

# THE CLEARBOARD



David Ginsborg, President <http://www.ctr.org> Larry Murchison, Editor

## THE CONDUCTORS CORNER BY DAVID GINSBORG, PRESIDENT

### Happy New Year!



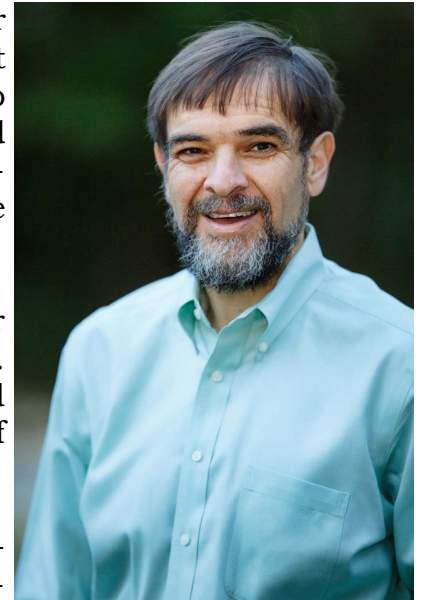
**T**his is my first column as your new President and I want to let you know what an honor it is to have been elected by the Board last fall. I will do my best to justify your confidence and more importantly help every member of our incredible crew build upon the tracks laid down by founder and Past President Rod Diridon.

As you will read in these pages, CTCRC has had another busy quarter and I applaud the dedication and commitment of all our volunteers. There are no paid staff, so the myriad of accomplishments described in this quarter's publication were achieved as a direct result of countless individuals stepping up time and again. Thank you.

As I look to the future I'm excited as much by sustaining and improving what we have achieved as I am by helping CTCRC plot its future direction. There are so many possibilities. Building a railroad-museum; expanding historic trolley services; completing and, yes even activating back into service our steam locomotive 2479 (and who knows, maybe even making operational Little Buttercup); dramatically growing the financial, membership and volunteer support—the possibilities are endless for building CTCRC into one of the nations premier organizations dedicated to educating and exciting future generations about trains and trolleys by showcasing and preserving their past. This spring we will be organizing a retreat to discuss CTCRC's vision and priorities for the future. Later this year we will then work on a strategic plan for not only maintaining what we do so well but that also maps out our future vision.

It is this vision along with continued, measurable accomplishments that will generate the next generation of additional volunteers and financial supporters. Recently I had the good fortune to chaperone my daughter's 5<sup>th</sup> grade field trip to history Park San Jose for the Westward Ho experience. When the students entered the trolley barn, their eyes lit up and the excitement was palpable. I'm confident we can spread that excitement far beyond our youth.

I hope you will join us in this ongoing dialogue by attending the retreat or sending me an email to my attention at [info@ctr.org](mailto:info@ctr.org) or to my personal email [David@Ginsborg.org](mailto:David@Ginsborg.org). All Aboard!



# CTRC BOARD MEETING MINUTES

## CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors

Special Meeting

Pacific Hotel, San Jose History Park

November 20, 2014

- I. **CALL TO ORDER:** The meeting was called to order by President David Ginsborg, at 8:06 a.m., at the Pacific History Hotel, 1650 Senter Road, San Jose, California.

**Attendance:** Marvin Bamburg, Alida Bray, Rod Diridon, Sr., John Ezovski, Josue Garcia, David Ginsborg, Rick Kitson, Joel Maniaci, Denis Murchison, Larry Murchison, Bob Schneider, Charlie Wynn, and Lynda Ramirez Jones.

Ginsborg announced he would not be available to attend the next meeting on February 19, 2015, and will ask First Vice President Mike Kotowski to chair the meeting.

- II. **APPROVAL OF MINUTES (8/21/14 and 10/16/14)** - A motion was made, seconded (Bamburg/Wynn), and unanimously passed to approve the minutes as written.

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

**A. Schedule Strategic Planning Retreat** - Ginsborg stated that the next steps to keep the organization focused on its activities require goals and objectives, noting that the SWOT (Strengths, Weaknesses, Opportunities & Threats) Analysis done earlier this year is a foundation for strategic planning.

Following a discussion on hiring a facilitator for the retreat, a motion was made, seconded (Bray/Murchison) and unanimously passed that the Executive Committee consider hiring a consultant to help the organization with strategic planning, and to set the retreat for the first quarter of the year.

Diridon arrived at 8:20 a.m. He suggested that the organization not spend funds for a facilitator as some organizations such as SCORE, RSVP, and Rotary Club members provide facilitators free of charge. At this point, the above motion became improbable.

By consensus, the Board chose a Saturday in March 2015 for the retreat. Staff to poll Board to set date of retreat.

By consensus, staff was asked to convene a meeting of the Executive Committee to discuss the retreat. Members were asked to send contact information of potential facilitators to staff (Ramirez Jones.)

#### **IV. FINANCIAL REPORTS**

**A. P/L, Balance Sheets** - Ramirez Jones reported that the balance in the checking account was \$63,557.95, and the savings account has \$13,375.01 as of November 19, 2014.

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

**B. Endowment Fund** - Ramirez Jones reported that the endowment fund had earned 16 cents since its inception on October 22, 2014.

**C. FY 2013-2014 Tax Filing** - Ramirez Jones reported that the tax filing for FY 2013-2014 had been filed on November 14, 2014.

**D. CTRC Audit** - Diridon reported that he and former CTRC President Cindy Chavez had met with Berger-Lewis about conducting a financial audit of the organization; however, Berger-Lewis is merging with Armanino at the beginning of the year, and may be unable to do a pro-bono audit after the merger. He said that the CPAs had indicated that an audit for such a small organization is not quite necessary.

Bamburg noted that an audit is needed if the organization is going ahead with the museum and fund-raising.

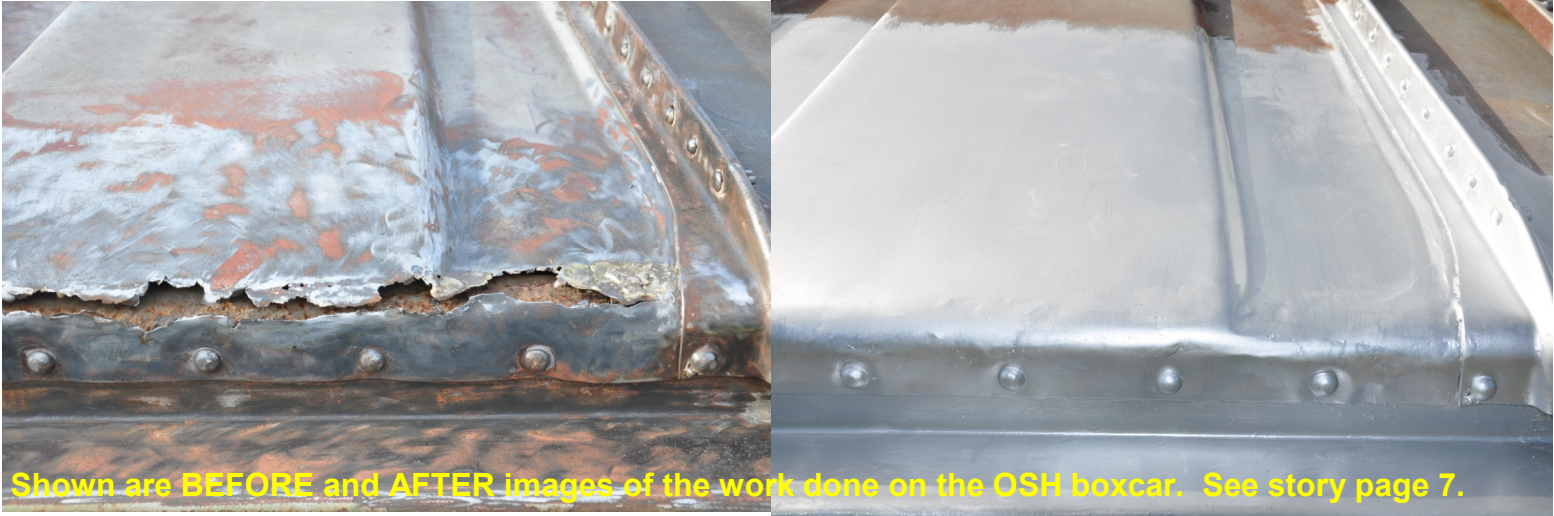
Following discussion, a motion was made, seconded (Bamburg/Diridon) to approve an audit performed by Berger-Lewis. Diridon to follow up with Berger-Lewis.

**E. Status of Trolley Barn Phone Services** - Kitson reported he is still working on this project and that an issue came up about CTRC's authenticity due to the physical and mailing addresses of the organization.

**F. Board Treasurer** - Ginsborg reported he had put out a notice to the CPA Society for the organization's need of a treasurer, but had received no responses.

Ramirez Jones to develop a job description for the Treasurer position.





Shown are BEFORE and AFTER images of the work done on the OSH boxcar. See story page 7.

**SP2479**

Work continues on 2479's pistons and valves. This past quarter quotes were obtained for chroming of the piston and valve rods. Babbitt Bearing, located in San Jose, was selected to perform the work. Rods were delivered to the vender early December. Finished rods were picked up on Jan. 20 and delivered to the trolley barn for protected storage. See picture on page 8.

Shoulders of the piston ring slots were measured and found to be not perpendicular to the slot seat and parallel to each other. The three ring grooves in each piston require machining to true up these surfaces. The Trolley Barn's King Vertical Lathe is perfectly suited for this work. Machining of the slots began on Jan. 3, 2015 and good progress is being made.

More weld has been added to the large area of the firebox roof sheet. Grinding and ultra-



Machining the piston ring



Pad weld area

sound thickness measurements have been completed but another thin area has been identified.

*(Continued on page 7)*



**From Bob Schneider.**

**Power Substation:** Our power substation would not turn on in late December. Jens Ullmann reviewed the circuit diagram carefully, saw no obvious answer and decided to change the setting on a Time Delay Relay in the control circuits. It worked! He returned the setting to it's original value and things still worked. The conclusion was that the device was stuck and disturbing it freed it up. Out of this we established that;



Pat Buder

1. We have a volunteer that understands our circuits.
2. Our circuit diagram is OK, but needs to be updated.
3. We now have a helpful, knowledgeable electric parts supplier that is local.
4. We solved the problem on our own and at no cost.

**ATRRM Conference:** Two of us attended the Fall ATRRM Conference. See our summary.

**Events:**

**Halloween** – We participated in the HSJ Halloween event on 10/26/14. Turnout was huge. We had 794 trolley riders and 449 trolley barn visitors. A scavenger hunt was held with the reward being a free ice cream cone. We had 2 Hosts in the Barn and the place was crawling with visitors for over 2 hours.

lot of kids ages 5-10 years old. They can be very energetic on the hand car.

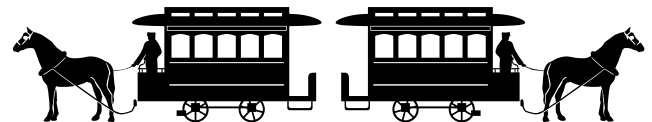
**Historic Transportation Experience classes** – HSJ Education has booked us for 12 classes for the first 3 months of 2015.

**Coyote:** John Zielinski, Bill Jump, HSJ Facilities and I continue to repair/improved the orchard fork lift (Coyote). It is used extensively by HSJ during the event season, especially to move things in the lawn areas. Orchardists in the Valley made them from various parts so that they could move large boxes of fruit on soft ground. It is a beast, but since it is made from 1950s vintage parts, it is easy to work on. Repair parts take some hunting, but we haven't been stumped yet.



**HSJ Holiday Festival**

– We participated in the HSJ Holiday Festival by providing the Birney as a setting for Santa to talk to the children. We also operated the Hand Car. Numbers for the day were 272 trolley riders, 197 trolley Barn visitors and 297 hand car operators. Many visitors were families and I noticed a



**ATRRM (Association of Tourist Railroads and Railway Museums) CONFERENCE 11/6-8:** This year the Annual Conference was hosted by the Texas State Railroad in Tyler, TX. Because the host was a railroad, the emphasis was in that area although some trolley talks were offered. John Hansen also attended.

**Day 1:** The day was held at the railroad site at Palestine. Engine 7 pulled Pacific 610 out of the shed for photos. Engine 7 then pulled a 6 passenger car train to Rusk

*(Continued on page 6)*



(Continued from page 5)



with 2 run bys on the way. Lunch was held outdoors followed by shop tours at Rusk. After that the train returned to Palestine with one run by along the way.

The railroad is operated as a recreational venue with about 40 employees. They run events year round with an annual ridership of 66,000; 45,000 of those are from a Polar Express event.

**Day 2:** Because the Board had several meetings, no activities were scheduled until 1:30. Terri and I visited the Rose gardens as Tyler proclaims that they are the Rose Capital of the United States. Not much in bloom because of a recent ice storm. Impressive community center.

In the afternoon we listened to a talk on “Attracting the Younger Generation as Volunteers”. The talk was more about how to successfully work with all volunteers. Good information.

The second talk by Karl Johnson of SF Muni was about the findings of several trolley (old) fires in Memphis. Karl was part of a 6 person investigative team. Both fires were serious electrical arcing in the controller. The root cause was not found. The operating agency did not seem to be real concerned. I will be revising our book of rules and giving training in our December team meeting based on what I learned.

**Day 3:** Fourteen hours of sessions (groan).

1. Don Curry has been employed for over 60 years at Seashore in Maine. He shared “Things we have learned, mistakes we’ve made and what we have to learn”.

2. “How to Move your Museum”. Good relationships with all agencies is critical.

3. “Diesel Locomotive Maintenance”. Use distilled water in the cooling system.

4. “What to do when the Feds come.” Pros and Cons of taking Federal money.

5. “FRA”. Recent simplification of rules that affect ATRRM members.

6. “Parts Round Table”. 42 attendees. Good exchange mainly for trolleys. Another showing and discussion about Memphis fires

7. Banquet – Awards and keynote speaker. Don Curry received a Lifetime Achievement Award.

We picked up invaluable information during several hallway conversations.

Upcoming Fall Conferences are;

September 16-19 2015 – Illinois Railway Museum

2016 – Savannah, GA

2017 – Calgary Canada





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### OSH Boxcar

Roof of the boxcar is in very poor condition. This car was probably removed from service because of this deteriorating roof.

Twelve 40 inch panels that run across the car make up most of the roof. There is extensive corrosion on both sides of the car where the edge of the roof panel bends and meets the side of the car. To keep the car interior dry, approximately 800 inches of roof requires repair. A repair process has been developed. Work began in the middle of this past November. Repairs to the park side of the car are complete. It will take another two to three months to complete repairs to the Senter Road side of the car.

### Site

This time of year grass and weeds require near constant attention to keep the restoration site presentable. Keeping the various gasoline powered equipment operating is another full time task. Thanks to the members that tackle these tedious chores.







The shiny "new" power piston rod.



Tool making

11/29/2014 13:37



## 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

David Ginsborg, **President**. The **Executive Committee** is: Mike Kotowski, Administrative VP, Marvin Bamberg, 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; Treasurer; David Sylvia, Corp Secretary/Attorney; Lynda Ramirez Jones, Administrator. **Board Members** are Alida Bray, Michael Burns, Dick Campisi, Carl, John Davis, Bob Kieve, Rick Kitson, David Knight, Art Lloyd, Joel Maniaci, Kit Menkin, Denis Murchison, David Niederauer, Tim Starbird, Neil Struthers, Steve Whitaker, Beth Wyman, Charles Wynn.



## CTRC Staff:

President: 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>

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: OPEN

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

Time Keeper: Hugh Crawford <hugh@hughcrawford.net>

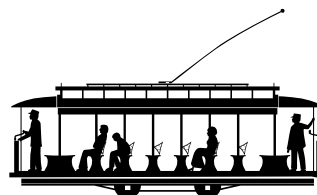
Public Relations: Ken Middlebrook <kamiddlebrook@comcast.net>

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

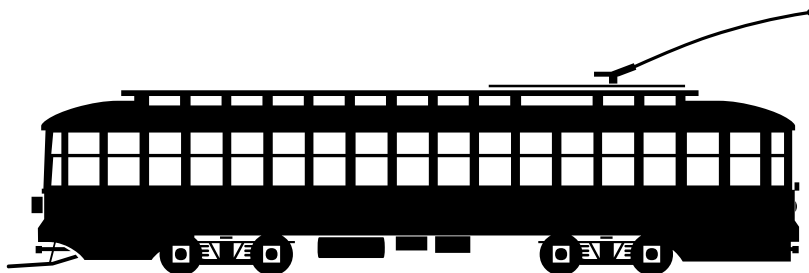
Editor: Larry Murchison <larrymurchison@comcast.net>

## COMING EVENTS

► Remember the Saturday workdays. Check with 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 19th, 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: \_\_\_\_\_

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)