

# THE CLEARBOARD



Rod Diridon, Sr., President

<http://www.ctrc.org>

Larry Murchison, Editor

**Directions  
Diridon, Sr.**

**Founder/President Rod**

**Continuing Programs:** As the following newsletter articles reminds, CTRC is continuously busy pursuing ongoing projects and programs thanks to the leadership of our great vice presidents and strong efforts of our wonderful volunteers. I'll not elaborate except to encourage that you read the following carefully and with pride, and to stress our great appreciation to those who are working so hard to make trolleys and railroading available for the Valley.

## Locomotive 2479 at Baird



**Locomotive 2479 Grants:** Locomotives Vice President **John Ezovski's** fine compilation of historic information coupled with the photos of each step of the reconstruction process have been wedded to his cost projections for the completion and a general history of CTRC's successes to create a compelling grant request. That application for the last \$275,000 to complete the operational restoration of the last of the P10s is being polished and packaged by **Jean McCorquodale**, the County Executive's grant writer and wife of former **Senator Dan McCorquodale**. Jean and CTRC Administrator **Lynda Jones** have spent the last two months gathering the final legal material (proof of incorporation, non-profit 501 C 3 approvals, accounting of prior and pending costs and in kind work, latest audit, and more) that is now gathered in a format that will support the current grant request as well as those for other future CTRC projects. The two current targets are: 1) the rail enthusiast in San Francisco who had indicated interest and is in the process now of identifying a time to discuss the 2479 completion proposal; 2) support the \$50,000 county grant received two years ago and for which CTRC is requesting an extension of the \$38,000 yet to be expended. Preliminary discussions indicate enthusiasm for the approval of both request though further discussions and approvals are needed.

*(Continued on page 9)*

# CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)  
Board of Directors Quarterly Meeting  
November 17, 2016

## MINUTES

**I. CALL TO ORDER:** The meeting was called to order by President Rod Diridon, Sr. at 8:15 a.m., at the Pacific Hotel Conference Room, History San Jose Park, 635 Phelan Avenue, San Jose, California.

**Attendance:** Cindy Atmore, Marv Bamburg, Alida Bray, Rod Diridon, Sr., John Ezovski, Rick Kitson, Mike Kotowski, Ken Middlebrook, Larry Murchison, Bob Schneider, David Sylva, and Lynda Ramirez Jones.

**II. APPROVAL OF MINUTES (2/18/16 )** - A motion was made and seconded (Middlebrook/Ezovski), and unanimously carried to approve the minutes of August 18, 2016, as written.

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

**A. Measure B Election** - Diridon announced that Measure B, the local transportation tax measure, had passed in the November 2016 election, creating \$6.5 billion of new revenue over the next 30 years. He elaborated on federal and state funding, and how the funds will be used. He stated there might be some funding for CTRC's proposed railroad museum. Engineering plans could probably begin, noting Bamburg, Helmer, Maniaci and O'Halloran would be working with a committee on the architectural concepts.



The next step is for Silicon Valley Leadership Group President and CEO Carl Guardino, San Jose City Mayor Sam Liccardo, and County Board Supervisor Cindy Chavez to develop an agreement to proceed with the project.

**B. Final Audit** - Diridon announced that Armanino has submitted the attached final audit for the fiscal year ending June 30, 2014, and all is in order.

**C. FY 2015-2016 Tax Filings** - Diridon reported that the organization's tax filings were due November 15, 2016, and that Pyle had submitted the filings before the deadline.

D. Diridon announced he has been conferring with an anonymous donor, with whom he will be meeting in early 2017, to complete the restoration of Locomotive #2479.

#### IV. FINANCIAL REPORTS

**A. Profit & Loss, Balance Sheets** - Pyle was not present at the meeting; however, he submitted the organization's financial reports as of October 31, 2016, indicating a savings account balance of \$8,324.60, and checking account balance of \$44,185.31.

**B. Approval of Financial Reports** - A motion was made and seconded (Ezovski/ Kotowski), and unanimously carried to accept the financial reports.

**C. Endowment Fund** - Eric Heckman was not present at the meeting; however, he submitted a report, indicating a \$299,984.00 balance in the endowment fund. His report noted that the account is on track overall to do well and keep growing.

#### V. Committee Reports

**A. Communications** - Kitson reported that additional work had been done on the CTRC website.

**B. Approval of Media Policy** - Kitson presented the attached Media Policy for the organization, and requested approval from the Board.

Following discussion, Jones was directed to develop and maintain a registry of access codes to the organization's electronic media.

A motion was made and seconded (Kitson/Kotowski), and unanimously carried to adopt the media policy as presented. The written policy is to go into the CTRC Procedures Manual.

**C. SCC Rail Museum** - Bamburg reported that presentations on the proposed railroad museum had been made to Mayor Liccardo, San Jose City Councilmember Raul Peralez, and the Guadalupe River Parks & Garden (GPR&G) Board of Directors. He conveyed that at the last meeting with the GRP&G Board, they agreed to a Letter of Support to the City of San Jose.

Diridon agreed to call Leslie Hamilton, GPR&G Executive Director, regarding the Letter of Support to give to Guardino before he meets with the City.

Bamburg commented he has been hesitant to start with the engineering plans until receipt of a go-ahead from the City.

Larry Murchison created a model of the proposed railroad museum, which he presented at the meeting.

Kotowski announced he will be termed out of office as a City of Campbell Council-member next month, and indicated he would have more time and be willing to help with the museum and other projects.



## VI. CURRENT PROJECTS

**A. Trolley Barn** - Schneider distributed the attached Trolley Barn Report regarding the Barn's activities, and gave a report on the ATRRM Conference he attended in Savannah, Georgia, last month.

Schneider announced that his key contact, the Shop Manager at Valley Transportation Authority (VTA), has retired. Diridon suggested that he and Schneider invite the new VTA Shop Manager to lunch and a tour of the Trolley Barn.

Schneider to let Kitson know about Trolley Barn activities, such as the upcoming Holiday Festival, for a public relations (media) opportunity.

**B. Review of Herder's Shack Repairs** - L. Murchison reported that the lumber for the Herder's Shack repairs had been ordered at a cost of \$318.00. It has to be cut and will be about 1/16 of an inch thinner than the present material. The lumber will be wet and needs to be stored in the boxcar. He said the lumber has more knots in it. It will have to be adjusted. Helmer is getting it through Big Creek Davenport Mill. Helmer and Murchison will pick it up and transport it to the boxcar site.

**C. Locomotives 2479, Diesel, et al** - Ezovski distributed a report on the Railroad Division of CTCRC operations. His report noted that a total of \$11,528.70 of the \$50,000.00 County of Santa Clara grant has been expended, and that the contract will probably have to be extended beyond the already-extended date of March 2017.

**D. Kelley Park Rail Stops - Benches and Signage** - Diridon reported that the stops are ready to go in, except for digging the space. Kevin Albanese will be doing the work. Diridon has asked the local Boy Scouts to dig the foundation pads. The Boy Scouts have had the request for three months, however, they don't have anyone becoming Eagles at this time. The project cannot move along until the Boy Scouts dig the area.

**E. Archival of CTCRC Files** - Middlebrook presented a proposed budget for rehousing and processing CTCRC's file and Rod's memorabilia for archiving. The cost would be \$1,365.13. Diridon to ask Mineta Transportation Institute for funding of this project.

A motion was made and seconded (Bamburg/Kotowski), and unanimously carried to approve up to \$2,000.00 for this project.

**F. Acquisitions (Standing Item)** - No action - there are no new acquisitions.

**G. Fundraising/Grants** - Diridon announced that Wells Fargo Bank provided a \$5,000.00 grant to CTCRC for program services.

Diridon stated that the Dailey Foundation provides grants to organizations such as CTCRC, and perhaps a grant should be submitted for the OSH boxcar.

**VI. NEW BUSINESS** - Bamburg announced that at the November 16, 2016, Downtown San Jose Rotary Club meeting, Diridon was presented with the Don Goldeen Award, for his work with Rotary.

**VII. ADJOURNMENT** - The meeting was adjourned at 9:40 a.m. to Thursday, February 16, 2017, 8:00 a.m., in the Pacific Hotel Conference Room, History San Jose Park, 635 Phelan Avenue, San Jose, CA.

Respectfully submitted,  
Lynda Ramirez Jones

Much needed rain during the past couple of months and the holidays have had an impact on work sessions with at least five sessions cancelled.

Both of the locomotive cylinders have been hand sanded. This work was performed to provide a good surface for new piston rings to seat. Both cylinders exhibit some wear. Because the cylinders are not round, machine honing would have been difficult. Wear is within the limits outlined in a Southern Pacific document.

While sanding the cylinders, the four steam ports at the front and back of each cylinder were found to be fouled with a hard carbon substance. Passages in several of the rear ports were reduced in excess of 60 percent. This material was slowly chipped away in a difficult, dirty and time consuming process. Once all of the steam ports were cleared, a protective layer of grease was applied to the cylinder walls and cylinder covers were installed.

Dimensions of the piston ring grooves are being verified with a test block. Test blocks mimic the dimensions of the new rings. In the coming weeks, material will be ordered so that the process of machining new piston and valve rings can begin.



Always something to clean and prime 12:46



Lumber to rehabilitate the Herder's Shack



Our builder's plate



Cleaning the cylinder cover

# TROLLEY BARN QUARTERLY REPORT

## VISITORS:

18296 Trolley riders (-12% YTY)  
9371 Barn Visitors (+3% YTY)  
313 Horse Car riders  
321 Hand Car riders over 3 days.  
100% Motormen & Host Coverage  
7 trolley operating days lost due to rain. (Last year was 2-1/2 days)

## VOLUNTEERS: 20 work each month out of 20 active.

10 Fully Qualified motormen . Of those;  
3 Qualified to cover HTE  
4 Qualified to be "rovers" at all 3 stations.  
1 new motorman in training

### Recognition

2 recognized for service at CTRC BBQ  
1 recognized for service at HSJ Picnic

### Two special people:

Jim Holmes passed away 1/5/16. He brought us the wig wag among other things  
Chuck Hopkins is in a local care facility with Parkinson's. He brought us displays.

## ACCOMPLISHMENTS:

1. Horse Car operation on Transportation Day (June 17).
2. **Happy Hollow Line** operated approximately 40% of the time.
3. **Group "Celebrates" 13 full years of being an all volunteer organization**
4. Cars have been given their annual cleaning .
5. Two of us will attend ATRRM Conference November 9-12 in Savannah
6. **NO days lost due to hardware problems.**
7. John Zielinski spearheaded disposal of the ties in the flood plain.

## PROJECTS:

1. Annual Preventative Maintenance about 70% done.
2. Annual Motorman requalification 60% done.
3. 2479 team use LeBlond lathe often.

## RELATIONS:

1. HSJ - Excellent
  - a. Frequent contact with Facilities, Education and Events Teams.
  - b. Helped with HSJ events
    - (1) Family Days
    - (2) Historic Transportation Experience (education classes – **9 total**; 22 last year)
    - (3) Assist with various facility and education tasks
2. 2479 and Western Railway Museum - Excellent  
Key contacts at SF Muni and VTA have retired.

## UPCOMING EVENTS:

1. **Children's Holiday Festival** on 12/3. We will be running the hand car.  
Car 143 will run from 11:00 – 3:00. Santa will be on the trolley at 1:00.
2. **ATRRM Conference:** Next year is in Minneapolis, MN October 5-7
3. An old trolley (probably Car 2001) will be running 10/26-11/19 by VTA  
downtown for an event called Pumpkin Express. For more info go to  
<http://www.vta.org/getting-around/Historic-Trolley-Schedule>



**CHILDREN'S HOLIDAY EVENT:** HSJ's Children's Holiday Festival went great. The weather was cool and clear.

I'll give you an example of how good Santa was. He changed in the Restoration Shop, then walked through the Trolley Barn to get to the Birney. He stopped to talk to the first child he saw in the Barn rather than hurry to get on the Birney. On the Birney, a bit later, he talked to 199 people over the course of 2 hours.

Our friends (7) from Empire Horse and Carriage carried 401 riders and always invited one per run to ride in the front seat with the horsemen.

Trolley riders were 428 despite the 2 hour pause for Santa, Barn visitors 312 and Hand Car riders 209. A very good day, indeed.



## **ATRRM Fall Conference Highlights Savannah, Georgia, 11/10-11/12/2016**

By Pat Buder

Savannah has relatively few excursion trips available to conference attendees. Instead, the organizers chose to focus on local history and museum practices, program development, and staff training. There was a session on the Central of Georgia Railroad and Related Lines which covered Savannah's local railroads. This well-researched presentation had many, many rare historic pictures, maps, and other documents with expert commentary. Another interesting session was on raising the remains of the CSS Georgia Ironclad warship. There were many challenges over a very long timeframe, with a deadline mandated by planned dredging in the Savannah River. The ship was under-powered and overweight due to heavy armor made of railroad rails. Its top speed of 3 mph was insufficient to move against the tide effects in the river.

We toured the Georgia State Railroad Museum on our own. There are various shops and buildings. The highlight is a full roundhouse and turntable, most of which has been restored. It contains some engines and other rolling stock. While there, we attended a presentation on the Polar Express, complete with actors and a discussion of what it takes to potentially bring this event to your railroad. It was kind of like our Santa Trolley on steroids. A session on Off-wire Streetcar Technology offered ways to run on rails without stringing overhead wires. They showed how onboard batteries, generators, and modern motors can be used in cars designed with historic or modern appearances. For technical reasons, they use old PCC trucks on all their cars. Unfortunately, the only current Savannah streetcar line is not operating due to construction and funding issues. It runs along the river and is self-propelled on rails.

One of the receptions was held at Old Fort Jackson. The food was a "Low Country Boil." There were self-guided tours of rooms in the fort which contained displays, warship models, and artifacts, including cannon balls. The bluegrass band and food were very good. Demonstrations included firing muskets, and small and very large cannons. They used five pounds of black powder in the large cannon, and, of course, no ball. In actual use the cannon would have three times the powder load and could hurl a 32 pound ball over a mile.

During one lunchtime walk we saw many tree-lined streets, old buildings, and Chippewa Square (one of 18 downtown). The square is home to the Forrest Gump bench. A Show and Tell session featured 5-10 minute talks by conference attendees. The slides, videos, and presentations were interesting. One example was the Old Pueblo Trolley museum in Tucson, AZ. They restore trolleys, buses, and railroad stock. They have sufficient staff to have several successful restoration projects running simultaneously. One of their challenges has been to deal with needing to move three times in the last 10-15 years. The vendor expo had about twenty companies. One was Rail Explorers Corporation (see picture). This company provides pedal-powered excursion rail vehicles. They are the modern day equivalents of our pedal inspection vehicle.

The closing banquet had awards, a rail trivia game, and presentations on the next two ATRRM fall conferences. These will be in 2017 at the Minnesota Trolley Museum, and in 2018 at the Cumbres and Toltec Railroad near Santa Fe, NM. Others at my table included a visitor from UK and a person who volunteers at a museum several states away from where he currently lives. I was impressed that several people I talked to knew all about our trolleys. Overall the conference was interesting if a little light on rail technology and excursions. I guess I was spoiled by last year's conference at the Illinois Railway Museum, which is an outstanding venue.



*(Continued from page 1)*

**Kelly Park Trolley Line Completion:** Guided by CTCRC Project Director **Joel Maniaci**, the final steps to complete CTCRC's Kelly Park Trolley Line from History San Jose to Happy Hallow along Senter Road are nearing completion. The last step is to complete the four stops which require the construction of three concrete pads and four sign pole foundations. Joel's former company, Mott McDonald, completed the engineering plans and President **Kevin Albanese** of J.J. Albanese Company, long-time friends of CTCRC, has agreed to do the construction and provide the concrete. We had hoped that the Boy Scouts would dig out the 5 by 10 feet, 6 inch deep pad sites as an eagle scout project but that has not materialized. So we'll be discussing the process for excavating the pad sites at our February board meeting.

**Grounds Upkeep:** One of the continuing tasks at the locomotive site is the maintenance of the grounds. The foliage tends to grow abundantly, especially when there has been ample rain after which the sun is strong. That's expected this spring and we'll need to pitch in and help the **Murchison brothers** who have been fighting that battle for years. The fairground's management has often complemented CTCRC on the fine way weeds and grass are kept trimmed reducing the fire hazard and making the area look so nice. Special thanks to **Larry and Denis Murchison**.

**Newsletter:** Finally, please be as proud as I am of this newsletter, now in the third decade of publication, so carefully edited each quarter by Communications Co-VP **Larry Murchison**. Please read the remainder of the newsletter carefully and recognize the tremendous amount of effort that is invested by the CTCRC volunteers to retain our assets, now valued at in excess of \$20 million, for the enjoyment of the public at no cost to the city or county budgets. Thanks to each and every one of you.



12/17/2016 9:58  
Randy removing excess weld



8/20/2016 10:14  
Kyle removing excess yard material

## 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: CTCRC, 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 CTCRC 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.

CTCRC'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>

Corporation Secretary/Attorney: David Sylvia

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

Treasurer: Steven Pyle <steve@cpasllp.com>

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

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

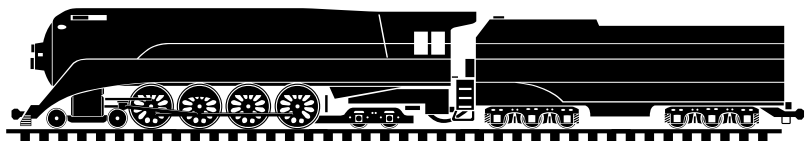
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## COMING EVENTS

► 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 CTCRC board meeting will be Thursday, February 16, 2017 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)