

THE CLEARBOARD

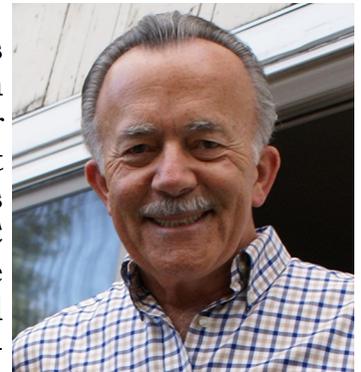


Michael Kotowski, President <http://www.ctr.org> Larry Murchison, Editor

Directions: President Mike Kotowski “AFTER THE FAIR WAS OVER”



If anyone were to ask if the county fair was a great success I would say “it depends on what side the bread is buttered on”. For attendance it was pretty stale for all the effort that went into getting the 2479 ready as well as preparing the work site. If asked “was CTRC ready for the Fair” the answer was “yes by all means we were ready”. If someone asked “how did it go” I would tell the biblical story of preparing the banquet but nobody came. Our best customers were the County Sheriff’s motorcycle officers who came



(Continued on page 2)



FIND US ON THE INTERNET

- <https://ctr.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=OcnTjBoUH5g> (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>

(Continued from page 1)

by to check on our wellbeing. There definitely was a cautious atmosphere because of the events of the previous week at the Gilroy Garlic Festival. Out on the fairgrounds there was a large contingent of battle dressed, AR equipped battle-ready forces ready for whatever might happen. Thusly, perhaps, was the cause of a low public turnout for the four day event.

This year’s fair was a good test for the CTRC efforts at making the 2479 “Great Locomotive Steam Again” as a locomotive and it was also a great team building experience for the restoration crew that has worked for so many years at bringing this project to fruition. I believe that best of all, regardless of the Fair, many board members who volunteered to “work at the Fair” and had never seen a big steam locomotive up close, came to realize the efforts of the members of Art Randall’s team that come to work every Saturday rain or shine and in the case of the Fair, down right “hot”. Thanks to all who participated in the event. It afforded us some “talking time” to explore ways to achieve our restoration goals as an “operating” museum.

This leads to our next effort. I used the Yogi Berra quip: “When you come to a fork in the road (track) take it!” Elsewhere it this issue of the *Clearboard* is a wrap up of the scoping meeting that several of us had with Abe Andrade, CEO of the Fair Management Corporation, at his request. Abe has reached out to us several times before in an attempt to include us as a working part of the Fair. Attending were Marv Bamberg, Margie Matthews, Rod Diridon, Ken Middlebrook, Art Randall and myself. Some very “doable” plans came out of this effort so that we have an opportunity to explore futile ground for a working museum site. Please read Marv Bamberg’s report on this meeting.

Mike Kotowski



From Art Randall.

At the beginning of August, we participated in the County Fair. Not many visitors, but we were hidden away where we were difficult to find.

Once the fair was over, we started down two paths, (difficult to do with such a small group) one of continuing the reassembly of 2479, the other of painting the switch engine at History San Jose, 1215.

The reassembly to 2479 is currently a process of gathering photographs and diagrams, and trying to understand what pipes went where. To be sure, the pipes we have are identified, but in most instances not plainly enough to permit us to know exactly where they were. The descriptions are much too general, and in many cases ambiguous or just plain wrong. So, what we have is a three dimensional jig saw puzzle, with the added constraint that we can't install things that will prevent access to the boiler components that may require service when we subject the boiler to a hydrostatic test, or impede the jobs we know we need to accomplish on it.

Anybody know howto play Pick-Up-Sticks?



The painting of 1215 is coming along slowly. We have painted the windows, the cab exterior, and the boiler, as well as the black on the running gear. The tender is yet to be done, as is the cab interior, trim, and lettering.

What lies ahead is more of the same. We need a more definite plan for the continuation of work on 2479, but the availability of funding is uncertain at best. We still need to finish painting 1215.

It is also the time of year when the site needs a fair amount of work. Trees need trimming, we need a lot of weed whacking, and the roof of the trailer needs to be cleaned. As well, the equipment needs to be protected as well as we can, which means putting tarps over the drivers and the brake cylinders to ward off the rain water. We also have some places on the container roofs that need patching. Once the rains start, we will need to mow the site regularly.



The 1215 being spruced up.

TROLLEY BARN QUARTERLY REPORT

TROLLEY BARN DISPLAY: Based on a suggestion from the Hansen Family, Tom and I constructed a display showing;

1. A simplified sketch done by Fred called "How a Trolley Works"
2. Two trolley poles; one with a wheel and one with a slider. Based on a reference book we have, wheels were used up to World War 1 and sliders after that. Sliders are still in use today, but the pantograph mechanism is current state of the art.
3. Signs with black string running from words to the actual parts.



Our trolleys use one of each type, but they are seldom noticed because they are over 15 feet off of the ground.

REPAIRS:

Birney brakes: On 9/6 John Hansen and I installed new brake shoes on the Birney. Because we modified them a few years ago, putting new shoes on was a challenge but we "won". Two of the old shoes definitely "end of life", one was barely worn and the forth about half gone. Our hardware is not well aligned, but efforts to correct this before were unsuccessful. The old shoes lasted 10 years, so we're satisfied.



Birney People Catcher: On July 4 the motorman was demonstrating the "people catcher". Unfortunately he forgot to secure the hardware, moved forward catching the unit on the track and damaged much of the hardware. We have rebuilt the door linkage, fixed the door motor, straightened the iron parts, reassembled the catcher and we're done.

The 'People Catcher' is an assembly designed to be tripped by a person or animal on the ground and gather up the person instead of running over it. Protruding items in the track hardware can hang up on the Catcher and damage it,

Birney door motor valve: Along the way the door motor valve sprung an air leak but a simple gas-ket took care of that.



HRA SPRING CONFERENCE IN SACRAMENTO: These are some of the pictures I took at the conference.

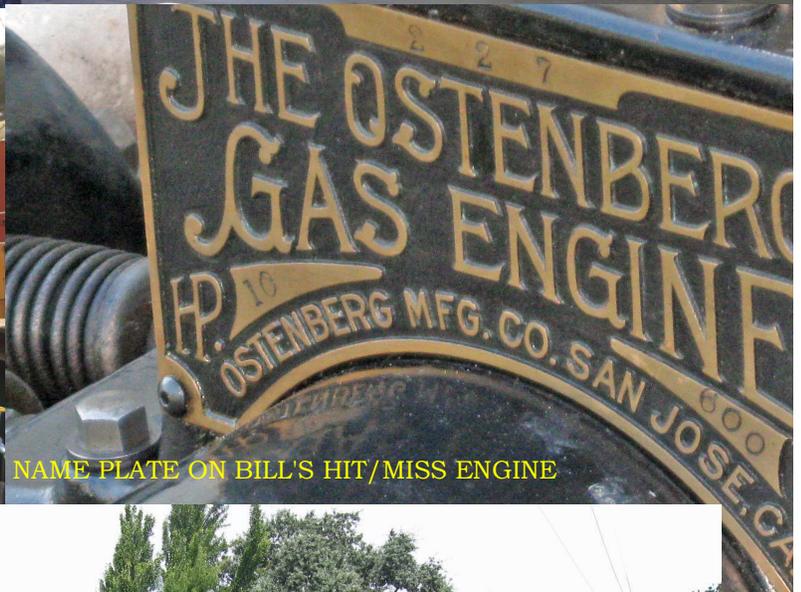
Boilers dug up on CSRM property



CSRM ARTIFACT



CSRM ARTIFACT



NAME PLATE ON BILL'S HIT/MISS ENGINE

BRUCE MANING HAND CAR DURING ANTIQUE AUTOS



Our quest for a home for the 2479 continues.

For years we have searched for a museum site with the precondition that it must afford reasonable connection to the main rail lines. Why have a monster steam engine and not be able to run it??

Well the government seems to have taken that option off the board. Current regulations prohibit operation of fixed-bearing rolling stock on the national railway system. Locating adjacent to active rail trackage is no longer a necessity. This opens up at least one other venue which is a great prospect...

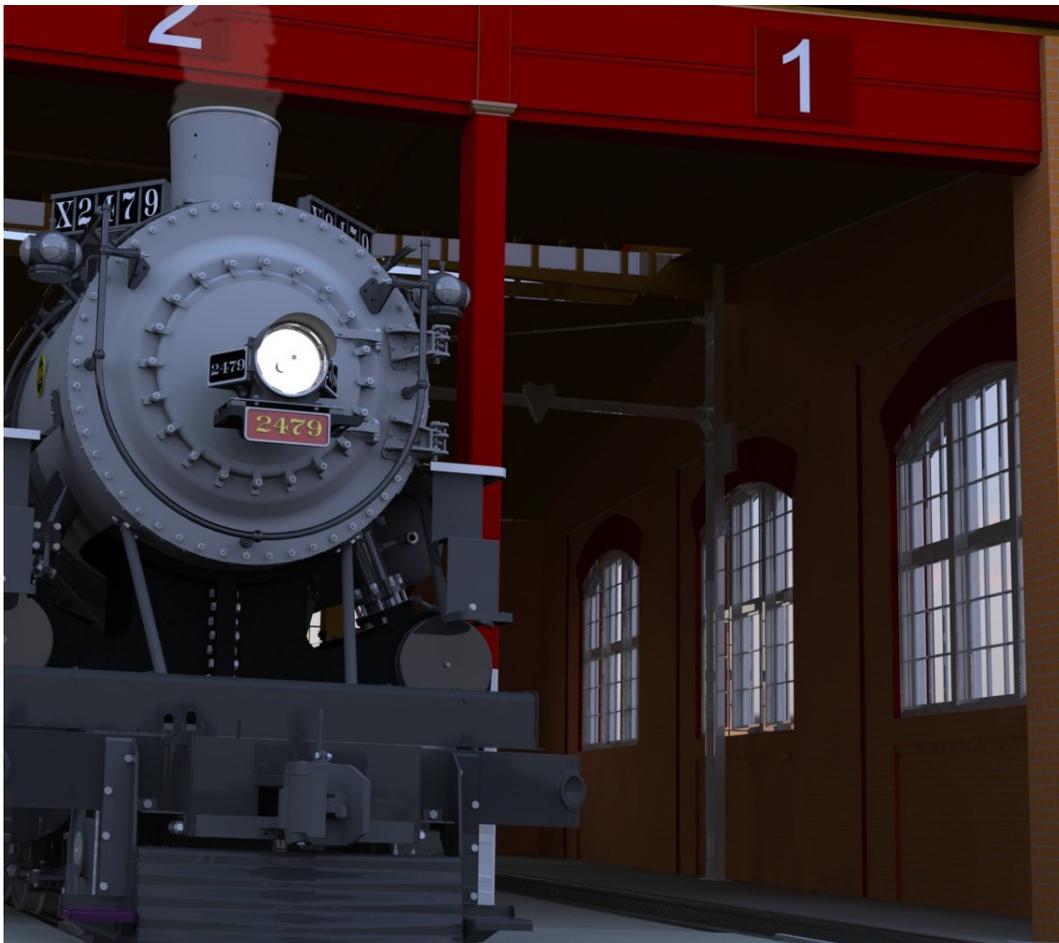
The County Fairgrounds, where all our restoration efforts have taken place, is now again interested in having the RR Museum there! You old timers will remember that it was our original choice but was abandoned when the tracks serving our current site were removed.

At a recent meeting with the leadership of the Fair Management Corporation, we discussed our mutual interest in developing a RR Museum in the NW corner of the Fairgrounds, encompassing the current restoration site. Sketchy site plans of the project were presented, and an agreement was reached that the FMC would include the RR Museum in its recommendations to the Board of Supervisors. If their proposal is accepted by the BOS, a master planning process will ensue with our participation. This site, due to its magnitude, offers the possibility of an internal route for the Buttercup tourist train and even 2479 to circle the entire 150+ acre property and return to the depot in the Museum. What a grand opportunity!

While your museum committee is very excited about the Fairgrounds location, we must be prudent and continue to pursue the Guadalupe River Park location in the City of San Jose. Another meeting with the mayor is being arranged (he's a very busy man!) at which time we will either get his support or abandon that location. Now, at least, we have a bargaining chip with another possible site.

This has been and will continue to be a very long and convoluted process. I have worked on it for over 20 years, but now I think we can see the light at the end of the tunnel...

Marv Bamberg



CTRC BOARD MEETING MINUTES

CALIFORNIA TROLLEY AND RAILROAD CORPORATION (CTRC)

Board of Directors Annual Meeting

August 15, 2019

MINUTES

I. CALL TO ORDER: The Annual Meeting of the California Trolley & Railroad Corporation (CTRC) Board of Directors was called to order by Board President/CEO Michael Kotowski, at 3:03 p.m., at the Pacific History Hotel Conference Room, 635 Phelan Avenue, San Jose, California.

Attendance: Board Members: Cindy Atmore, Marvin Bamburg, Rod Diridon, Sr., Jim Helmer, Rick Kitson, Mike Kotowski, Ken Middlebrook, Denis Murchison, Larry Murchison, Steven Pyle, Matthew Quevedo, Art Randall, Bob Schneider, David Sylva, and Jack Young. **Others Present:** Claire Kotowski, Margie Matthews, Bill Schroh, Jr., Randy Savoy, and Lynda Ramirez Jones

II. APPROVAL OF MINUTES (2/21/19) - A motion was made, seconded (Diridon/Kitson), and unanimously carried to approve the minutes as written.

APPROVAL OF MINUTES (5/16/19) - A motion was made, seconded (Diridon/Kitson), and unanimously carried to approve the minutes as written.

III. PRESIDENT'S REPORT (UPDATED AS ITEMS ARE DISCUSSED)

A. Board Membership – Nominate William “Bill” Schroh, Jr. for Board Membership – Kotowski introduced Bill Schroh, Jr., the new Executive Director of History San Jose, replacing Alida Bray. Schroh’s resume was included in the agenda.

Following Schroh’s presentation of his professional and volunteer experience, a motion was made, seconded (Diridon/Bamburg), and unanimously carried to approve Schroh as a new Board member.

B. New Board Executive Assistant (added to agenda) – Kotowski stated that for the past year, he, some Board members and Jones have been recruiting for a replacement for Jones. The response had been scarce. He introduced Claire Kotowski, discussed her professional history and announced that she had volunteered for the position of CTRC Board Executive Assistant to succeed Jones if no other qualified person could be recruited.

L. Murchison arrived at 3:15 p.m.

Following discussion, a motion was made, seconded (Diridon/Bamburg) and unanimously carried to approve Claire Kotowski as the new Board Executive Assistant and that she be compensated with the same stipend for which Jones is currently compensated.

Middlebrook arrived at 3:20 p.m.

IV. FINANCIAL REPORTS

A. Profit & Loss and Balance Sheet Statements – Pyle presented the attached Profit and Loss and Balance Sheet statements as of July 31, 2019. A motion was made, seconded (Sylva/Bamburg), and unanimously approved to accept the Treasurer’s Report.

B. Endowment Fund – Jones reported that Eric Heckman is away at a conference;

however, he submitted the attached Endowment Fund for the period ending August 13, 2019, which was presented to the Board. A motion was made, seconded (Helmer/Sylva) to accept Heckman's report.

V. COMMITTEE REPORTS

A. Communications – L. Murchison reported that he needs more information for the newsletter. Kotowski to write an article on Locomotive 2479 being displayed at the Santa Clara County Fair in early August 2019 and other activities currently going on. Kitson stated that another Communications Committee meeting needs to be scheduled as CTRC does not yet have complete control of the CTRC Facebook page.

B. SCC Rail Museum – Bamburg submitted the attached Railroad Museum report with a proposed schematic site layout. He said it appears that CTRC cannot use the area near the Rotary Playground unless sufficient support from the San Jose City Council is garnered.

Matthews stated that the two major obstacles currently are: Will the Federal Aviation Administration (FAA) allow it? And does the Mayor want to support it?

Bamburg continues to look for other sites.

Quevedo offered to help with the FAA issue as he is working with an FAA Senior Representative on another issue.

Quevedo to meet with Bamburg, Matthews, and Kotowski to pursue this issue.

C. Review of Agreements with Others – Sylva presented the draft agreement with the Fairgrounds Management Corporation (FMC) he updated to continue CTRC's Restoration facility on the fairgrounds, and is awaiting a response from FMC.

He stated he has not seen the History San Jose Group agreement, of which CTRC is listed as an affiliate group.

Kotowski to set meeting with Sylva to pursue this issue.

VI. CURRENT PROJECTS

A. Trolley Barn – Schneider distributed the attached Trolley Barn report, noting a minor

mishap at the Barn, resulting in a motorman resigning.

B. Locomotive 2479, Diesel, et al - Randall distributed the attached report, commenting on the display of Locomotive 2479 at the County Fairgrounds, and how it could be improved in the future.

Randall stated that he would like to take a break from Locomotive 2479 and clean up Locomotive 1215. Kotowski offered to donate a three-gallon compressor. He asked Randall for an estimate to obtain other materials for Locomotive 1215.

Middlebrook talked about vandalism to the exhibit at Senter and Phelan.

Kotowski related that Go Fund Me could be used to raise funds for this project.

Middlebrook stated that History San Jose had raised money through SJ PAC for the OSH sign to place it along the OSH Boxcar.

Middlebrook reported that the Feather River Railroad Society (FRRS) had put on their own signage on the 1923 refrigerator car they are restoring on CTRC's facility site. It was suggested that a progress report be obtained from FRRS.

C. Kelley Park Rail Stops - Benches and Signage

Kotowski requested that this project be completed as soon as possible.

D. Acquisitions (Standing Item)

No report.

E Fundraising Grants

i. SCCO Historic Grant Program - Jones reported that she, Claire and Michael Kotowski worked on finalizing the grant application and it was submitted on time on August 28, 2019.

ii. John Emery Rail Heritage – A decision has not been made whether a grant application will be submitted.

VII. NEW BUSINESS

A. Discussion on Refocus

Kotowski specified that if CTRC is unable to get a site for the museum, it will be necessary to re-evaluate current positions, referring to the two locations: one at History San Jose; the other at the SCC Fairgrounds.

B. Appointment of 2020 Action Committee

Kotowski stated he would like to get four Board members to meet and brainstorm to make CTRC projects more accessible to the public, and how to see a light at the end of the tunnel. He is not asking for volunteers at this point, but wants Board members to communicate with each other for further discussion.

C. Coyote Depot (added to agenda) – Middlebrook announced that the Clampers organization remains interested in restoring the Coyote Depot for use as a museum and office space; however, Union Pacific has been unresponsive to the organization's communication.

VIII. ADJOURN

The meeting was adjourned at 4:45 p.m. to the Annual Volunteer Recognition BBQ. The next quarterly meeting is scheduled for 8 a.m., Thursday, November 21, 2019, at the Pacific Hotel Conference Room, 635 Phelan Avenue, San Jose, CA.

Respectfully submitted,
Lynda Ramirez Jones

Information

Work 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

Friends: \$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 CTCR 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.

CTCR's Tax ID Number is 94-28348764.

MISSION STATEMENT

The mission of the California Trolley and Railroad Corporation (CTCR) is to restore and promote the legacy of rail transportation in the Santa Clara Valley.

CTCR 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. **Board Members** are Cindy Atmore, David Bini, Nuria Fernandez, Jim Helmer, Bob Kieve; Brandon McCracken, Jody Meacham, Denis Murchison, Brian O'Halloran, Matthew Quevedo, Johnathan Seager.

Rod Diridon, Sr., Founder/Chair Emeritus

Board Executive Assistant Claire Kotowski



CTCR Staff:

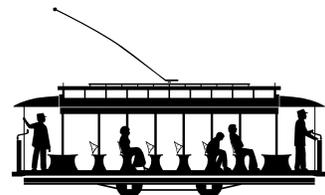
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First Vice President: Marv Bamburg, Museum Dewvelopment
VP Volunteers: Ken Middlebrook <kamiddlebrook@comcast.net>
VP Communications: Larry Murchison <larrymurchison@comcast.net> & Rick Kitson <rickk@cupertino.org>
VP Motive Power: Art Randall <arandall@sonic.net>
VP Trolley Barn: Bob Schneider <schneiderri@att.net>
Corporation Secretary/Attorney: David Sylva
Technical Assistance: Art Randall <arandall@sonic.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@sonic.net for other work schedules including the 1215 beautification. All very important events. See you there.



► The next CTCR board meeting will be **Thursday, November 21 at 8:00am** (Third Thursday) in the San Jose History Park Pacific Hotel first floor conference room.



California Trolley & Railroad Corporation

California Trolley & Railroad Corporation
1650 Senter Road
San Jose, CA 95112

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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. **We need volunteers.** Please contact Ken Middlebrook at kamiddlebrook@comcast.net.

Like yourself, we are individuals with different backgrounds, talents, and skills who share a common interest in preserving our rail heritage. Friends 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 \$_____

Name: _____

Address: _____

Phone: _____

E-mail address: _____

Make checks payable to the California Trolley and Railroad Corp.

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