



August, 2015 Edition. *Hotbox* is a monthly bulletin of The Railroad Museum at Ardenwood, designed to update members and the general public about **activities, work events, and volunteer opportunities** at the museum. Questions or comments can be directed to Bruce MacGregor, Editor, at bruce.macgregor@comcast.net

The Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history, including Carter Brothers, a pioneer railroad car builder of California. The Museum is operated by SPCRR, a non-profit, 501 (c)(3) corporation of the State of California. The Railroad Museum at Ardenwood is located at Ardenwood Historic Farm, in Fremont, California.

Thirty Four Days to Rail Fair !



Editor's Guide to Rail Fair Preparation (all in this issue)

The big push is on. There are five vital activities to support... all described in this issue.

1. Rail Fair online signup, for Labor Day weekend. See Barbara's article, below.
2. August workdays, general cleanup. See John Stutz' article, page 9
3. Recertification for operating crew. See Andy's article, page 7
4. Rail Fair prep, the week before Rail Fair. See article, page 3
5. Continuing work on boxcar 472. See Ken's article, page 6

Note: Some of these activities meet at the entrance depot (main entrance to the park). Some meet at the Car Barn (see bottom of page 10 for directions).

Rail Fair Rides Again!

The 15th Anniversary of Rail Fair at Ardenwood

Here we are one month away from Rail Fair, so let's get everyone up to speed with the latest information. The Rail Fair flyer is on the SPCRR website www.spcrr.org (click on "RailFair") so please feel free to copy it and hand it out!!

We will have our two favorite steam locomotives—Cortez Mining Co. #1 and Antelope & Western #1—to give us a wonderful old fashion train ride...Yah! All of our exhibitors will be returning also: the Early Day Gas Engine and Tractor Association, California Central Coast On30 Modelers, Diablo Pacific Short Line large scale model railroad, the Roving Garden Railroad, and the BAGRS Live Steam Group. For music we have: The Apple Butter Brothers, The Diasparta Swamp Boys, and John Haskey with his Calliope. Dino's will be serving us food, and we will have the Railroad Mercantile to sell railroad treasures to all who visit us (all proceeds benefit SPCRR). Back at Deer Park we will be offering Maintenance of Way Rides with John's special equipment.

Online signups are now available on our home page at www.spcrr.org (click on "Signup For Events") so please signup online to volunteer. If you don't have a computer, please send your requests by mail to SPCRR, P.O. Box 783, Newark, CA 94560, Attn: Barbara. Or you can leave a message on the 800 number (866.417.7277) with a call back number and your name so we can sign you up.

We are looking forward to a large turn out of the public and we will need ALL THE VOLUNTEERS WE CAN GET!! Please help us make this a great event by volunteering!! Thank You in advance!!

Barbara Culp, GM/ Rail Fair Coordinator general-manager@spcrr.org 510.785.1343

Week-long Rail Fair Setup

The following jobs need to be filled for the Rail Fair workdays August 29-September 4. As you can see by the number of people needed for each task, we need everyone to help out in order to make this a success! We must remove the weeds and rake the track to prepare for the 2 steam engines; repair, clean and paint the platforms and fences; clean surrounding areas; and paint the railroad signs and targets so they are clearly visible.

To signup, go to www.spcrr.org. On the left side click on "Signup For Events," next click on "Railfair 2015," then click on "Pre Railfair." The signup sheet lists the jobs shown below. It is very simple to signup... All you do is click on the right arrow next to the job you want to perform; then fill out your email address, name, and phone number. A shortened version of your name will show on the public signup sheet (e.g., johnw). (Note: Your full details are private; the signup sheet is ad-free and spam-free.) **Examples of Rail Fair Setup jobs (others will be added):**

MOW- Rake track	4 people
MOW- Weed removal	8 people
Ardenwood Station - Repair Platform and Fences	4 people
Ardenwood Station - Paint Fences	4 people
Deer Park Station - Repair Platform and Fences	2 people
Deer Park Station - Paint Platform	2 people
Trudy Frank Station - Clean Platform	1 person
Ardenwood Yard - Clean Up	2 people
MOW - Paint switches and targets	2 people

Meeting Time and Location: Ardenwood Station, 12:15 pm - 5 pm
August 29 - Sept 4 (contacting Ken, below, is highly recommended)

Contact: Ken Underhill
Email: building-coordinator@spcrr.org
Phone: 925.373.6884

If you don't have a computer, please send your requests by mail to SPCRR, P.O. Box 783, Newark, CA 94560, Attn: Barbara. Or you can leave a message on the 800 number (866.417.7277) with a call back number and your name so we can sign you up.

IMPORTANT - New Park Rules About Driving to the Car Barn

Volunteers cannot drive beyond the regular entrance parking lot when the Park is open to the public (between the hours of 10 am-5 pm every day except Monday). When the Park is open, we must use the gate at the end of Siward Dr. at Ridgewood Dr. (near the Car Barn). See directions to the Siward Gate entrance, on page 10.

Guidelines for using Siward Gate: this gate is to be kept closed at all times except when entering or leaving. It is to be kept locked except during scheduled work day hours, when it can be false locked by hanging the locks over the chain. We have a combination lock labeled SPCRR. If you anticipate coming outside of normal work hours, get the combination from your project leader. Note that when entering the combination, the numbers must align with the off center marked line, not the window's center.

The End of SPCRR Horse Operations

Just like the nearby South Pacific Coast Centerville Branch in the 1880s, SPCRR has used horses to pull its trains through the Ardenwood Historic Farm since our first day of operations. This is longer than horses were used on the Centerville Branch! Over the years, we have owned a number of horses... Lucky and Jerry, Duke, Dan, Tucker, Tom, Spike, and Red to name just a few. For the most part, the horse operation has been very successful and our gasoline locomotive, Katie, was used infrequently.

In the spring of 2014 we had two horses—Red and Goliath. While Goliath would not pull our train, Red was a steady draft horse and had pulled our train since his purchase. Unfortunately, Red died of colic despite the strenuous efforts on the part of Alex Oberg and Emily Nikzat to walk Red to reverse the condition, and the intervention of a veterinarian to help manage his condition. We then purchased our present horse, Stella. But regardless of the hard work by her handlers, they were unsuccessful in getting her to pull a revenue train. Therefore our gas locomotive was used for all of the 2014 season and the 2015 season to date. In hindsight, there were other challenges that impacted the training of Stella which included the limited pool of volunteers and restricted hours when the Park allowed training.

Our railroad is operated under a contract with East Bay Regional Park (EBRPD). The most recent contract “expired” in June 2015, which meant that our group needed to negotiate a new contract. The most important aspect of that process was an agreement on how much EBRPD would reimburse us each year for the cost of our train operations.

In 2014, the cost of just our horse operation was about \$57,000, \$5,000 more than the Park District paid us. These costs include employees, insurance, feed for our horse, veterinary care and farrier services, corral maintenance, and replacement costs such as harnesses. These costs did not include the cost of purchasing Stella, which was covered by donations. So in a letter to EBRPD several months ago, we outlined these costs and asked that our payments be increased by \$10,000 per year to cover these and other expected increases such as hay (due to the drought), increases in the minimum wage as required by law, and insurance increases. Our intention was to ensure that the EBRPD payments covered all of the costs of our horse operation.

At the first meeting between ourselves and EBRPD staff regarding a new contract and payment schedule, we were shocked to learn that the Park District would not pay us any more money than we were currently receiving. More importantly, they told us that (1) we needed to move to a purely mechanical operation, meaning that we will now operate only with our locomotive; and (2) that our horse needed to leave the Park. The District felt that they were paying for a horse operation but were not getting it. They also informed us that the phrase “horse-drawn train” had been removed from Ardenwood brochures since visitors would come to the Park expecting a horse-drawn train and instead found the train being pulled by a locomotive. From those last comments, we knew that we were not going to change their minds.

One of our most important concerns at this point is to ensure that Stella is sold to a new owner who will take good care of her. We are working with a draft horse owner and enthusiast from the Grass Valley area who will transport her to his ranch. He will work with her to make sure she can pull a wagon and plow before showing her to prospective buyers. He also will take care of selling her and making sure she goes to a good home.

Jack Burgess



Andrew Cary

Reinventing a Tradition

Sadly, the era of horse-drawn trains at Ardenwood has come to a close. We were a unique museum for having managed, for over 30 years, an operating recreation of the horse-drawn Centerville Branch of the South Pacific Coast Railroad. But the cost and difficulty of maintaining a draft horse program in an urban environment like the San Francisco Bay Area has, unfortunately, caught up with us.

At the same time, our mission has remained unchanged: to preserve and interpret for the public 19th Century narrow gauge railroading as it was practiced by the South Pacific Coast Railroad, and in our region. This means finding and restoring wooden rolling stock of the period (we have over 15 wooden cars in the collection, including the oldest narrow gauge boxcar in the State of California). This means maintaining a mile of authentic narrow gauge track and operating our equipment on it, through a setting that beautifully recreates an agrarian California narrow gauge branch line.

As a museum, the challenge now is to find a way to be true to our mission, while reinventing the way we accomplish it. For now, non-historic, gasoline-powered engines will take the place of horses. But as Rail Fair has proven year after year for 15 years, we can operate historically-correct steam power on our railroad. We have been lucky in finding accurately restored locomotives that date from the 1890s— a perfect fit for the museum's time period. Thus far, these engines have only been visitors to the Museum, but there is ongoing discussion and growing enthusiasm for expanding the historic steam program to include more operating days, and locomotives that remain permanently at the Museum. The Museum's Historic Steam Program, many feel, is already established, and offers us a new, exciting way of fulfilling our mission.

An expanded steam program will happen in stages, not overnight. But in time, historic steam may well provide the kind of year-round living history experience that has always been our goal.

The best, first step down this new road is to support our existing steam event— Rail Fair— and see where it leads us. Which is a thought that leads us back to this issue, and the opportunity to volunteer for Rail Fair 2015, the Museum's premier steam event.

Restoration

Repainting Boxcar 472



Name of Work Event: Restoration

Date(s): Most Thursdays, Some Mondays (see Notes below)

Time: 10 am - 4 pm

Meet At: Car Barn - See "Directions For All Workdays" on page 10

What to Bring: Work Clothes: long pants, work gloves, and steel-toe boots if you have them. Water is provided. If we are working on an outdoor project, bring a hat, long-sleeve shirt, and sunscreen. We generally go off-site for lunch, but you are welcome to bring your own lunch if you prefer.

Progress Last Month: Sanding is complete on boxcar 472, but we found termite and dry rot damage which now needs to be repaired.

Focus This Month: Paint Preparation on SPC 472; also Rail Fair Preparation as required.

Notes: We welcome the help of everyone over the age of 14. Thursdays are more often car restoration days. Mondays have been focused on railroad maintenance issues in the Park's public areas.

Call or email me in advance so I know how many to expect. That way I can have jobs ready for you when you arrive. Please include your name, cell number, and email so I can contact you if I have to cancel the date or change the time.

Contact: Ken Underhill
Email: building-coordinator@spcrr.org
Phone: 925.373.6884



A Message from The Mercantile:

We're looking forward to setting up the pop-up tent and tables at Rail Fair and displaying lots of new Railroadiana, Fabulous Finds, and Railroad items for children this year. Alice Evarts and I will be there every day—please come by to say hello and look over the merchandise.

The Rail Fair Mercantile is a fund raiser for SPCRR. We accept cash and checks and will be open from 10:00-3:30 each day. For the convenience of our customers we will store purchased items behind the counter until closing.

*Insider tip: We will reduce prices on some items (probably the heaviest ones) on Monday, September 7.

Kathy MacGregor

Brakeman Certification and Recertification!

Name of Work Event: Brakeman Certification and Recertification

Date(s): Saturday, August 8, 2015

Time: 10:00 am - 1:00 pm

Meet At: Ardenwood Station

Special Abilities or Work Equipment: N/A

What to Bring: Work Gloves, Pencil/Pen, and Notebook. Water is provided.

Progress Last Month: N/A

Contact: Andrew Cary

Email: safety-manager@spcrr.org

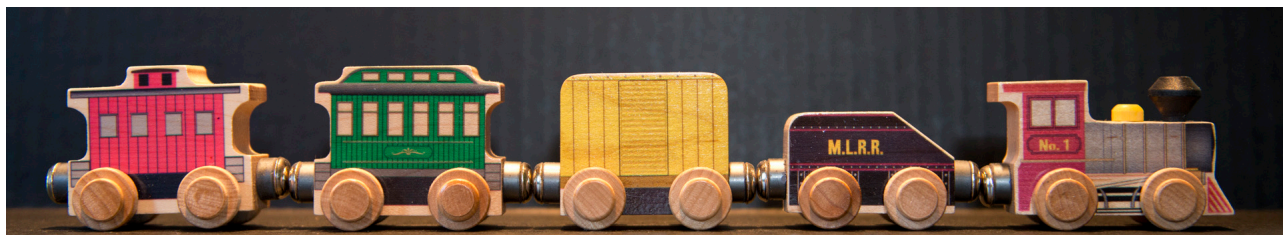
Phone: 510.794.8536 (home) or 510.324.6817 (mobile)

Notes: Come get certified as a Brakeman at SPCRR's Railroad Museum at Ardenwood. If you are currently a certified brakemen, you must be certified annually, so please come get recertified. Training will include the SPCRR Operating Rules, basic safety, hands-on coupling and uncoupling cars, stub-switch operation, and the ever popular hands-on rolling car stopping test.

The SPCRR Wooden Train Layout

Plans to sand and paint depots, trees, portals, and truss bridges were put on hold for the past few weeks when a heat wave hit Portland and temperatures soared into the 90s. It is a well-known fact that Oregonians cannot do their best work (really any work at all) in temperatures that exceed 70 degrees. We are going forward with plans to paint and sand as temperatures allow. Gene Arrillaga reports that the benchwork is nearly completed, and Bruce MacGregor has the interpretive signs for the Layout ready to go. The Layout will be open to children (suggested ages 3-7) from 10:00-3:30 each day of Rail Fair. Please come by to check it out and invite any children you know to do the same.

We are looking for volunteers to staff the Layout. You can sign up on our website www.spcrr.org; click on "Signup For Events." Still thinking this is the best volunteer job at Rail Fair? Volunteering with a friend or family member adds to the fun. Children as young as 12 can volunteer with an adult. Consider signing up as a Layout volunteer for just half a day (4 hours) and then enjoy Rail Fair activities with your family for the other half. /Kathy MacGregor



President's Report

It is with great regret that I report that after 20+ years as Curator, Randy Hees has resigned the position. We thank Randy for his significant contribution. This leaves a major hole in our organization. Randy has provided most of the SPCRR's corporate memory regarding the car collection, and he led our restoration efforts over a difficult period when the Board of Director's attention was mostly focused on getting equipment under cover. He has also been a major player in developing restoration funding sources. His leadership and advocacy will be missed, but we hope to keep him involved with restorations.

Current restoration activity is focused on boxcar 472, where a repainting project is well started. We hope to have it finished for Rail Fair, but it may have to be displayed as a restoration in progress. I will leave the details to our project manager, John Erdkamp. Work will continue on most Thursdays plus some Mondays this month. See "Restoration" on page 6 for more information.

Regarding NWP caboose 6101, the Board of Directors has contracted with Daryl DiBitonto of V&T Enterprises to create a set of caboose erection drawings. These will include complete interior and exterior elevations of the car's current state, plus its 1910-14 appearance as NWP 6101, to be based on whatever historical information we can provide.

On longer term restoration projects, Dave Eggleston will soon commence the preparation of a restoration report on the M&SV boxcar. This is a new idea, a "Study Phase," done in advance of a full-blown restoration project in order to establish a historical framework, sources, and background for a select car. Dave anticipates it will take a couple of years to survey the car and review historical sources, ultimately generating full drawings and a set of restoration options, detailed plans for achieving each option, and recommendations on how to proceed. Dave brings a good deal of professional experience to this process, and I look forward to the results.

It may seem early, but it is time to start preparing for Rail Fair since we have three Saturdays pre-empted by operating days:

Saturday, July 18 - Rail Adventure (Train Rides)

Saturday, July 25 - Ardenwood Historic Farm's 30th Anniversary (Train Rides)

Saturday, August 15 - Cajun/Zydeco Festival (Train Rides)

The next regular workday will be on August 1, and the goal will be to dispose of all of the downed wood within about 30' of the track, so we can get in with the mower and take the weeds down without its jamming on branches. We are promised to have a dumpster available and permission to use pickups to move the debris. I also hope to get a start on clearing the roadbed down to mineral soil for 10' on either side of the track.

For August 22, I anticipate more track clearing, but also hope to get out on CB curve to take some of the kinks out of the inner rail joints. Bruce Sorel did a great job of smoothing the outer rail over the last few years, but we still have the original flat bar joints on much of the inner rail, and all of those rails were sprung into the curve. As our ties age, the rails are straightening and those flat bars are bending. A little attention with a rail bender will do a lot for smoothing the locomotive's passage through CB curve.

The week immediately preceding Rail Fair, August 29 through September 4, has traditionally been our final frantic cleanup period. I plan to avoid the frantic aspect this year, but there will still be plenty to do. I hope that getting an early start will let us avoid the sort of situation we had last year, when I almost had to embargo the Ardenwood station area on opening day due to the quantity of standing grass that was still present.

John Stutz
President, SPCRR
john.stutz@spcrr.org



General Maintenance workdays



Name of Work Event: Rail Fair track cleanup. We have a half dozen or more fallen trees to clean up before we can complete trackside mowing.

Date(s): August 1 and August 22 (and possibly additional days)

Time: 10:00 am - 5:00 pm

Meet At: Car Barn - See “Directions For All Workdays” on page 10

Special Abilities or Work Equipment: This is outdoor work with a mix of heavy and light tasks. We will need a few pickup trucks to move material to the Park’s dumpsters. A chain saw or two will be a big help.

What to Bring: Long pants, long-sleeve shirt, hat, sunscreen, work gloves, and steel-toe boots if you have them. Water & Gatoraid will be provided. We generally go off-site for lunch, but you are welcome to bring your own lunch if you prefer.

Contact: John Stutz

Email - john.stutz@spcrr.org

Work - 650.604.3363 <answering machine available>

Cell - 650.933.0089 <often a poor connection>

Notes: Please call or email (preferred) me in advance so I know how many to expect. That way I can have jobs ready for you when you arrive, Please include your name, cell number, and email so I can contact you if I have to cancel the date or change the time.

Calendar Look-Ahead for August/September/October

Sat, Aug 1, 10:00 am–5 pm, report to Car Barn – Rail Fair Track Cleanup, see article on page 9

Sat, Aug 8, 10 am-1 pm, report to Ardenwood Station – New brakemen need to complete their certification; and all previously-certified brakemen need to complete their recertification for 2015, see article on page 7; and in July's Hotbox on page 7

Sat, Aug 15, 9 am-5 pm, report to Ardenwood Station - SPECIAL EVENT/Cajun/Zydeco Festival. Volunteer Station Agents needed.

Sat thru Fri, Aug 29-Sept 4, 12:15 pm-5 pm. Report to Ardenwood Station, Rail Fair Setup, see article, page 3

Sat thru Mon, Sept 5-7, 9:30 am-5 pm, report to Volunteer and Greeting Table on the right side as you enter the main Ardenwood gate - SPECIAL EVENT/Washington Township Rail Fair, see article on page 2

Tues, Sept 8, Rail Fair Cleanup: details TBA

Oct 3: Work Day, Halloween Planning, TBA

Oct 10, 11: Harvest Festival, TBA

Oct 10, 12: 9:30-6:00, Haunted Train, Put Together Props,& Scenes, TBA

Oct 16, 17, 18: 2:00-10:00, Haunted Train, Preparation & Operation, TBA

Oct 23, 24, 25: 2:00-10:00, Haunted Train, Preparation & Operation, TBA

Oct 26 (Mon), Oct 31 (Sat): 9:30-6:00, Haunted Train, Cleanup Scenery/Props, TBA

Note: Car Restoration workdays are held most Thursdays and some Mondays, see article on page 6, and in July's Hotbox on page 5

Calendar contact: Ken Underhill, building-coordinator@spcrr.org

Directions to the Car Barn:

Volunteers cannot drive beyond the regular entrance parking lot when the Park is open to the public (between the hours of 10 am-5 pm every day except Monday). When the Park is open, we must use the gate at the end of Siward Dr. at Ridgewood Dr. in order to reach the Car Barn by personal vehicle.

From I-880:

Take I-880 to the Dumbarton Freeway/Route 84 West toward the Dumbarton Bridge. Exit at Newark Blvd/Ardenwood Blvd and turn right onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr at Ridgewood Dr. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.

From Highway 101 on the Peninsula:

Take Highway 101 to Route 84 East over the Dumbarton Bridge. Exit at Newark Boulevard/Ardenwood Blvd and turn left onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr at Ridgewood Dr. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.