rod Diridon, Sr. at 3:10 p.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California.
- Attendance:** Marvin Bamburg, Rod Diridon, John Ezovski, David Ginsborg, Mike Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Steve Raby for Bob Schneider, Charley Wynn, and Lynda Ramirez Jones.
- II. **MINUTES:** A motion was made, seconded (Kotowski/Wynn) and unanimously approved as written.
- III. **PRESIDENT'S REPORT**
- A. **President to provide reports as each item is discussed.**
- B. **Special Projects** - None.
- IV. **FINANCIAL REPORTS**
- A. **Fiscal Year 2012/2013 Annual Financial Report** - Diridon reported that the financial report includes the check register for the entire fiscal year for transparency purposes.
- B. **Profit and Loss Statement and Balance Sheet** - included for the period July 1, 2013 to August 14, 2013.
- Kotowski inquired about the minus figure for the Equipment and Facilities Fund in the Fixed Assets portion of the Balance Sheet, expressing that the amount is excessive. Diridon explained how the figures are determined. Following discussion, consensus was to invite Annette Nellen, CTRC Treasurer, to provide the Board with an informational session regarding how figures are ascertained. It was suggested that an archival balance sheet with assets at full market value be developed.
- Diridon reported that the checking account has a balance of approximately \$6,000.00, and the savings account has a balance of \$312,000.00. He noted that the organization operated in the black last fiscal year.
- Diridon announced the names of the sponsors and amounts of sponsorships of the 2013 Annual Volunteers Recognition BBQ.
- A motion was made, seconded (Kotowski/Wynn), and unanimously carried to approve the financial statements.
- V. **CURRENT PROJECTS**
- A. **Trolley Barn** – Steve Raby provided the report on activities of the Trolley Barn on behalf of Schneider and distributed a report (see Addendum #1 on page 7.)
- Diridon asked whether a base design was needed for the poles and pads, noting that a contractor is available to do the cement work. Schneider continues to work with the City of San Jose to obtain the poles. Diridon requested five poles in the event another station is added at the end of Peppertree.
- B. **Locomotives 2479 & 1215** - Ezovski reported on the locomotives' activities and distributed the attached report (see Addendum #2 on page 7.) He said volunteers continue to work on the last two bushings, and they should be completed by mid-September.
- David Ginsborg arrived at 3:45 p.m.
- Ezovski further reported that there has not been much activity with the caboose.
- C. **SCC Rail Museum** – Diridon reported that he met with Santa Clara Mayor Jamie Matthews to discuss a rail museum at Lafayette and Great America Road, and the City was receptive to the concept. At a subsequent meeting with the City Manager, Attorney and Planning Director, all agreed that they would make it work.

A discussion ensued regarding the Agnew Station and Bassett Street site. Kotowski noted that the site is owned by Union Pacific; however, it is leased by a group to which he belongs.

Diridon asked Kotowski if there might be any interest from Kotowski's group if CTRC wanted to put in a rail museum on the property.

Kotowski to contact David Perry of Pittsburgh Des Moines property. Bamberg offered to contact the Sharks about what they plan to do with the property located near San Jose History Park.

Middlebrook added that a developer is looking at property on Bayshore in San Francisco for a possible railroad museum.

D. Kelley Park Rail Stops – No report - benches are in process of being purchased.

E. Volunteers - Diridon reported that a former intern at Mineta Transportation Institute has launched an organization for volunteer opportunities. The intern has added CTRC, and it could be a source for volunteers of the future. All donations come from major organizations.

F. Acquisitions - Diridon reported that a recent acquisition involved the Orchard Supply Hardware (OSH) 1940's boxcar. He met with the appropriate parties concerned, and plans were made for developing an agreement to move the boxcar to a CTRC facility for restoration with funds from the interested parties. However, in the interim, the Willow Glen Neighborhood Association was preparing to the move because they want it to remain in Willow Glen. The boxcar is now slated to be moved to a new development going in on San Carlos Street in Willow Glen.

Following discussion, a motion was made, seconded (Kotowski/Ginsborg), and unanimously carried to request that the historic OSH boxcar be gifted for a tax deduction to CTRC and that it be moved to become one of the static displays with Locomotive 1215 and the caboose on the corner of History San Jose Park property.

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

G. Grant Applications

i. Historical Heritage Commission Grant Program - Diridon reported that the Grant

Committee had written a grant application and submitted it to the County of Santa Clara Historical Heritage Commission. However, the application was disqualified because the property (Locomotive 2479) is considered mobile. The Commission has been asked to reconsider.

H. Diridon Station Museum – Nothing new to report; the lighting of the exhibits is still pending.

I. Rail Fair – Diridon reported that much depends on getting Locomotive 2479 done.

Middlebrook requested that Diridon set up a meeting with Valley Transportation Authority to discuss sponsorships.

J. Fundraising – The Grant Committee will continue to seek funds through grant applications.

Diridon mentioned that it was time to present a CTRC annual report to the Fairgrounds and to the Board of Supervisors. He asked Ezovski and Jack Young to prepare a PowerPoint presentation of CTRC projects to take before the Fairgrounds and then to the Board of Supervisors.

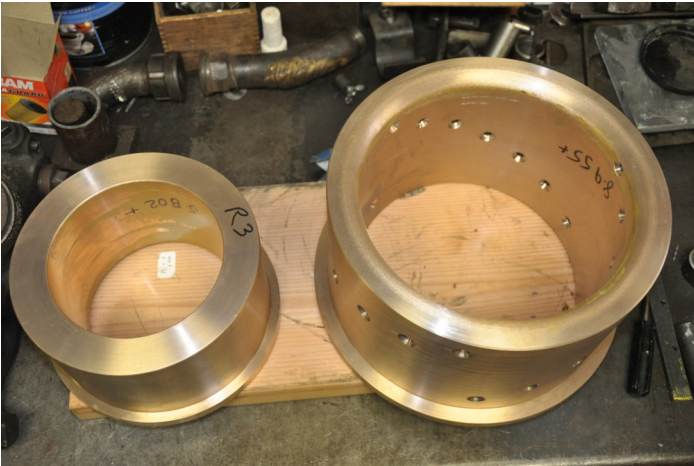
VII. ADJOURNMENT – The meeting was adjourned at 5:00 p.m., to the next meeting at 8:00 a.m., Thursday, November 20, 2013, at Pacific Hotel, San Jose History Park, 1650 Senter Road, San Jose, CA.

Respectfully submitted,

Lynda Ramirez Jones

Rod bushings -

The major task of replacing all rod bushing was completed on August 31. All rods are on the locomotive. A temporary method of injecting grease into the driver pins to provide protection and lubrication to the pins and rods was also achieved. None of this work would have been possible without the generous donation from Karen and Jerry Lane.



Steam Dome Cover -



Ten years ago, Form 4 calculations revealed that the steam dome cover was too thin to be returned to service. Unlike the aux dome cover, this cover has an outward "bump" in its middle. This bump gives the cover strength. Without the bump the cover would be about 50% thicker and 100 pounds heavier.

Manipulation of various components in the cover system were attempted to make use of the existing cover. All manipulations still resulted in failure. Two factors slowed cover replacement: expected cost between 1,000 and 1,500 dollars and locating a vendor. Three months ago, a vendor was located and a quote request was submitted. The returned quote including shipping was a big surprise, \$416.00! Cover was ordered and received the week of Sept. 30. Machining on the cover has begun.

Purchase of this cover was made possible through contributions made in memory of Lee Westfall.

Cab repairs -



(Continued on page 6)

From Bob Schneider.

NEW TROLLEY BARN VOLUNTEERS A picture of Debbie Sillman is shown below. She

Bill Raby joined the Trolley Barn in August 2013 to work on Trolley maintenance. Bill is Steve Raby's brother.



Conductor Debbie Sillman



Bill Raby and wrench

joined the Trolley Barn in June 2012 and by choice is a qualified conductor. She works full time as a software engineer. She came to us thru Erik Hansen and usually operates with him.

HAUNTED HISTORY: We participated in the event as usual by operating the trolley and giving trick or treaters a fold up VTA car. Attendance was excellent with 558 riders and 297 Barn visitors. See picture of a true "train enthusiast".



Debbie & Erik Hansmen "Holloweén costume"



Young train enthusiast in costume

(Continued from page 4)

Sections of the rain gutters on both sides of the cab have corroded away. The gutter on the engineer's side has been repaired. The rusted away segment was cut away and a new segment welded into place. Even up close, it's difficult to see the repaired area. Work on fireman's side will begin soon.

Sides of the cab have been wire brushed and primer applied.



Firebox welding -

Ultra sound measurements exposed several thin areas on the firebox. Earlier this year weld repairs were completed on the engineer's side. Areas on the fireman's side are now being built up.



TROLLEY BARN INPUT—8/15/2013

Horse Car Birthday 6/16. Part of Family Day with a transportation theme. Numbers were 314 trolley riders, 171 Barn visitors, 208 horse Car riders and 155 hand car riders. Our team of 7 for the day was helped by 10+ visitors that pushed the horse Car back Into Barn. They enjoyed helping.

RECOGNITION:

500 Hours - John Hansen

1000 Hours - Bill Traill

Special Award - Keith Baker (22 years) and Igor Ouimett (25) years have stepped down From Trolley operations. but will remain active as Hosts and at special events.

TROLLEY STOPS:

Working with SJ city to get poles. Asking them to deliver. Poles will need to be re-painted,

Getting plans for base from city. Have contact person to work with on signs

Joel reports that;

He has sponsors for 4 benches

He is working to get design support

6. Bob is a bit behind due to Kitchen remodeling, travel and Jury duty.

VOLUNTEERS:

1. Steady at 24 (11 Motormen + 2 conductors)

5 Hosts, but need more.

Steve Raby has returned to the area and is back in the Barn helping.

LINE MAINTENANCE: We continue to trim bushes along both lines with help from SJ City Parks team and HSJ.

LOCOMOTIVE RESTORATION

2479 Work Crews averaging 3 - 6.

Locomotive Repairs

Side and Main Rod Bushings

Main rods removed from trolley barn,

6 of 8 rod bushings have been completed with no issues. Bushings are installed In front and rear set of side rods. All side rods have been mounted on locomotive.

Main rod bushing for light side is nearly complete. Right main rod will be mounted, temporarily, this weekend. Last bushing, main rod left side, is in work. Bushing program should be complete by mid-September.

Measurements of the cylinders have been taken. Cylinders are near identical in size. Cylinders are only slightly out of round. Right cylinder varies .031" while left varies .043. SP circular allows up to .125". Cylinders only require honing. Looking for honing tool that will expand to 25 ~ inches. May have to make something.

Piston rings - looks like we can reuse old lings except for several that are damaged.

Boiler

Steam dome cover. Located vendor, Fort Worth F & O Head Co., that can provide cover similar to present, flanged and dished head. Obtained quote, \$250.00 plus \$167.00 shipping. Seven week lead time. Order placed 8/13/13.

Cab

Section of rain gutter on engineer's side has been cut away and new segment is being welded into place.

(Continued from page 1)

In the later 1800s, Fred Harvey built restaurants in key Santa Fe railroad stations for railroad travelers. Orders were taken on the train, wired ahead and the traveler could eat the meal in 20 minutes. Women in uniforms served the meals.

Light Rail, train and bus back to the hotel arriving at 10:30.

4. **Day 3.** We were bussed to OERM's site for the day. Light breakfast and a BBQ lunch were served. The site is very large, so

lots of wandering was required. The museum brought out various trolleys and locomotives for rides/viewing. The museum operates steam, diesel and electric. I attended a seminar (hard hat, down and dirty in the pit) on the workings of a PCC trolley. Much different than our older equipment. Bus back to the hotel late afternoon and a final banquet in the evening.

The conference was held in the Mission Inn in Riverside. Too pricy, so I stayed elsewhere. The Inn is done in various versions of Spanish style in a very convoluted way. It almost required leaving a trail of bread crumbs to find your way out and there were few signs.

The day before the conference I visited 2 air museums (March and Wings of Fame). Terri was with me and was able to get a dose of quilt shopping, visit friends in Long Beach and take a quilt class from a very renowned quilt teacher.

At the Conference we were told that next Conference will be at the Texas State Railroad in Texas.



OERM Loco #2 just after overhaul



OERM steam shovel



OERM diesel being pulled out for display



OERM Birney



Metro Shop: Jacks for lifting body & trucks

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:

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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>

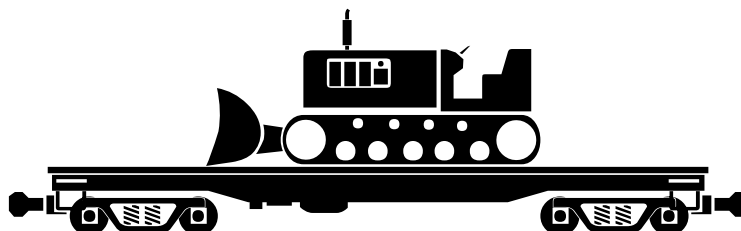
Web Site: Karl Auerbach <karl@cavebear.com>

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, February 20th, 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 CTCRC 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 \$ _____

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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)