

THE CLEARBOARD



Mike Kotowski President

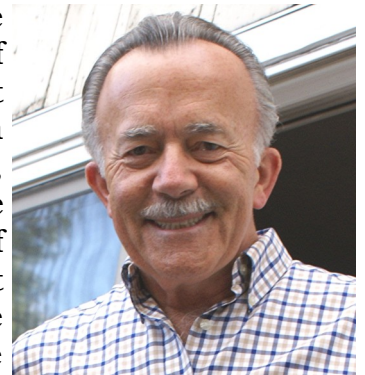
<http://www.ctrc.org>

Larry Murchison, Editor

LIVING WITH A CALAMITE



As the CTRC president I feel like we are living in a giant chess game of making calculated moves to protect our historical interests as a museum of rail transportation equipment, documents, books and images of the past. Grants to fund each or any of these functions of CTRC are difficult to obtain because so many “other” interests and agencies have their oars in the water to keep their boats afloat during these times. Even with COVID-19 draped over the country as a death blanket for so many museums we still have the desire to “keep on keeping on”. My hat is off to the board of directors and our volunteers who have found ways to keep the information door “open” especially within the



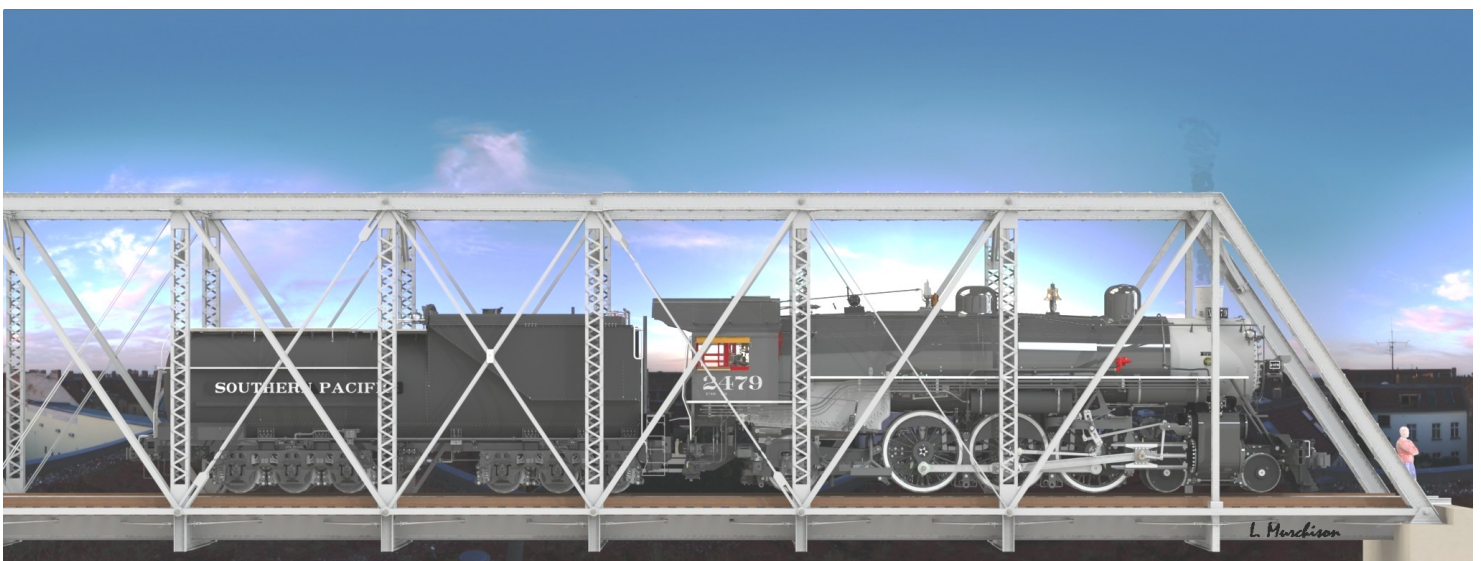
organization.

Zoom is the “boom” to carry on our board meetings since we can’t utilize the HSJ facilities that we had available to us. Although the “inside” meetings are declared “off limits” by the County the museum staff has indicated that meetings can be held outside with limitations (less than 50 with controlled social spacing) and no live entertainment and BBQ with lines of people waiting to get their food. That obviously does not bode well for handing out food and awards. So much for having the yearly volunteer celebration and recognition event outside but thanks to Bill Schroh, CEO of History San Jose, we can use Zoom to hold our meeting(s) and the minutes and mail will be used to recognize those who have served the sufficient hours for awards.

Since our last board meeting where we were notified that our grant application for \$30,000 for completing the locomotive cab work was accepted. We have been since notified that if we would amend the application to show additional work projects that we could apply for an additional \$30,000 (now \$60,000 – a big thank you to Supervisors Cindy Chavez and Dave Cortese for directing that money towards us) and Rod Diridon for making a call or two that has resulted in several thousand dollars towards operations and (at this time) we are awaiting a \$2,500 grant from Google to keep the lights on.

Lastly and speaking of donations, we continue to receive checks from readers of the ClearBoard which is a great help in paying for printing and mailing. As a reader if you have an email account and would like, we can send the newsletter electronically, which saves CTRC the printing and mailing cost.. We also respect that some folk still like to read a newspaper with their morning coffee or may not have a computer or e-mail but that’s all right too. If you would like to join the 21st century use the cutout coupon on the back page of the newsletter and provide us with your e-mail address or just a continuing donation. Thanks to Editor Larry Murchison CTRC has one of the best newsletters in our business.

Mike Kotowski





LOCOMOTIVE GROUP

BY ART RANDALL

2479 During the Pandemic.

July 18, 2020

For the first month and a half of the lockdown, we just stayed home. Since the partial re-opening in May, we have been meeting to work on the locomotive, since we are outdoors, there are few of us (usually 3-5), so we can usually social distance easily.

Our activities since resuming are basically continuing the work on the cab, and preparing to give the boiler a hydrostatic test. We removed the dome cover and fished some foreign material out of the boiler, and we know we need to replace a number of staybolts before we can successfully fill the boiler. There is one that is apparently drilled through to the water space (you can feed a foot of wire into the telltale hole and it doesn't come out the other end of a 6" long bolt), and we have some bolts in the backhead which have been reported as leaking when an attempt was made to fill the boiler many years ago. The purpose of the hydro is to get the backhead and boiler tight so when we finish the rest of the boiler work we can test that work and have confidence that the rest is tight.

The cab needed to be removed again, to allow drilling mounting holes in the floor plate under it, and we had decided that while we had it off we should make as many of the holes in the cab front sheet as we could because it would be easier to do when the cab was on the ground.

We have now removed the cab, and re-mounted it on the frame it lived on since it was first removed in the early 1990's. The holes for bolting it to mounting angles on the boiler are done, as are all the mounting holes for the sides of the cab in the floor. We are making a new mounting angle for the rear right side of the cab, because the first one was too short, requiring another hole in the floor, one that partially intersects an underlying angle, which would be difficult to drill.

There are three more mounting holes in the floor to be drilled, some more holes and cutouts in the front to finish, and we will be ready to reinstall the cab.

We have a grant from the County (the owner of the locomotive) to 'finish' the cab. The result will be complete, non-operating, without the necessary rebuilding of the brake system, etc. Those things will wait until they are needed. We received the donation of a quadruplex brake gauge from Thomas Dill in Oregon? The gauge is complete except for the cover glass.



ALSO...

Before the cab can be replaced there are certain pipes and many tubes that need to be reinstalled to the backhead. Since the backhead jacketing is intimately related to the tubing it must also be created and fitted.

TROLLEY BARN QUARTERLY REPORT

FROM BOB SCHNEIDER

RECOGNITION: Well, the August BBQ will not happen because of the pandemic restrictions. However, 2 of our team reached milestones this year as follows:

1000 hours - John Hansen, motorman and maintenance

1000 hours - Jens Ullmann, motorman

It has been pretty quiet at the Trolley Barn. I come in most mornings with help on several days to:

1. Weed and prune with help from Bill Traill
2. Do preventative maintenance on the trolley with help from John Hansen and Bill Traill
3. Paint the poles for the trolley stops

4. Repair termite damage on one of the wood frame windows--handled by Craig and Barry

5. Make changes for the virus to include:

a. putting construction mesh around the porch trolley. (left)

b. removing the crank on the N scale locomotive.

c. making the fair counter obscure.

d. disabling the weighing scale.

e. in other words, discouraging "hands on" opportunities.

f. Pat is gathering information about how other Trolley Museums are handling this situation.



**CALIFORNIA TROLLEY AND RAILROAD CORPORATION
BOARD OF DIRECTORS MEETING**

ZOOM Meeting by Bill Schroh, HSJ

Thursday, June 18, 2020



PRESENT: Mike Kotowski, Bill Schroh, Rod Diridon, Steve Pyle, Larry Murchison, Marv Bamburg, Bob Schneider, Rick Kitson, Ken Middlebrook, Art Randall, David Sylva, Brandon McCracken, Jim Helmer, Jack Young, Denis Murchison, Ric Kitson, Claire Kotowski

ABSENT: Matthew Quedo, Cindy Atwood

GUEST: Eric Heckman, Heckman Financial

CALLED TO ORDER: President Kotowski called the meeting to order at 0900 hours

MINUTES: MSP Diridon/Middlebrook to accept the minutes of the February 20, 2020 Board of Directors' Meeting.

PRESIDENT'S REPORT:

Due to the Covid 19 Pandemic, this meeting was held on the computer platform of ZOOM which was hosted by Bill Schroh, HSJ.

General condition of equipment and personnel are in good order.

CTRC insurance has been secured and paid in full. Thank you to Sylva, Diridon and Pyle.

Volunteers for both the Train crew and Trolley barn are continuing on with their work.

FINANCIAL REPORTING:

Amanda Pyle is helping with CTRC Bookkeeping. She and Dad Steve Pyle have been busy with managing expenses etc. for CTRC but also making the necessary paperwork adjustments for grants and donations.

♦*There was not a lot of change in the Profit/Loss statement from the last BOD meeting. The only large expense was the \$5,709.86 paid for Annual Insurance. Pyle discussed the balance sheet and Profit Loss statement.*

Eric Heckman explained CTRC's financial investments he oversees for the corporation. One third of the CTRC investments are in a new fund to stabilize them. Unlike most financial funds in this time, CTRC investments are up 12% over one year ago but have gone down 4% for this quarter. Kudos to Eric Heckman for his stabilizing of CTRC's financial investments.

C. Kotowski presented the new Annual Budget for the new Fiscal Year July 1, 2020 to June 30, 2021. Kudos Diridon, Pyle, C. Kotowski and Amanda Pyle for putting all the numbers into a budget with amounts from the last five years to use as comparison.

MSP to accept the Treasurer's Report and Financial Reporting: Sylva/Kitson

HSJ REPORT

Schroh reported on the upcoming event "Christmas in The Park" which will be held at HSJ November 29, 2020 to January 3, 2021. It will be a drive-through event where people never get out of their cars. The 1215 will be decorated and a trolley car will be rolled out each day and decorated with lights etc. but not run. The event will be open seven days a week by reservation only.

HSJ is open now for a walk around self-tour but all the structures are closed. All HSJ staff are furloughed except the management staff and collections crew who are cleaning out a large portion of the Collections area for the City of San Jose to reclaim. It will be done by the end of August.

NEWSLETTER

The CTRC Newsletter *CLEARBOARD* has been e-mailed to 99 interested people with 283 more to be snail mailed. It was determined that this was one way to save money in the operating budget. Hopefully in the future there will be an increase in newsletter e-mailed. There were already about 10 positive comments about, not only the newsletter, but the fact that they

are being e-mailed now. Kudos to Larry Murchison on another well done newsletter.

Karl Auerbach has already put the newsletter on the CTCRC website where people are starting to read it.

Kitson reported that CTCRC's Facebook page has been updated and is starting to get good interest. Kitson has taken the old Facebook site off-line and put in new information.

A volunteer for the Trolley Barn – Frances has been managing the Trolley Barn Facebook page. It was generally Agreed that there needs to be Board of Directors intervention on this site. Middlebrook will work with Frances to update the information.

Right now the *CLEARBOARD newsletter* is CTCRC's primary Foundation of Communications.

RAILROAD MUSEUM DEVELOPMENT

Bamburg reported that work with the Fair Management Corporation (FMC) has slowed to a half paced effort since the Covid-19 pandemic hit in February, 2020. FMC has been working on a twenty-year-plan to present to the Santa Clara County Supervisors of what they perceive is an operating plan. There has been no response to the proposed plan submitted by the CTCRC Museum Committee. Kotowski will follow up with the Director of FMC.

TROLLEY OPERATIONS

Schneider reported that the volunteers have taken both trolleys out of the barn for test runs and they seem to be running well. Bill Traill has been helping Schneider with maintenance work.

The Heritage Rail Association has cancelled all event in deference to the Covid-19 pandemic.

DIRIDON HISTORICAL COLLECTION

Diridon reported on plans for the Trolley Barn location for the Diridon Historical Train Collection. This will include archival materials and memorabilia. It is designated for the East Side of the barn. The wall is to be covered with barnwood which can have items hung from it. Two locked display cases are going to be procured for this project. Bamburg is designing the project at this time. Several designated financial donations have been made and are included in the CTCRC Annual budget for project as it moves ahead.

TROLLEY BARN REPAIRS

Kotowski talked to David Bini about getting assistance for the repairs. Bini suggested to go to the contractor directly for donations. Kotowski and Schroh will further pursue possibilities to make these repairs in cooperation with the City of San Jose.

Respectfully submitted by: Claire Kotowski,

FIND US ON THE INTERNET

<https://ctrc.org/>

<http://historysanjose.org/wp/>

https://en.wikipedia.org/wiki/Southern_Pacific_1215

https://en.wikipedia.org/wiki/Southern_Pacific_2479

<https://www.facebook.com/Southern-Pacific-2479-Steam-Locomotive-159989580109/timeline/>

<https://www.youtube.com/watch?v=0cNtjBoUH5g> (Little Buttercup walk-around movie)

<https://www.gluseum.com/US/San-Jose/185593484919580/Railroads-of-California>

<https://www.gluseum.com/US/San-Jose/114047105293462/Trolley-Barn>

InformationWork Schedule:

Saturday 8:30 to 3:30.

2479 Healey Avenue, San Jose

CTRC Office:

1650 Senter Road, San Jose, CA 95112.

Mailing Address & Phone Number:

California Trolley & Railroad Corporation

1650 Senter Road

San Jose, CA 95112

1-408-378.9157

To join please send 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.

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 Kotowski, **President**. The **Executive Committee** is: Marv Bamburg, Chair of Museum Project, Ken Middlebrook, VP Volunteers; Larry Murchison & Rick Kitson, Co-VPs Communications; Bob Schneider, VP Trolleys; Jack Young & Art Randall, Co-VPs Locomotives; David Sylva, Corp Secretary/Attorney; Steven Pyle, Treasurer. **Other Board Members** are Cindy Atmore, David Bini, Nuria Fernandez*, Jim Helmer, Brandon McCracken, Denis Murchison, Matthew Quevedo, Johnathan Seager.

Rod Diridon, Sr., Founder/Chair Emeritus

Board Executive Assistant Claire Kotowski

*ex-officio

CTRC Staff:

President & CEO: Michael Kotowski

VP Communications: Larry Murchison & committee Rick Kitson, Ken Middlebrook

Executive VP Museum Development: Marvin Bamburg; Consultant; Hon. Margie Matthews

VP Motive Power & Operations & Technical Director: Art Randall, committee, John Blain, Brandon McCracken & Tom Anderson

VP Trolley Operations & Restoration: Bob Schneider, Committee, Pat Butler

Corporation Secretary, Legal: David Sylva Esq.

Treasurer & Corporate Budget: Steven Pyle

Public Relations: Ken Middlebrook

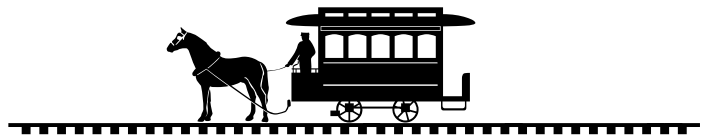
Equipment Maintenance: John Zielinski

Web Site: Karl Auerbach, committee, Rick Kitson, Ken Middlebrook

Editor, Clearboard: Larry Murchison

COMING EVENTS

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



The next CTRC board meeting would be the annual BBQ for the volunteers and donors. Because of our friendly RNA/DNA roaming the world it is scheduled for August 20th as an electronic ZOOM meeting.

California Trolley & Railroad Corporation

1650 Senter Road
San Jose, CA 95112

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BE A FRIEND OF CTRC

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 address check or money order to CTRC or California Trolley & Railroad Corp.

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)