

# THE CLEARBOARD



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

## DIRECTIONS FROM ROD DIRIDON SR.

### Final Directions

### Founder and President Rod Diridon, Sr.



**T**he first leadership transition for any complex organization is a time of risk and possible rewards. At my request, a formal Transition Committee, led wonderfully by **David Ginsborg** and including the CTCRC vice presidents and others, began meeting in January and mapped a careful path forward. That step by step course was adopted by the full CTCRC Board in March

with the election of Supervisor **Cindy Chavez** as President to be effective at the August 21, 2014 annual meeting. Both CTCRC's History San Jose Kelley Park historic trolley site and County Fairgrounds locomotive reconstruction and museum material storage facilities are in Supervisor Chavez's district who, by the way, loves trains. That transition is nearing completion with Supervisor Chavez now up to speed and prepared to offer the leadership needed for the next level of successes.

**Meet CTCRC President-Elect Supervisor Cindy Chavez!** Cindy is a home town gal who graduated with honors from San Jose State while working part time for various members of the County Board of Supervisors. She's very active in local community and political programs, and served two terms, one as Vice Mayor, on the San Jose City Council. Upon retirement because of term limits Cindy became the Executive Director of the regional AFL/CIO Central Labor Council after which she was elected in 2012 to her first term on the County Board of Supervisors representing District Two, the central part of the County. She helped launch CTCRC and has always been supportive. She's married to **Mike Potter**, local government affairs manager for Cisco, and they are very proud of son Brennan who loves railroads. Supervisor Chavez brings the right experience, is from the right district, has family and staff support, and has unlimited enthusiasm for all that CTCRC represents. **She'll be the keynoter at CTCRC's August 21 annual volunteer appreciation BBQ at History San Jose and looks forward to becoming better acquainted with each of you.**

**The past 32 years** after CTCRC's founding have been like riding a Pacific Model locomotive at full speed on the Shasta Division of the old SPRR! Many straight stretches at near 100 MPH but with many curves with flanges screaming and a whole lot of steep grades requiring multiple helper engines. The challenge of inertia seemed insurmountable at first just as on that stretch of track at Dunsmuir where I had the tempering experience of working my way through college as a trainman. But, as with the old SPRR, CTCRC met the challenge and success was attained by a true, sustained joint effort by hundreds of great volunteers, in-kind and financial donations from leading citizens, and CTCRC Board members.

**The CTCRC volunteers** are the key to the organization's unique success and have been guided by such luminary vice presidents as **Chuck Aldridge, Lewis Ames, Fred Bennett, Marv Bamburg, Hugh Crawford, John Ezovski, Dick Furman, Mac Gaddis, David Ginsborg, Ken Middlebrook, Larry Murchison, Bob Schneider, Jack Young, Les Washburn**, and more. Each of them served as vice presidents of the CTCRC departments and maintained a full head of steam during the best and worst of times. Their efforts have been supported by hundreds of dedicated volunteers, sometime whole families, over the years to rebuild, maintain, and operate the trolleys and trolley barn and are rebuilding and preserving the locomotives at no cost to the taxpayers.

**The CTCRC donors** were led by **Ray** and **Lynn Collishaw**, Heritage Cable Company's **Al Gilliland** and **Bob Hosfeldt**, Metro A and San Jose Chamber of Commerce's **Ron James** and **Steve Tedesco**, **Hugh Stewart** Center Trust's **Art Lund**, Mercury/News' **Tony Ridder**, Fairmont's **Ben Swig**, and dozens more who raised nearly \$4 million in cash. With that community trust CTCRC acquired and reconstructed nine historic trolley and owns four historic locomotives, two cabooses, two passenger cars, several other pieces of historic rolling stock, and is 85% complete rebuilding the County's Pacific Model Locomotive #2479. With over \$300,000 in an endowment and a balanced annual budget the fiscal future is secure but with huge tasks remaining.

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# CTRC BOARD MEETING MINUTES

## California Trolley & Railroad Corporation (CTRC)

Board of Directors  
Meeting Minutes  
Pacific Hotel, San Jose History Park  
May 15, 2014

**WELCOME** – The meeting was called to order by Board President Rod Diridon, Sr. at 8:00 a.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

Attendance: Marvin Bamburg, Alida Bray, Rod Diridon, Linda Esquivel, John Ezovski, David Ginsborg, John Hanson (for Bob Schneider), Mike Kotowski, Joel Maniaci, Ken Middlebrook, Denis Murchison, Larry Murchison, Charlie Wynn, and Lynda Ramirez Jones.

II. **MINUTES:** The minutes of March 13, 2014, were approved as written by consensus.

### III. PRESIDENT'S REPORT

A. **President to provide reports as each item is discussed.**

#### B. Special Projects -

i. **CTRC Succession** - Diridon reported that Cindy Chavez is ready to assume responsibilities as incoming President of CTRC at the August Board meeting.

Later in the meeting, a motion was made and seconded (Maniaci/Kotowski), and unanimously carried to elect Cindy Chavez as new CTRC President, succeeding Rod Diridon, Sr., effective August 21, 2014.

C. **Conflict of Interest Statement** - Diridon reminded those who have not submitted a Conflict of Interest Statement to do so now.

D. **CTRC Bylaws Update** - Diridon reported he is still working on updating the bylaws and they will be submitted for Board approval at the August Board meeting.

Diridon reported that the Memorandum of Understanding for the \$50,000.00 grant from the County of Santa Clara has been signed and final approval has been made. He thanked Linda Esquivel, Phyllis Sorenson, and Alette Lundeborg for writing the grant. The funds will go into the CTRC account and used for restoration of Locomotive 2479.

### IV. FINANCIAL REPORTS

A. **Reconciliation Statements (February 2014, March 2014, and April 2014)**

B. **P/L, Balance Sheets** - Diridon reported that the checking account has a balance of \$8,377.22 and the savings account (endowment fund) has a balance of \$313,129.31, as of May 13, 2014.



Our resident fox at the locomotive site

(Continued from page 2)

Following a brief discussion, a motion was made, seconded (Kotowski/Wynn) and unanimously carried to accept the financial statements (Items IV--A and IV-B.)

**C. CTCRC Endowment Fund** - Item delayed until later in the meeting - presentation from Eric Heckman at 8:45 a.m.

**D. Trolley Barn Phone Services** - Kitson not present to provide report.

## V. CURRENT PROJECTS

**Trolley Barn** – John Hanson presented the attached report on the Trolley Barn activities (see Addendum #1) on behalf of Bob Schneider who was out of town.

Bray noted that the City of San Jose has identified a fenced-in area for a Frisbee court on San Jose Kelley Park property. Bray expressed gratitude for the trolley run, noting it is an anchor for the park.

Diridon inquired about the status of forklift operator volunteers, indicating a need for two operators working simultaneously. Kotowski offered to follow up with A Tool Shed for volunteers.

**Locomotives 2479 & 1215** - Ezovski reported on the locomotives' activities and distributed the attached report (see Addendum #2.) He described the problems associated with the piston nuts in repairing them. The valve cage is with Oakland Machine Works for pro-bono work to be completed within a month.

Diridon to call Andy Anderson of Oakland Machine Works and invite him to the Annual Volunteer Recognition BBQ.

Middlebrook to follow up with Orchard Supply Hardware (OSH) regarding their pledged \$2,000.00 donation for painting the OSH boxcar.

Diridon reminded all to always be safe as they work on restoration and other activities.

**C. SCC Rail Museum** - Diridon reported he had communicated with the Guadalupe River Park & Gardens (GRPG) leadership about the southeast open space under the airport right of way as a possible site for the rail museum. He suggested reopening a dialogue with GRPG to approach the possibility, with Bamberg taking the lead, and inviting Cindy Chavez to participate. Diridon noted that Leslie Hamilton, GPRG Executive Director, has the master plan diagrams.

**D. Kelley Park Rail Stops** – Reported earlier in John Hanson's report (Item V-A.)

**E. Volunteers** - Reported earlier in John Hanson's report (Item V-A.)

**F. Acquisitions** - Nothing new to report.

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

## G. Grant Applications

**i. Dailey Foundation** - Ezovski to provide information for preparing a grant application on the Locomotive 2479 project to the Dailey Foundation. Jones to research possibility of a sponsorship for Annual



Steven Raimondi cleaning bolts

3/29/20

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## Piston separated from rod

Thanks to CTRC friends at the VTA Light Rail Facility, this morning the second piston was successfully separated from its rod. Even more important, there was absolutely no damage to the nut end of the rod. The piston separated from its rod at about 100 to 125 tons. Substantially less than the 300 tons required to push the first piston from its rod. I attached a full images.

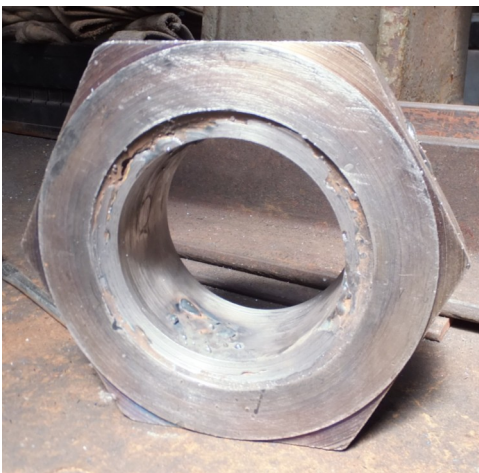


(OMW). Andy Anderson's Oakland Machine Works



## Begin repairs to damaged nut

Repairs have begun on the piston nut that was damaged during removal. Damaged areas were removed in a lathe. The inside diameter of the nut was built up with weld and machined. Cutting of threads will happen soon.



## Valve cage received and delivered to Oakland Machine Works

The casting for the new valve cage was received during the first week of May. Almost immediately, it was delivered to Oakland Machine Works

has performed a number of heavy repairs for CTRC. Back in the mid 90's OMW renewed a number of holes in the tender's bolsters. Several years ago Andy bored the main driver pin holes in the front and main rods. Machining of the new cage is scheduled to begin most any day.

## Cut tongue and grooves into cab roof liner lumber

Some additional work has been done on lumber for the cab's liner. Tongue and grooves were cut using a shaper provided by John Blaine. The next step is to add a 45 degree chamfer to the edges of each plank. The tool to perform this work has been on back order and should be shipped soon.

**See picture on page 6.**

## Clean, paint and prime end of OSH boxcar

Prior to setting the Orchard Supply Hardware boxcar in position between SP1215 and the MoPac caboose, the ends of the car were wire brushed, primed and painted. Hopefully in the next several weeks the car will be set in place. There is still much work to be done on this car. A number of spots where the roof meets the car sides require repair due to heavy corrosion. A repair method has been discussed. Soon, this method will be tested on a section.

*(Continued on page 6)*

From Bob Schneider.

## Remembrance of Steve Raby:



We had a wonderful gathering of family and friends to remember Steve on 5/4. About 125 people came to share memories and events they shared in Steve's life. Steve's wife, Carol, displayed lots of photos of them over their life together. They first met when they were 11. The family did all the hard work, so all we did was make Steve's second favorite place available (the first being his home). He is definitely missed.

**Weekend of June 14/15:** This was a very busy weekend for us.

Saturday was the Portuguese Festival and we had 677 trolley riders plus 305 trolley barn visitors. As always, the Festival was very busy. We had some trolley crew issues, but Bruce and Eric Butler stepped up the situation at the last minute. Thanks guys.

Sunday was a Family Day with Transportation as the theme. With that we rolled out all our toys. The Education people received a donation that allowed us to invite our friends from Grass Valley to help us operate the Horse Car. We also operated the hand car. We had 690 trolley riders, 284 barn visitors, 184 hand car riders and 453 horse car

riders. The horse car riders were over double our previous two years. Good advertising really helped.



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Peter and Randy Savoy tongue & grooving



### Information update.

The OSH boxcar has been moved to the track and now is located between locomotive 1215 and the caboose. We now have a freight train at San Jose History Park. More information and pictures in the next newsletter.

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**Creatures:** In May I noticed animal poop near the air compressor shed. As time went on I started seeing a number of Red Foxes. I've seen 2 adults and 2 kits at various times. I've concluded that they are beneficial because on 3 occasions one of them was taking a squirrel to lunch. Plenty more to go. They are very curious and on several occasions they would get within 5 feet of me from a protected spot. Mind where you walk near the air compressor.

Several weeks ago Mike Bray was on site in the evening. He caught a lady placing quite a bit of cat food along the North fence. About 15 skunks were eating while the cats waited their turn. Mike explained to the lady the serious problems she was causing. The next day the HSJ staff approved hiring an exterminator to help. Caught skunks are correctly euthanized and taken away. Cats are dealt with following TNR. First batch was 2 skunks and 1 cat. Second batch was 1 skunk, 1 fox and 1 raccoon. Two free raccoons were trying to release the trapped one. To be continued.

**Clampers:** On 7/18 and 19 over 100 members of ECV visited History Park They thoroughly enjoyed the Trolley ride (450) and Trolley Barn (190). Three or four of our volunteers are members of ECV. I know very little about ECV, so Pat Buder provided the following; Background:

There are about 40 chapters, mostly in California & Nevada, but also in Washington, Oregon, Colorado, Arizona, Utah, and Idaho. The president of each chapter is called the Noble Grand Humbug (NGH). Any past president is an XNGH. All the guys on this trip are NGH or XNGH.

Here is your short version of their trip: The trip is an annual event called the T.R.A.S.H. Trek (Transierra Roiterous Alliance of Senior Humbugs). They visit a different area of historical importance each year. This year they visited New Almaden, Quicksilver County Park, Oak Hill Cemetery, and Alviso, as well as History Park. Humbugs are current or past presidents of their clamper chapters.

As a closing comment, these guys sometimes do **anvil firing**. Check it out.

**The CTRC Board** includes the vice presidents and major donors listed above plus over 20 other top community leaders who have shared their time and treasure, often more than they expected. The current board members are listed on the mast head of this newsletter so, though thanked profusely, won't generally be listed again. Some of the past members should be recognized including ever transit agency general manager; **Mike Burns, Jim Graebner, Jim Reading, Larry Reuter**, and now **Nuria Fernandez**. Supervisors Blanca Alvarado and Ken Yeager shared their prestige with CTRC as honorary chairs as did San Jose's Mayors **Ron Gonzales, Susan Hammer, Tom McEnery** ( who arranged for the trolley barn site), and **Chuck Reed. Harvey Armstrong, Lynda Ramirez Jones, Larry Kuechler, Griff Lewis, Pat Restuccia, and Ron Stortz** donated the accounting and bookkeeping over the years while the legal services were donated by **David Mitchell, Bob Morgan, Al Ruffo**, and now **David Sylva**. Long time and highly productive board members include **Don Allan, Phil Boyce, and Ervie Smith** (CTRC's bankers), **Peter Carter** (donated the public relations and provided the award winning CTRC logo), **Randy Cowherd** (donated the copy and publication work), **Bob Kieve** (donor and cheer leader), **Pierre Prodis** (designed the Trolley Barn pro bono), **Tim Starbird** (negotiated the insurance), **Art Taylor** (built the Trolley Barn pro bono), **Ron Wells** (donated the Kelley Park rail line construction), and so many more. Campbell Councilmember **Mike Kotowski**, rail advocate Art **Lloyd**, and engineer **Charlie Wynn** have served since the Board's inception and will continue to offer their expertise to new President Chavez.

**CTRC's top priority future crusade must be the valley's Steam Railroad Museum** promised by the County and CTRC to be built to replace the historic main 1890s Lenzen Avenue Southern Pacific Railroad Yards. That historically protected facility is now the site of the Caltrain Maintenance Facility, the construction of which had been stopped because historic preservation laws prohibit the destruction of the historic roundhouse, turntable, water tower, tracks, and switches on the site. The County made the commitment, by Board action in 1994, to rebuild those facilities on the north west corner of the County Fairgrounds, using the archivally deconstructed original materials. The SPRR and later UPRR deeded the tracks from the nearest switch to the corner of the Fairgrounds to protect rail access to the site. But in the later 1990s, with a new County Executive determined to commercially develop the site, the County functionally withdrew the site approval and returned the related \$1 million federal transportation improvement grant. The UPRR then allowed buildings to be constructed across the rail right of way. The Fairgrounds now have no rail access so can not be a railroad museum. Yet the thousands of tons of carefully cataloged and stored material to create the museum with functioning roundhouse and associated facilities, continues to be stored on the Fairgrounds with the county historic locomotive and CTRC's steam railroad reconstruction shops. The County has looked for other sites with rail access, to no avail, though three do exist but with restrictions. **The biggest disappointment of my nearing-50 year community service career has been the inability to build that Steam Railroad Museum for the Valley as promised by the County and CTRC.** Great appreciation must be shared for CTRC's Museum VP **Marv Bamburg** who designed two full depot/museum buildings and has chaired the project through frustration after frustration. Thanks additionally to **Bonnie Bamburg, Tom Collins, Harry Laler, Ken Middlebrook, Larry Murchison, Chuck Toeniskoetter, Jack Ybarra**, and other who donated vast amounts of talent only to become stymied. The real tragedy is that so many of those who began CTRC, with the objective of seeing #2479 operate from the museum, have now passed on.

**History San Jose** has been the cordial nest within which our egg was nurtured with great thanks to **Minon Gibson. David Crossen, and Alida Bray** for always being supportive and ready for a new idea.

**As a legacy**, indeed, CTRC has been a tremendous success creating over \$30 million in capital facilities and full evaluation for the Valley and donating over 400,000 hours to create, maintain, and operate those facilities at no taxpayers' cost. The way forward under new President Chavez is well planned with fine volunteer and financial support. My joy is to now be one of those volunteers working to implement our shared vision of preserving the best of the past to create a better future. As the old Hogheads (steam railroad engineers) declared with great enthusiasm when they saw the ball at the top of the pulley pole signaling that there was no reason to stop at the next station so full speed ahead..."HIGH BALL to CTRC and President Chavez!"

*(Continued from page 3)*

Volunteer Recognition BBQ from Dailey Foundation.

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

**I. Fundraising** – Diridon stated that he has raised the fundraising goal for the Annual Volunteer Recognition BBQ sponsorships to \$40,000.00 for operating expenses.

**VI. New Business** - None.

**The agenda was moved back to Item IV-C - CTRC Endowment Fund.**

Eric Heckman, Investment Advisor, Heckman Financial & Service Insurance Services, was invited to come in and speak to the Board regarding moving the CTRC endowment fund to a higher-interest bearing account.

Diridon explained that the funds were obtained from the sale of a trolley car. Some of the money was put into an endowment fund and some of it was used for Trolley Barn activities. CTRC has a current balance of \$313,129. 00 in the endowment fund and would want to keep it as a source of revenue for operating costs of CTRC programs. He prefers a program of investing money versus keeping it in the bank, using the funds as a source of income. For now he suggested some sort of investment where earned interest could be used to fund equipment or whatever else might be needed.

Heckman stated that he works with a specific financial institution and has been creating plans with the same portfolio since 2002 which has never lost money. He described the portfolio in detail and the associated estimated total fees of 8.5% to 9%, including his fee.

A lengthy discussion ensued, and Heckman responded to questions from Board members.

Diridon asked Heckman to provide a model for the CTRC Board to make a decision by the August meeting.

Following further discussion where Board members opined their thoughts (comfort level, trust, local and known investor, etc.), a motion was made, seconded (Ginsborg/Bamburg), and unanimously carried that the President appoint a Finance Committee to accept from Heckman a proposal with a 1.5% total investor's fee; would generate an estimated 4% to 5% net after all annual fees; and that the proposal be signed and in effect for the August 21 Board meeting. The agreement would be for one year with quarterly reporting to the Board with any adjustments made quarterly in November, February, May, and August.

Agenda moved back to Item III-B-i, and motion made as previously noted.

**VII. ADJOURNMENT** – The meeting was adjourned in memory of Steve Raby at 10:05 a.m., to the next meeting at 3 p.m., Thursday, August 24, 2014, at Pacific Hotel, San Jose History Park, 1650 Senter Road, San Jose, CA, followed by the Annual Volunteer Recognition BBQ at 5:30 p.m.

Respectfully submitted,

Lynda Ramirez Jones





## 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: 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.

## 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:

President: Rod Diridon <diridon@mti.sjsu.edu>

Vice President: Ken Middlebrook <kamiddlebrook@comcast.net>

Motive Power: Jack Young <jyoung99@pacbell.net>

Electrical: Bob Paddleford <bobpadd2479@comcast.net>

Site Maintenance: Denis Murchison <dmurch@charter.net>

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

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

Historian: Larry Murchison <larrymurchison@comcast.net>

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>

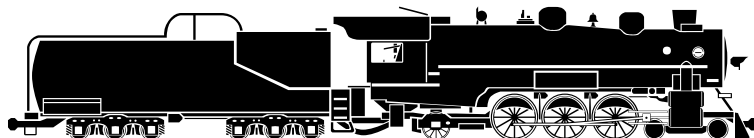
Acquisitions: OPEN

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

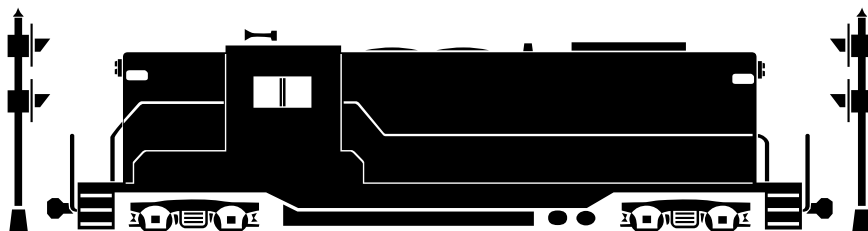
Web Site: Karl Auerbach <karl@cavebear.com>

## COMING EVENTS

► Remember the Saturday workdays. Check with John Ezovski at 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, 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 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: \_\_\_\_\_

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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)