

THE CLEARBOARD

Rod Diridon, Sr., President

<http://www.ctrc.org>

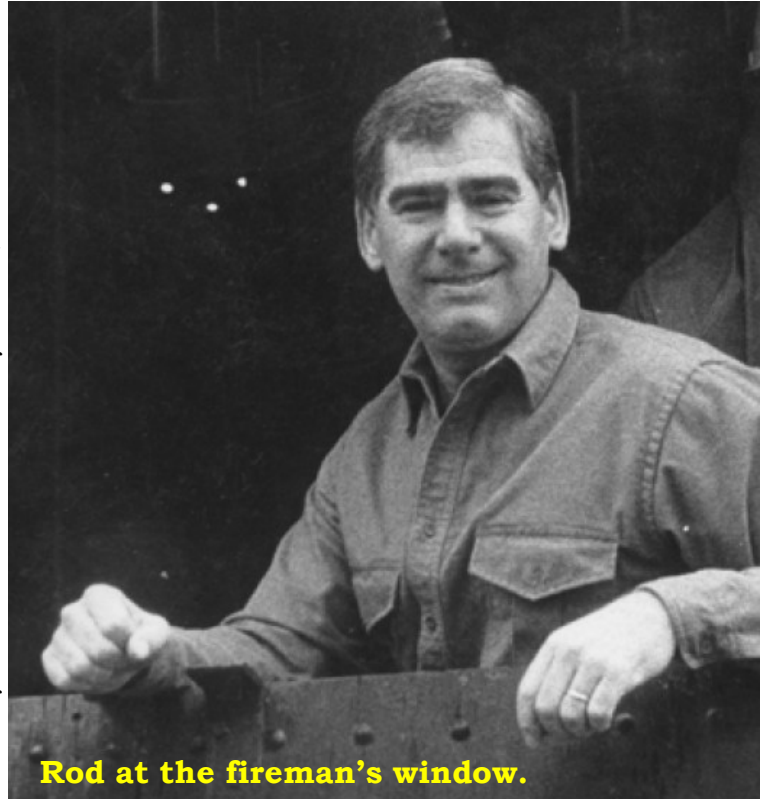
Larry Murchison, Editor



Directions Founder/President Rod Diridon, Sr.

CTRC Succession Planning: As most CTRC followers know, age is creeping up on this old steam engine and the parts aren't working so well. To

avoid a potential train wreck, in February I asked that the CTRC Executive Committee conduct a Succession Planning process that would culminate in the election of a new President at the 3:00 PM annual Board meeting on August 21 preceding the annual Volunteer Recognition BBQ. That complex exercise was lead by CTRC Senior VP Mike Kotowski and joined in by the CTRC VPs and both the Corporate Attorney and Treasure. After three multi-hour meetings and with careful consideration of the talent and commitment of those available, the Succession Planning Group is recommending that the new CTRC President be Mike Kotowski, a recommendation with which I wholeheartedly agree. Mike is an avid historic rail supporter who has been a successful business person for decades, one of the most skilled rail equipment artiste in the world, the past chair of the complex Billy Jones Railroad in Los Gatos, and multiple times elected Campbell City Council Member and Mayor among his many other credits. What a fine choice!



Rod at the fireman's window.

In addition, the Succession Planning Group is recommending that Marv Bam-burge's CTRC Museum Committee be made independent from the rest of CTRC and be allowed to proceed as rapidly as possible toward the commitment of a site for our long sought historic railroad museum. Finally the Succession Planning Group has accepted former San Jose Vice Mayor and long time Council-member Margie Matthews' offer to join Marv's Museum Committee as Vice Chair to become a facilitator with the city leadership. Margie and I served in local government in the same time period and she is one of the most ethical, persuasive,

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and organizationally effective persons in the Valley. We are very lucky that she will dedicate her substantial talents to this task.

Those recommendations will be presented to the full CTRC Board on 8/21 with my full support. All of those interested in CTRC should plan to attend the Board meeting and BBQ and provide support for the new leadership. I'll look forward to continuing to be involved with CTRC activities and to assist Mike, Marv and Margie where they see the need. It's rare for an organization to have access to such remarkable talent. CTRC can look forward to many future successes.

As the old Hog Head said to the Stoker, HIGH BALL, as they thundered by the last train order depot at full speed with a clear track ahead!

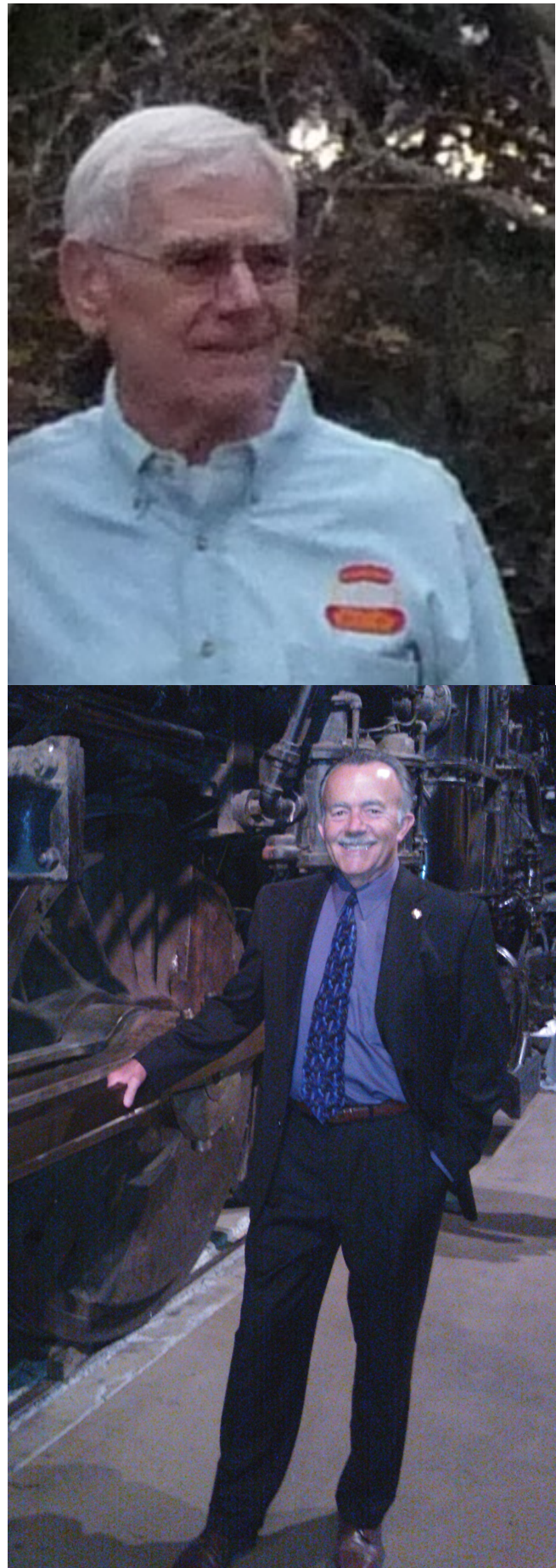


MICHAEL F. KOTOWSKI
FERROEQUINOLOGIST

Mike will be the new President/CEO of the California Trolley and Railroad Corporation (CTRC). He has been involved in the restoration of Southern Pacific engine 2479, a CTRC project since 1982. He is a Past President and the most senior Board Member of the Billy Jones Wildcat Railroad Corporation in Los Gatos. He operated the steam locomotive for 22 years as a volunteer.

He was Vice President of Marketing for the Atlanta Railcar Corporation for five years and was a volunteer mechanical officer on mainline steam locomotives operating out of Atlanta and Birmingham, AL. For 17 years he worked on the "steam" train excursions in the South where he realized his childhood dream to be a Fireman in the cab of the

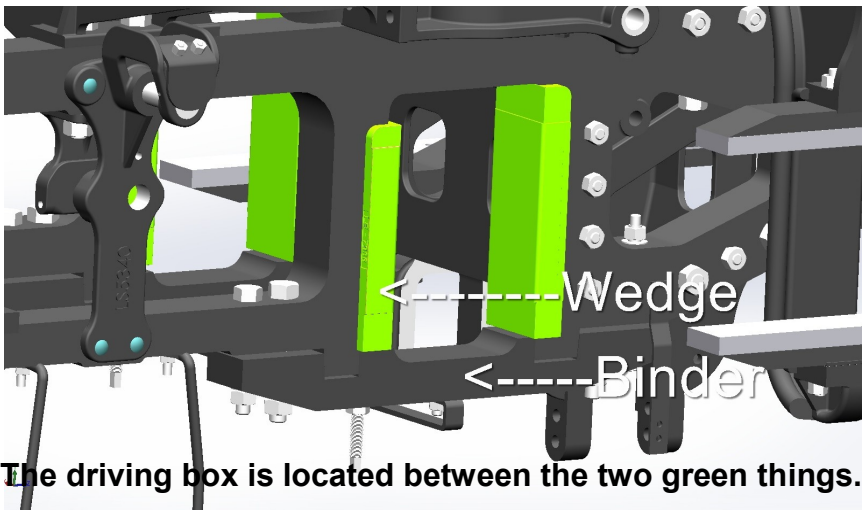
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The wedge problem explained.

For the last several months, at least since the last issue of the newsletter was published, we have been struggling with the repair of a problem that goes back to the time we put the locomotive back on its wheels.

During the assembly of the locomotive some years ago the wedges were installed and the binders were cinched up.



The driving box is located between the two green things.

The wedges were cinched up to a point where they didn't want to go up any further. But the binders were not yet seated properly. With a larger wrench and a longer handle the binders were finally seated. This drove the wedges up even further than they really wanted to go .



A volunteer working on the wedge problem.

They were driven up so tight that the wedge and the surrounding metals became **really** pressed together. The fit of the binder is normally tight. The binder is an interference fit between the frame horns at the bottom of the pedestal, which is why we couldn't detect the problem when it occurred.

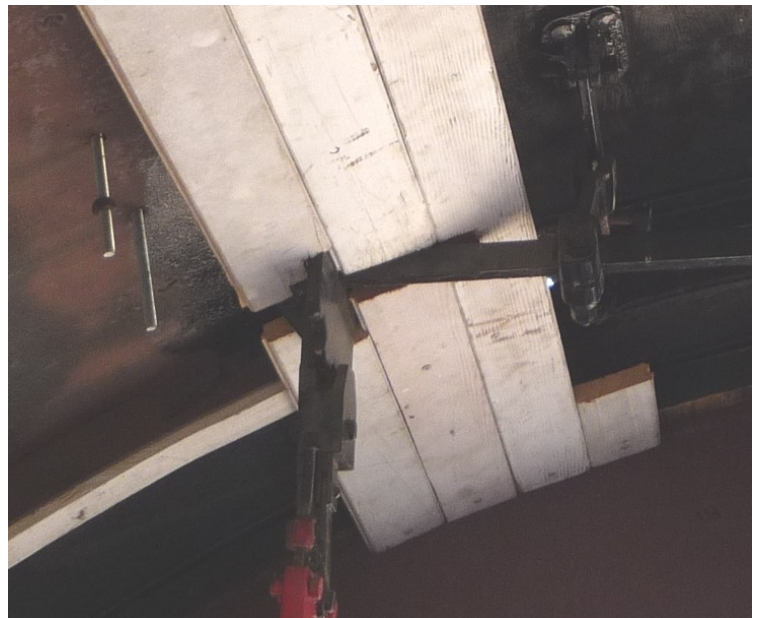
We are now working on four of the six wedges. One has already been reconfigured. (See pictures next page.) Once we get the two wedges on the Main done, we still have the Left #1 and Right #3 wedges to do. I think it possible that one or both of the wedges on the light drivers are not as tight as those on the Main, but time will tell. I expect it to take several more months of Saturdays to finish the project.

The cab ceiling board installation.

A couple of volunteers are working on installing the cab ceiling boards. Each board was previously primed 360 Degrees.

Some of the boards must be fitted around certain apparatus that's hanging from above. There is the vent opening mechanism, the whistle bar, and the reach rod support.

The picture below shows the interface with the vent mechanism.



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But, what you see is not the way it's supposed to be. The vent mechanism shown on the previous page is mounted to the underside of the roof sheet. It should be mounted to the ceiling boards. All those boards you see in that picture on the last page must be removed and the vent mechanism removed. The old links to the vent will need to be found or remade.



From Bob Schneider.

GRAPE PRESS:

We are DONE as of 5/20/18.

The Grape Press was restored by the Trolley Barn Team at the request of Marv Bamburg for the Friends of Wine.



Total volunteer effort was approximately 340 hours. Based on measurements of the two heavy, iron pieces, I estimate the unit weighs 450 pounds. I will be documenting the project with a collage of pictures, sketches of the assembly, costs and an overview are in progress. San Jose City Council District 10 and Friends of Wine sponsored the work.

During the work all metal fasteners were re-

placed because the old ones were rusted out. All the stave wood was replaced and much of the wood in the BASE was in **terrible** shape. Look at the pieces on the floor in the picture. We did reuse some of the pressing wood that was above the elements. All iron pieces required rust removal by wire wheel or machining. The thin piece of plywood on the top of the barrel is just for "shipping".

Three out of the 4 wheels were rust frozen to the axles and the press screw was rust frozen as well. All rust frozen joints required a liberal dose of penetrating oil, heat from a torch and some pretty severe mechanical forces such as sledge hammers and multi ton presses. Mother Nature runs a tough ship.

All this describes a unit that was placed outside in the elements for many years. I will be making some strong recommendations about future display in my final documentation.

How did we make it happen? Two volunteers, Drake McLaren and Tom Ruffo came along at the right time and did their magic. Mike Bray also helped us make a new BASE that was beyond our woodworking capabilities.

See the recent ALMADEN TIMES for an article about this effort.

NEW VOLUNTEER:

William Palmer is a Sophomore at Westmont High School, is a member of the band, has taken metal shop and participated in their robotics activities where he made prototype parts. His first task was to give the hand car (pictured) its annual Preventative Maintenance.

Photo next page by William

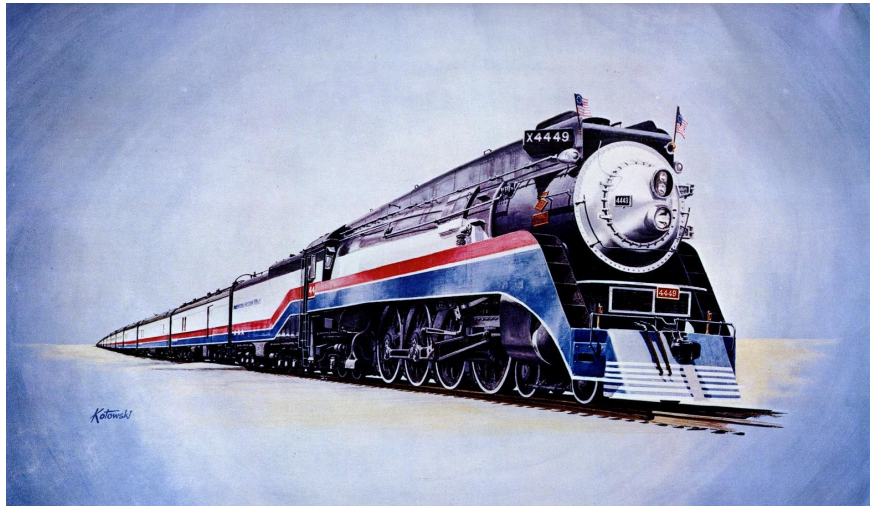
Welcome William.





mainline steam locomotives. He served as a volunteer with the American Freedom Train Foundation with Southern Pacific Daylight engine 4449 in 1975-1976.

As a founding Board Member of the Campbell Historical Museum he was a major fund raiser for the Ainsley House Project. He was a founding Board Member of the Campbell Veteran's Memorial Foundation where he was instrumental in establishing an endowment for returning veterans who wish to receive college scholarships to further their education.



Mike is an Air Force veteran having served during the Kennedy Administration from 1960-1964 in the Strategic Air Command.

He has served the City of Campbell since his appointment as Sign Advisor in 1972. He was appointed to the Planning Commission in 1980 by the City Council where he served as Chair. In November 1983 he was elected to the Campbell City Council. He served two terms until 1992 when he chose not to run again although there were no term limits. Sixteen years later in 2008, responding to many citizen requests to "run again," Mike was re-elected to the Council and served until his retirement in 2016. Mike served as Mayor in 1985, 1990 and 2012. He is known for his common sense approach to governing and as a fair arbitrator. His parliamentary skills have been exercised as Chair of numerous commissions and committees for the City, County and State.

Mike served as President of the Campbell Chamber of Commerce in 1979 and chaired Campbell's first Wine and Arts Festival and Highland Games that same year. In 1982 he was selected as Campbell's Citizen of the Year.

Mike holds a BA degree in Fine Arts and a Master's Degree in Environmental Advertising Art and Design from San Jose State University. He also holds a Community College Credential and taught both art and photography at West Valley and Mission Colleges. He served on the Colleges' Scholarship Foundation for 14 years, as President for 3 years.

He has a minor equivalency in Journalism and was a reporter for the Santa Barbara News Press as well and several auto racing publications. He is an accepted Railroad Historian having authored many technical publications on steam locomotive history in America. He writes an op-ed on numerous topics for the Campbell Express under the title of "Sage."

Mike and Claire have been married for 51 years, raised two sons in Campbell and have six grandchildren. They currently maintain M. F. Kotowski Art, a Campbell based consulting and design business relating to the visual arts. He sold his first train drawing at age 10 and has been drawing and painting ever since. He is well known for creating, writing and illustrating the OSH Train Calendar starting in 1975. He was also the corporate designer of packaging and freight vehicles from 1975-1992.

He currently paints backdrops and builds structural scenery for the model railroader industry and also paints public murals. As a Creative Design Consultant he prepares presentations in the areas of external applications of color, materials, landscaping and signage for clients.

Editor's note: Painting above by Mike Kotowski.

CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors Quarterly Meeting

May 17, 2018

- I. **CALL TO ORDER:** The meeting was called to order by Rod Diridon, Sr. at 8:05 a.m., in memory of Nancy Sylvia, wife of Board Member David Sylva, at the Pacific History Hotel Conference Room, 635 Phelan Avenue, San Jose, California.

Attendance: Cindy Atmore, Marvin Bramburg, Alida Bray, Rod Diridon, Jr., Jim Helmer, Rick Kitson, Mike Kotowski, Brandon McCracken, Ken Middlebrook, Denis Murchison, Larry Murchison, Art Randall, Bob Schneider, and Lynda Ramirez Jones. Guests: April Halberstadt (Commissioner, Santa Clara County Historical Heritage Commission); Eric Heckman (CTRC's Financial Advisor); Jason Minsky (Christmas in the Park); and Tom Wohlmuth (Media Producer/ Director.)

The agenda was moved to Item IV-B, the Endowment Fund.

- IV. **B. Endowment Fund** - Heckman reported that the fund has a balance \$317,000.00, after transferring \$10,000.00 from the fund profits to the operating budget.

Heckman recommended a vote from the Board regarding moving one-third of the account in a high yield bond managed account into a more diversified bond allocation and explained the reason for the change.

A motion was made, seconded (Kotowski/McCracken) and unanimously carried to approve the move.

Bray arrived at 8:25 am

- II. **C. Approve Budget for FY 2018/2019** - Following discussion, a motion was made, seconded (Middlebrook/Kitson) and unanimously carried to approve the budget in the amount of \$25,000.00 for FY 2018/2019.

Kitson noted he is still negotiating with the phone company on the monthly fee.

A. Profit & Loss, Balance Sheets - Treasurer Steven Pyle was unable to attend the meeting; however, he sent the current profit and loss and balance sheets, showing a balance of \$51,860.78 in the checking account and \$8,330.83 in the savings account as of April 30, 2018.

A motion was made, seconded (Kitson/McCracken) and unanimously passed to accept the financial reports.

The agenda was moved to Item II.

- II. **APPROVAL OF MINUTES (2/15/18)** - Following discussion, a motion was made, seconded (Kotowski/Middlebrook) and unanimously approved to accept the minutes of 2/15/18, with the following correction:

Item IV-B. second paragraph, line 7: *The caboose has a broken window which needs to be fixed.* Insert: *The caboose window was open, which appeared to be vandalized, but it was not.*

- III. **President's Report (Updated as Items are Discussed)**

A. Board Membership - Diridon reported that Josue Garcia has left the Building Trades Council, and the person replacing him, David Bini, would like to continue representing the Building Trades Council. However, currently, he has a full load and will be attending when possible.

Diridon expressed hope that guests Halberstadt and Minsky might be interested in joining the Board. Halberstadt and Minsky Joio

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B. Grant Request to County re Locomotive #2479 - Diridon reported that for the first time in a long time the County of Santa Clara has a budget surplus and some members of the Board of Supervisors have encouraged CTRC to apply for a special grant to complete restoration of Locomotive #2479.

A motion was made and seconded (Kitson/Kotowski) to approve a grant request to the County of Santa Clara to complete the restoration of Locomotive #2479.

A discussion ensued. Concerns were expressed about the costs involved; that the grant request may not be enough; protecting the locomotive from the elements; that there may be more restoration items needed than what was in the original proposal prepared by Ezovski last year.

Following additional discussion, the motion was approved unanimously to submit a grant the County of Santa Clara in the amount of \$270,000.00 to complete restoration of Locomotive #2479.

C. Appointment of Committee to Consider Presidency Successor - Diridon assigned the vice presidents of the Board the responsibility to recruit a successor to the CTRC Presidency, and appointed Kotowski chair of the committee. Diridon asked the committee to report at the August 2018 Annual Meeting.

V. COMMITTEE REPORTS

A. Communications - L. Murchison reported that the newsletter was published and mailed out by REPS, Inc. at a cost of \$400.00.

Kitson reported that his committee held a meeting last quarter. They have started to coordinate efforts of CTRC volunteers, and they have planned Facebook pages into a coordinating effort for CTRC. They are creating an interactive tool with mailing addresses, and expanding their tool check for communicating with volunteers, interested parties, and the community.

VI. CURRENT PROJECTS

A. Trolley Barn - Schneider distributed the attached Trolley Barn Report (See Attachment A). He specifically reported that History San Jose will not be holding *Transportation Day* this year; however, staff is talking about possibly rescheduling the event.

B. Locomotives 2479 and 1215 - Randall reported that not much has been done. He is working with a very small crew.

C. SCC Rail - Diridon reported that Bamberg, Middlebrook, and L. Murchison have put together a remarkably fine history of CTRC. The information has been taken to Tom Wohlmut to produce a video, and includes information from City of San Jose Mayor Liccardo and some members of the Santa Clara County Board of Supervisors.

Wohlmut narrated the video, and read an excerpt from it, entitled *Building Tracks from Past to the Future*.

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A discussion ensued.

Diridon requested that Halberstadt, Kitson, and Kotowski be included in the group working with Wohlmutter on this project.

Wohlmutter left the meeting at 9:20 a.m.

Diridon indicated that Mayor Liccardo wants to help, but the City has no money. However, there may be a piece of land which the Mayor could help us obtain for the museum. The County and Valley Transportation Authority have money and have indicated an interest in possibly funding this project.

Bamburg left the meeting at 9:30 a.m.

Consensus was to make a presentation on the proposed railroad museum to San Jose City Manager David Sykes.

Bray left the meeting at 9:35 a.m.

D. Kelley Park Rail Stops - Benches and Signage - Awaiting approval from Diridon to proceed with installing trolley stop signs.

E. Archival of CTRC Files/Mementos - Middlebrook reported he is still working on this project.

F. Acquisitions - Nothing new to report.

G. Fundraising/Grants - Diridon announced that fundraising has begun for sponsorships of the 2018 CTRC Annual Volunteer Recognition BBQ. He asked Board members to participate in fundraising efforts. The goal is to raise \$20,000.00, and the Hugh Stuart Center has already donated \$5,000.00.

VII. NEW BUSINESS - Earlier in the meeting, Bray requested CTRC to sponsor a table for the History San Jose Valley of Heart's Delight event to be held on June 16, 2018.

A motion was made, seconded (Helmer/Kitson), and unanimously carried to approve a sponsorship in the amount of \$2,500.00.

VIII. ADJOURNMENT - The meeting was adjourned in memory of long-time CTRC Board member Charles Wynn, to the next meeting: The Board Annual Meeting at 3:00 p.m., Thursday, August 16, 2018, at the Pacific Hotel Conference Room, 635 Phelan Avenue, San Jose, CA, followed by the Annual Volunteer Recognition BBQ and a Memorial Service for the late John Ezovski, at 4:30 p.m.

A motion was made, seconded (Kitson/Middlebrook), and unanimously carried to spend up to \$1,000 for a sign in memory of John Ezovski.

Respectfully submitted,
Lynda Ramirez Jones

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 San Jose History Park and the San Jose Railroad Museum Park currently in the early stages of development.

CTRC's Tax ID Number is 94-28348764.

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

Mike Kotoski, **President**. The **Executive Committee** is: Marv Bamburg, First VP, Marvin Bamburg, VP Design; Ken Middlebrook, VP Volunteers; Larry Murchison & Rick Kitson, VP Communications; Bob Schneider, VP Trolleys; Jack Young VPs Locomotives; David Sylvia, Corp Secretary/Attorney; Steven Pyle, Treasurer. **Board Members** are Cindy Atmore, Alia Bray, Nuria Fernandez, Josue Garcia, Mignon Gibson, Jim Helmer, Bob Kieve; Joel Maniaci, Brandon McCracken, Jody Meacham, Denis Murchison, Arthur Randall, Charles Wynn. **Board Executive Assistant** Lynda Ramirez-Jones



CTRC Staff:

President: Michael Kotowski <mfkcdk@pacbell.net>

First Vice President: Marv Bamburg

VP Design: Marv Bamburg

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: 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>

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

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

Editor: Larry Murchison <larrymurchison@comcast.net>

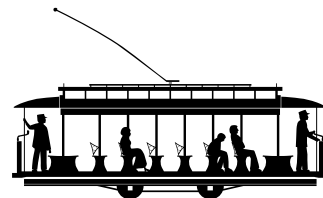
COMING EVENTS

► Remember the Saturday workdays. Check with Art Randall at arandall@earthlink.net for other work schedules including the 1215 beautification. All very important events. See you there.

Below is the 1215 at History San Jose



► The next CTRC board meeting will be **Thursday, November 15 at 8:00am** in the San Jose History Park 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

RETURN SERVICE REQUESTED

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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: _____

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 #23501C(3)