

THE CLEARBOARD



Rod Diridon, Sr., President

<http://www.ctrc.org>

Larry Murchison, Editor

Directions

CTRC President Rod Diridon, Sr.



Valley Transportation Authority's Measure B Passes: With a resounding 72% in favor, Measure B adds 1/2 a penny to the county's sales tax creating about \$6.5 billion during the coming 30 years. That will be matched with state and federal funds to add at least \$3.5 billion more which will build a large chunk of the County's transportation master plan. By 2025 we'll enjoy BART via San Jose to Santa Clara, electrification and upgrade of Caltrain to carry twice the current passengers, free up old Measure A funds for VTA light rail extensions along Capital Expressway and from Campbell to and Vasona Junction, study and implement a transit alternative in the HW 85 corridor, convert several of the expressways to freeways by adding grade separations at current cross streets, major expansion of the county's bicycle-way system, pot hole repairs for city streets...and much more. That massive planning and construction effort also prepares for the state's high speed rail system's 2025 arrival from the Central Valley to the San Jose Diridon Station. We'll soon have the true world-class transportation system that Silicon Valley deserves.

As many of you know, after 23 years I retired from the Mineta Transportation Institute in August in part to volunteer half time on the Measure B campaign. What a pleasure to watch the fine leadership provided that massive effort by **Silicon Valley Leadership Group CEO Carl Guardino, San Jose Mayor Sam Liccardo, VTA Chair and Supervisor Cindy Chavez** (while she also helped run the successful Measure A housing tax campaign), and many hundreds more. Though those three leaders don't always agree, their selfless cooperation and seamless coordination was amazing to watch. Special plaudits to Carl for his remarkable, comprehensive three years of careful planning via the Leadership Group.

Now, as we look to the future with confidence, we should also look with pride to the past. **CTRC's proposed Steam to Sustainability Railroad Museum will celebrate the best of the past to assure a better, more sustainable future. CTRC Vice President Marv Bamberg and his Museum Committee, working with the Guadalupe River Parks and Garden Conservancy's Planning Committee, have developed a top quality proposal. The three Measure B leaders are being asked to consider integrating the Museum into VTA's overall transportation program. We wish them the wisdom of Solomon and hope for a favorable decision soon.**



CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors Annual Meeting

August 18, 2016

MINUTES

- I. **CALL TO ORDER:** The meeting was called to order by President Rod Diridon, Sr. at 3:04 p.m., at the Pacific History Hotel Conference Room, 635 Phelan Avenue, San Jose, California.

Attendance: Rod Diridon, Jr., John Ezovski, Jim Helmer, Rick Kitson, Mike Kotowski, Brandon McCracken, Jody Meacham, Ken Middlebrook, Denis Murchison, Larry Murchison, Brian O'Halloran, Steve Pyle, Bob Schneider, David Sylva, Charley Wynn, and Lynda Ramirez Jones. Eric Heckman, Patti Murchison, Peter Savoy, Randy Savoy, and Beverly Wynn were also present.

- II. **APPROVAL OF MINUTES (5/19/16)** - A motion was made, seconded (Sylva/Wynn), and unanimously carried to approve the minutes of 5/19/16 approved with the following correction:

Page 2, Item VI. Current Projects - A. Trolley Barn, third paragraph:the oldest existing car built in San Jose (not in the West Coast.)

- III. **PRESIDENT'S REPORT (updated as items are discussed.)**

Diridon reported that CTRC's aged files and 20 boxes of mementos from light rail and CTRC were moved from his office to History San Jose and will be prepared for archiving.

Middlebrook and Kitson arrived at 3:10 p.m.

Diridon reported on the status of his health and announced that his doctor has ordered him to slow down his activities. He has fully retired from the Mineta Transportation Institute, and is volunteering half a day at the Silicon Valley Leadership Group, helping with passage of Measure B in the November election. He announced he will be setting up a transition process for the CTRC leadership in January 2017, and he is looking forward to including more participation in the process.

Pyle arrived at 3:15 p.m.

- IV. **Financial Reports**

A. P/L, Balance Sheets- Pyle reported on the Balance Sheet as of August 17, 2016, and the Profit & Loss Statement for the last Fiscal Year (July 1, 2015 to June 30, 2016) and as of August 17, 2016.

The reports show a savings account balance of \$8,323.55. The checking account balance is \$46,666.25, of which \$15,000.00 is unrestricted; the restricted balance is for restoration of Locomotive 2479.

A motion was made, seconded (Sylva/Wynn), and unanimously carried to accept the financial statements.

B. Endowment Fund - Eric Heckman, CTRC's investor, reported that the endowment fund is now at \$306,000, from its original \$300,000.00 investment.

In response to a question from Kotowski regarding long-term investments, Heckman stated that he did not anticipate any major changes.

VI. COMMITTEE REPORTS

A. Communications - Diridon noted that Kitson is Co-VP of external communications and L. Murchison is Co-VP of internal communications.

Kitson reported the Committee has started to initiate media presence and needs photos to help tell CTTC's story. The committee participated in media outreach with History San Jose's Transportation Days recent event

Kitson also noted CTTC now has a gmail account, and that a virtual switch would have to be made for a phone number through Google. Diridon asked Kitson to work with Schneider to make the switch. Schneider remarked that the key feature in making the switch is the alarm system connected to the phone.

L. Murchison conveyed that he went before the Guadalupe River Parks & Garden group to display the museum model he has created.

VI. CURRENT PROJECTS

A. Trolley Barn - i. Approval of Expense

Schneider distributed the attached Trolley Barn report, which included a request for Board approval of \$4,000.00 to remove damaged rail ties from the Kelley Park floodplain and dispose of them properly at an approved land fill. The breakdown is \$1,600.00 for the landfill disposal fee, and \$2,400.00 for the recovery and transportation to the land fill costs.

Following discussion, a motion was made, seconded (Kotowski/McCracken), and unanimously carried to approve the expenses up to \$4,000.00.

L. Murchison requested approval of a variance for materials (windows and redwood) to repair the herder's shed.

A lengthy discussion ensued, and consensus was not to go with the variance of materials and for Murchison to work with Helmer on obtaining the necessary materials (redwood) and that the windows continue to be 2-pane with Plexiglas protection.

B. Locomotives 2479 - Ezovski distributed the attached report. He has obtained a quote of \$24,200.00 for replacing the piston rings on Locomotive 2479, which, in his opinion, is way outside the budget. He commented that the pistons appear easy to make.

Ezovski reported he received a proposal in the amount of \$8,750.00 from David Varley to provide services for the FRA Form 4 certification of Locomotive 2479.

C. SCC Rail Museum - Middlebrook reported on behalf of Bamburg. He said in the last three months, the committee has made presentations to San Jose Mayor Sam Liccardo, twice to San Jose Councilmember Raul Peralez, and the Guadalupe River Parks & Gardens (GRP&G) Site Committee.

Middlebrook announced he had a second meeting with the GPR&G last week, noting that they were impressed that their suggestions had been accepted, and they are excited about the proposed museum site. Their Board is meeting next Monday, and hopefully endorse the project with a Letter of Support.

(For the record, members of the Museum Committee are Jim Helmer, Mike Kotowski, Joel Maniaci, Ken Middlebrook, Brian O'Halloran, and is chaired by Marv Bamburg.)

D. Kelley Park Rail Stops - Benches and Signage - Diridon reported he, Maniaci, and others have been working on this issue. They have met with the cement contractor, Kevin Albanese, who can provide the pads, base rock, and cement; and local Boy Scouts troops have been invited to do the excavation. The engineers are to write up the specifications, and the CTRC group will continue to work with the Parks Department to remove the dirt.

E. Archival of CTRC Files/Mementos - This item was covered earlier under President's Report.

Middlebrook to provide estimated costs for purchasing archival supplies and materials costs to hire intern/s to do the actual archiving.

F. Acquisitions - There are no new acquisitions.

G. Fundraising/Grants - Diridon reported he and Ezovski are working on a proposal for the Locomotive 2479 restoration project for presentation to a potential donor.

Diridon further reported that he was able to raise about \$15,000.00 in sponsors of the Annual Volunteer Recognition BBQ this year, and that it may be necessary to move allowable funds from the endowment fund.

It was suggested that a GoFundMe solicitation be set up for donations. No discussion on this item.

VII. NEW BUSINESS - None.

VIII. ADJOURNMENT - The meeting was adjourned at 4:35 p.m. to the Annual Volunteer Recognition BBQ. The next Board meeting is scheduled for **8:00 a.m.**, Thursday, November 17, 2016, in the Pacific Hotel Conference Room, San Jose History Park, 635 Phelan Avenue, San Jose, CA.

Respectfully submitted,

Lynda Ramirez Jones



SP-2479

Honing of the locomotive's four steam distribution valve bushings was the locomotive crew's most significant task this past quarter. This was not easy work.

Equipment needed to hone the valve bushings was the main issue. Many ideas were discussed over numerous months about how to construct a honing tool. Building a tool would have taken time. Local restoration groups did not have the necessary equipment. An email search resulted in finding a portable honing system at the California State Railroad Museum. Museum staff was willing to loan the tool to CTRC.

Some additional tooling had to be constructed, special oil and honing stones had to be ordered. Once all material was assembled work began. CTRC's large magnetic base drill was used to drive the hone. Each bushing required near 10 hours work to achieve the desired finished surface. Cost to complete the job was over \$500.00.

Next task associated with the valves is to order material for new valve rings.

OSH Boxcar

Installation of a new boxcar floor is complete. Approximately two-thirds of the floor that was in the car had to be removed in order to repair the damaged lower sills. Planks that were removed were no longer usable. Thank you to San Jose History Park for the donated materials.

The boxcar is near ready for paint.



The boxcar floor



The honing machine setup.



The honing machine at work



The finished bore



A hard working volunteer cleaning the power cylinder.



TROLLEY BARN QUARTERLY REPORT

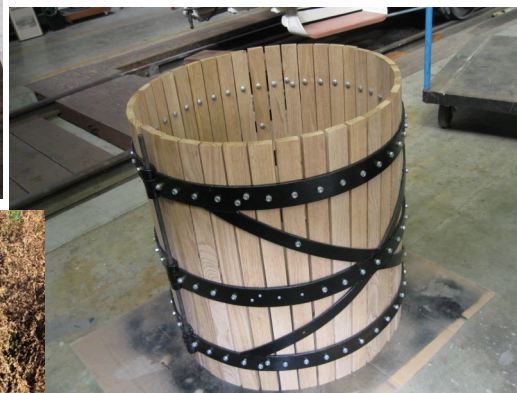
From Bob Schneider.

MAKER FAIRE: We had **Big numbers** of 1214 Riders, 998 Barn visitors and 493 Pit visitors. Very impressive event.

SPECIAL PROJECT: We were asked to restore a grape press from the Almaden Winery. The request came from the Friends of Wine (Marv Bamberg). The press is owned by the City of San Jose. Once restored, the press will go back on display at the Almaden Vineyard Park off of Blossom Hill Road. Big progress has been made by Drake MacLaren, a summer volunteer for this project. Drake is a sophomore at Simpsons and is studying History. As you can see, time outdoors

has been tough on the press.

The upper section consisting of an iron frame and wood staves has been completed. Work is proceeding on freeing up rusted wheels that won't turn and rusted bolts that won't come out.



2. TIES IN THE FLOOD PLAIN:

Last month the CTRC Board approved my request for \$4K

to fund removal of about 200 ties located in the flood plain. Many years ago these ties were placed there by CTRC for

future use and came from a local railroad strip out. Last June the ties were partly burned by an arsonist, but, perhaps we've been lucky that this didn't happen sooner. Anyway, on September 20 the ties were removed by a contractor used by Niles Canyon Railway and the job was done very professionally. John Zielinski handled the disposal paperwork, contractor arrangements, coverage of payments and other tasks. John also worked with a 2479 team to salvage about 30 ties beforehand to save them and mitigate costs. John is also a volunteer at Niles Canyon. A **BIG THANK YOU** to John for this help.



The picture by John is for a Niles Canyon job, but shows what kind of equipment the contractors used.

ITALIAN FESTIVAL 8/27-28:

Whew, what a big event. Riders were 572 Saturday and 672 Sunday. Barn visitors were 515 Saturday and 473 Sunday. Since this is a new event to the History Park, we didn't know what to expect.

The BIG oak tree at History Park: Following a minor incident at the zoo, the city took another look at the trees on site for safety. The BIG Oak tree we sit under for our annual CTRC Picnic was removed on 11/2.

There are more pictures of the BIG OAK Tree coming down on the next page.





The big beautiful oak tree is gone.

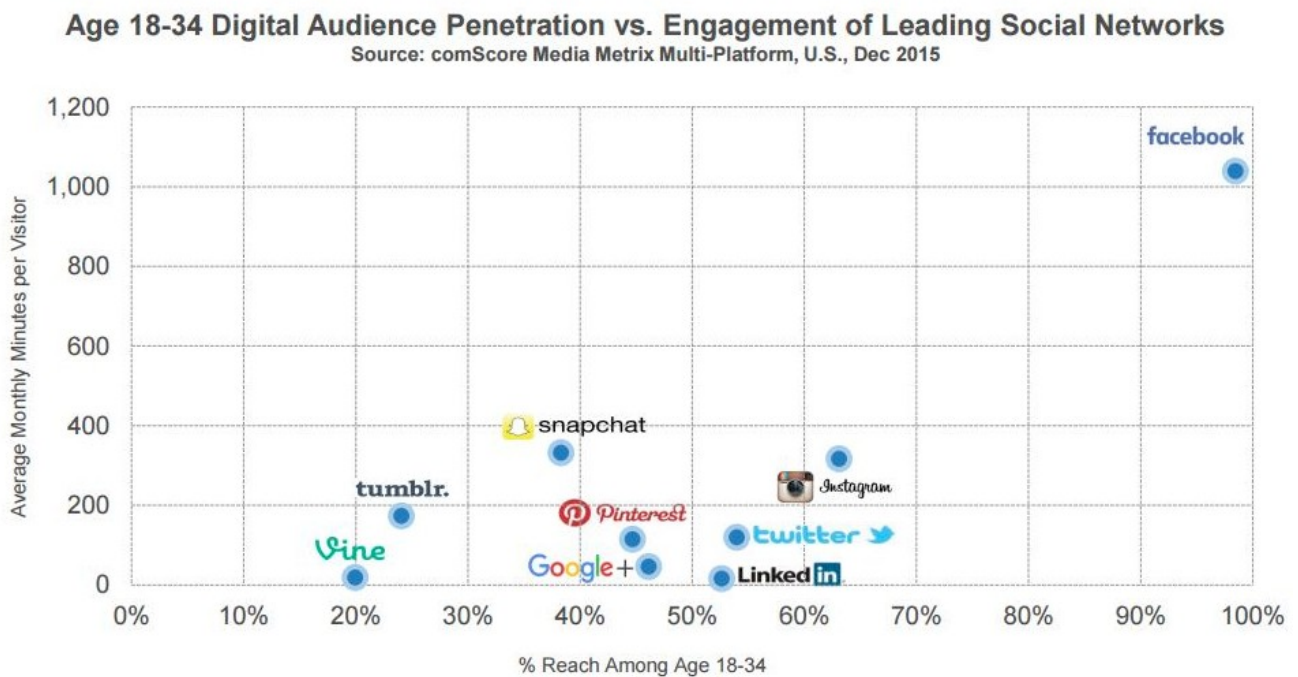
8 (Share That You Care From Rick Kitson

Some of the biggest surprises in Silicon Valley are 2479 and the many trolleys on which we have worked for many years. To better support and and promote the work that continues to be needed, CTRC is significantly boosting its social media profile.

John Ezovski has maintained an excellent Facebook page on 2479 ([Southern Pacific 2479 Steam Locomotive](#)). We have also started a CTRC Facebook page (CTRC).

Small businesses are beginning to see the value that social media can add to their bottom line, first and foremost, restoring our locomotive and trolleys.

There are more than 50 million business pages on Facebook, and they have a variety of features that we can use to interact with potential supporters. Unlike any other tool previously available to CTRC, Facebook is a powerful and inexpensive tool that can be used to promote awareness of CTRC, and the work of its volunteers.



If you have a Facebook page, please find us and like us. As our social media effort grows, it will be increasingly important for engaging the broader community in this project.

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 & Rick Kitson, 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; Art Lloyd, Joel Maniaci, Denis Murchison, Brian O'Halloran, Charles Wynn. **Ex-Officio Members** are Alida Bray, Nuria Fernandez, Josue Garcia.



CTRC Staff:

President: Rod Diridon, Sr <rjdiridon@comcast.net>

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> & Rick Kitson <rickk@cupertino.org>

VP Grants: Phyllis Perez Sorenson

VP Motive Power: John Ezovski and Jack Young

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

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Time Keeper: Larry Murchison <larrymurchison@comcast.net>

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

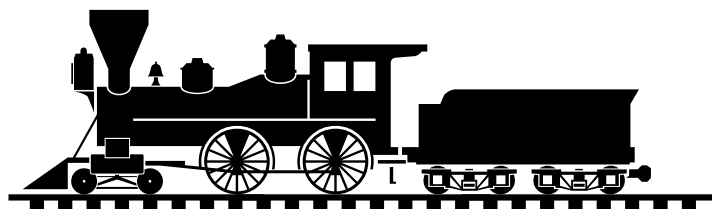
Editor: Larry Murchison <larrymurchison@comcast.net>

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 16, 2017 at 8:00am in the History San Jose Pacific Hotel first floor conference room. BBQ to follow.



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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Los Gatos, CA

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)