

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 Bamburg, 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 would also be serviceable.

A lengthy discussion ensued.

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 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 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 Kelly 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.

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.

Ginsburg 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 railroad-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 2<sup>nd</sup> 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

lrj

## TROLLEY BARN INPUT – 2/17/11 CTRC BOARD MEETING

**HAND CAR DAYS:** Holding one on the second Sunday of each month using hand car on loan from Ardenwood. Operating trolley on Kelley Park Line. HSJ Education Department picked up idea and created Family Days with a different theme each month.

First two events had great weather, attendance has been excellent and we have more volunteers coming out.

**VOLUNTEERS:**

1. Steady at 24
2. Ten qualified motormen plus 2 almost qualified plus 1 starting.

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**RELATIONS:** Excellent with HSJ and Locomotive team

**TROLLEY MAINTENANCE:** Nose panels on Birney finally finished with great support from a local "friend" ..

**SITE MAINTENANCE:**

Areas around Trolley Barn pruned, some bushes removed and mulch laid down by Master Gardeners. This means less weed control for us.

**STEVE RABY:** Steve is helping HSJ in Michael's absence.

R. L. Schneider/02/17/11