



SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

September, 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.

Twelve Days to Rail Fair !

This is it! The Museum's signature event, Rail Fair, is less than two weeks away. If you're just now tuning into this amazing event, it's a chance to enjoy two historic, live steam locomotives in operation, "up close and personal."

We need, and welcome, your help. If you haven't signed up for a volunteer position yet, please go to our website, <http://spcrr.org>, and from the "Signup for Events" button at the top left, navigate to the online Rail Fair signup sheet. Pick from among dozens of jobs, spread over nearly a week around and including Labor Day. The online signup is easy to use, and even sends you email reminders.

In addition, we'd like to highlight articles important to Rail Fair, including historic costuming (pages 2 and 3), certification for operating crew (page 3), and updates on Rail Fair preparation (pages 4, 5 and 8).

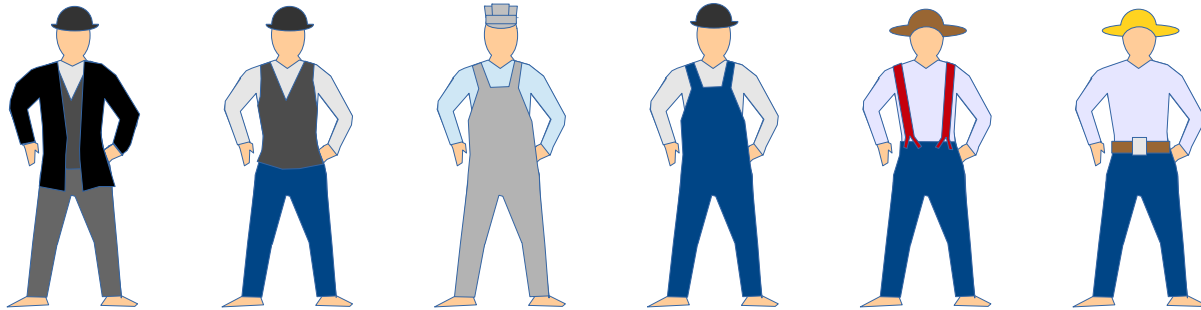
Me? For a ring-side seat to some great steam photography, I trade a little time spent bush wacking... cleaning up and raking the track of debris that could catch fire when the engines operate. It's a wonderful trade.

The Editor

Costuming

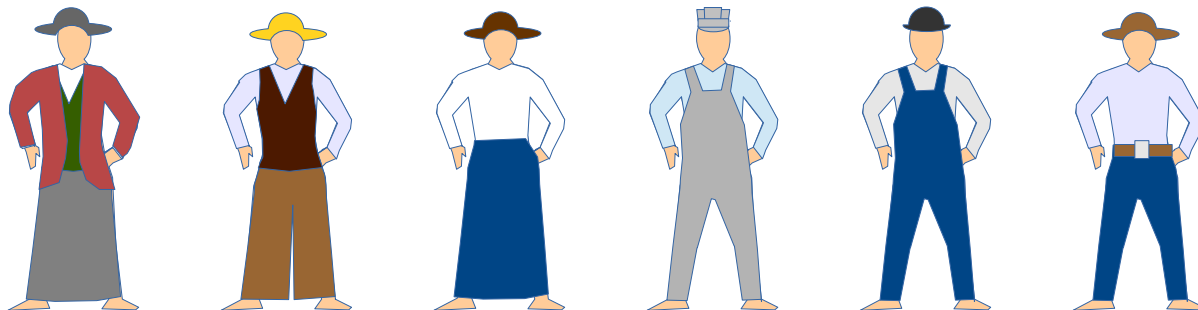
Most Authentic to Basic

Men's



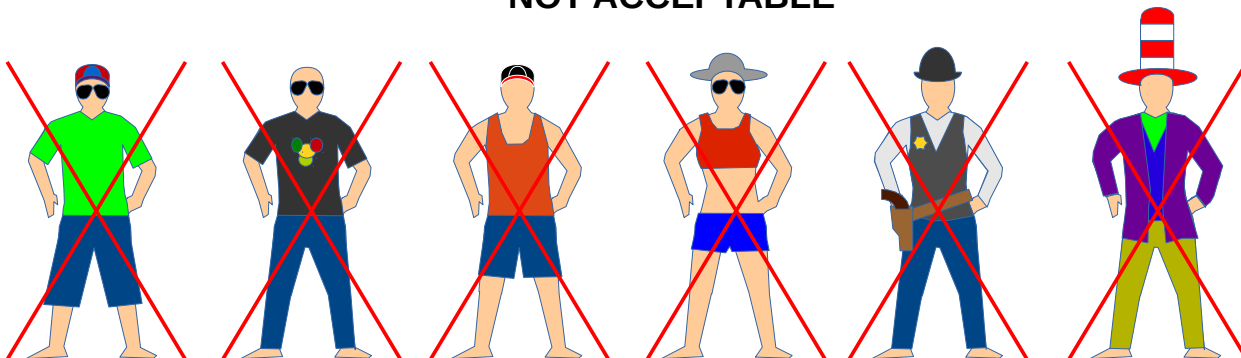
A basic outfit is blue jeans and long sleeve shirt and a hat. Add suspenders (Y or X), or replace the blue jeans with coveralls- denim, canvas, or striped ticking. Add a vest or vest and coat, upgrade the hat to a nicer one. Add a pocket watch and chain.... and don't forget to tuck the bandana in the rear pocket or around the neck.

Women's



A basic outfit would be a ankle length skirt or blue jeans and a long sleeved shirt. Add a vest , a jacket , or a shawl. Skirts can be plain or split leg (riding) skirts. Blouses were generally long sleeve with or without collars. Country hats were typically low crowned broad brimmed straw or felt to protect from the sun. On some occasions laboring women would dress in the same kinds of clothing as men – for example coveralls when working in a cannery or on a railroad.

NOT ACCEPTABLE



No baseball caps, modern mirrored or wrap-around sunglasses, brightly colored clothing, tee shirts, shorts, singlets, sweat shirts, bare midribs, bare legs, exercise outfits, spandex, or fleece fabrics. No logos on garments. No Firearms or other weapons. 'Cosplay' or character costumes and "Steampunk" should be kept low key. This is supposedly some time between the historical 1880 and 1920.

Clothing Guidelines 2015

This guideline is meant to provide basic standards for clothing to be worn by members of the SPCRR interacting with the public on historic days. These standards are not requirements for volunteers but are recommendations to provide a more historic experience for park guests. Members are encouraged to research and modify their clothing to suit a particular year and role.

This guideline targets the clothing worn by the working class between 1875 and 1920. The working class man's (and woman's) "working" clothing did not change dramatically during these years. For this reason we are not aiming for a particular year's style but rather a generally 'authentic' appearance.

Recommended Basic Clothing

This clothing is readily available at Sears and Orchard Supply Hardware, or work clothing stores such Pacific Apparel in San Leandro.

- Bib Coveralls – blue, black, brown, pin-striped are OK. Blue jeans with suspenders are acceptable.
- Collarless long-sleeved shirt - collars are OK for women.
- Full brimmed felt or straw hat (like a cowboy hat with a flat brim) or 'newsboy' cap, engineers cap.
- Work boots - safety toes are recommended.
- Bandana

For a more authentic look see the illustration on page 2.

Inappropriate Clothing:

- Baseball caps other modern hats- even hats with SPCRR on them.
- Shorts and T-shirts; short-sleeved shirts, sleeveless shirts, shirts with logos of any kind.
- Low-rider (hip-hugger) jeans with or without suspenders
- Pointy toed cowboy boots, running shoes, or sandals.
- Wraparound or mirrored sunglasses.
- Exposed personal electronics.
- Unsafe clothing

Please remember that personal electronics (cell phones, tablets, and digital cameras) were not available during this period of history — please be circumspect in their use in front of the public (except for emergency or operational communications).

AJL Cary, Train Master

Brakeman Training

A Brakeman Training and Recertification was held Saturday August 8 at Ardenwood Station. The nine brakemen-to-be reviewed the revised Operating Rules for 2015, practiced safe switching and coupling, received instructions on fire safety, and passed the annual (and always popular) stop the runaway flatcar contest. This year's winner was Julie Boyer who managed to stop the car in one-half a car length.

Additional sessions will be held during Rail Fair for recertifying brakemen! See Andrew Cary.

Progress Report: Restoration/Repainting Boxcar 472

SPC Car 472 is on schedule to be presented for public view and visitations during Rail Fair. The work completed to date has involved sanding & scraping old paint, minor cosmetic wood repairs, missing nuts and bolts replaced, and removal and replacement of a termite damaged buffer block from one end. Gene Arrillaga is nearly finished with fabricating a new one and will replace it, along with a few affected pieces of siding, soon after press time.

The entire exterior (except roof) has been painted with premium quality oil-based primer. Ninety-five percent of the car has been top coated in the same color as before with an industrial/commercial grade exterior oil-based paint. Professional quality stencils have been produced by a vendor for all the lettering and graphics.

The focus during the last two weeks of August will be to:

- *Letter the car with premium white exterior oil-based paint.
- *Install the new buffer block and a small amount of siding and paint to match rest of car.
- *Check the journal boxes and lube as necessary.
- *Make one final cleanup of the interior (it's in really good shape now) and prep displays for the public.
- *Move the car to Ardenwood Station & check the stairs for public entry before Rail Fair.

We hope you take a tour of boxcar 472 and see how great it looks!

John Erdkamp



What a difference a month makes! Here is boxcar 472 last month (above) with its old paint sanded down. A month later (right) the car siding has been primed and the top coat painting has begun. Lettering, including its iconic "sunset" emblem, has begun (below) and is expected to be finished by Rail Fair.



All photos, John Erdkamp

Haunted Train

Railfair 2015 is upon us. But right after Rail Fair, we immediately start preparation for the annual Haunted Train!

This year's Haunted Train is running Fridays, Saturdays, and Sundays, October 16-18, and 23-25. The main setup days are scheduled for Saturday, October 3; and Monday, October 12.

We need folks to setup and take down the decorations, to sell tickets and ghost protectors, to operate the trains, to man the platforms, and of course to haunt the woods. No experience needed!

Signup sheets are available online on the SPCRR web site at <http://www.spcrr.org>, or you can email the event coordinator (Andrew Cary) at Haunted-Train@spcrr.org or by phone at **510.794.8536**.

AJL Cary, Train Master

A Message from The Mercantile

Looking forward to seeing everyone at Rail Fair on Labor Day weekend. Here are a few of the things we will have for sale at The Rail Fair Mercantile.

For Younger Train Fans:

- *Rolling stock from Maple Landmark Toys as pictured in the August Hotbox
- *Cedar Block Buildings from Makes A Village (can be personalized for layouts, party favors, etc.)
- *Mining Rail Slices and Spikes
- *Engineer Hats and Red Bandanas

For Mature Train Fans and Collectors of Railroadiana:

- *Photographs
- *Lanterns
- *Paper items from the Virginia and Truckee 1889
- *Back copies of The Narrow Gauge and Shortline Gazette

For Train Fans of All Ages: ENGINE SUGAR COOKIES!

The South Pacific Coast Wooden Train Layout

During Rail Fair you should plan to pick up an ENGINE SUGAR COOKIE at the Rail Fair Mercantile and mosey over to the South Pacific Coast Wooden Train Layout. Once you get there, be sure to check out the new interpretive posters for a quick review of some of the history of the SPCRR. Bring some children along (suggested ages 3-7) and watch them delight in driving a toy engine from Alameda to Santa Cruz.

Kathleen MacGregor, Alice Evarts

Restoration

Monterey & Salinas Valley Railroad Boxcar- Study Phase



From Dave Eggleston: this is the first of many updates that I will provide on the Monterey & Salinas Valley boxcar “Study Phase”, now given the official green light from the Museum’s Board of Directors. I am very excited to begin the Study Phase on this very important, historic boxcar. Here are some more details on the project...

The “M&SV boxcar”?

This refers to the boxcar body in the back of the Car Barn that is covered with billboard lettering proclaiming casino games. It is one of eight 8-ton boxcars that Thomas Carter built for the Monterey & Salinas Valley in September 1874, and it is likely this car is one of the first narrow gauge boxcars he ever built! In 1879 the car went to the Nevada Central Railway—it was then relettered NC 253 in 1882. After the scrapping of the NC in 1938, NC 253 was left behind and de-trucked, until it was moved to southern Nevada by a casino owner who had it painted as a billboard. SPCRR rescued NC 253 in the late 1980s.

Why is it important?

Quite simply, it is the oldest surviving Carter freight car. It is what all of the other boxcars trace back to. It is arguably among the most important holdings in our collection because:

- It is a unique artifact. No Carter drawings, notes, or diaries exist from 1874. This car is our sole record of Carter’s initial narrow gauge boxcar design.
- It completes our collection’s Carter car building story. We have cars from each stage of the Carter design lineage in the collection—8-ton (M&SV car), 10-ton (SPC 472), 15-ton (SPC 444), and 20-ton (SP 10)—giving our museum a unique chance to show Carter’s evolving solutions for West Coast customers.
- It helps to improve the technological record. Missing original items—such as the trucks and brake gear—will drive research to recreate these items as best as possible, helping to fill gaps in the Carter design story.

So, what is a “Study Phase”?

It is a pre-restoration project to understand the car, document that knowledge, and provide a plan to move forward with a restoration. It involves a deep dive into the physical car, its history, and its influences (what influenced it, and what it influenced). Out of this study will come draft restoration budgets, timelines, and labor and parts requirements for a variety of candidate restoration proposals. All of this will be documented in the draft Restoration Report presented to the Board at the study’s end.

A Restoration Report?

The Restoration Report is both the plan for the project and the comprehensive record of the project. It is an outline of all of the key items for both a Study Phase and a restoration. It keeps us on focus, makes decisions easier, plus aids in planning and management by standardizing projects into a specific outlined structure. And, very importantly, it is where everything about the project is recorded and made available for future reference.

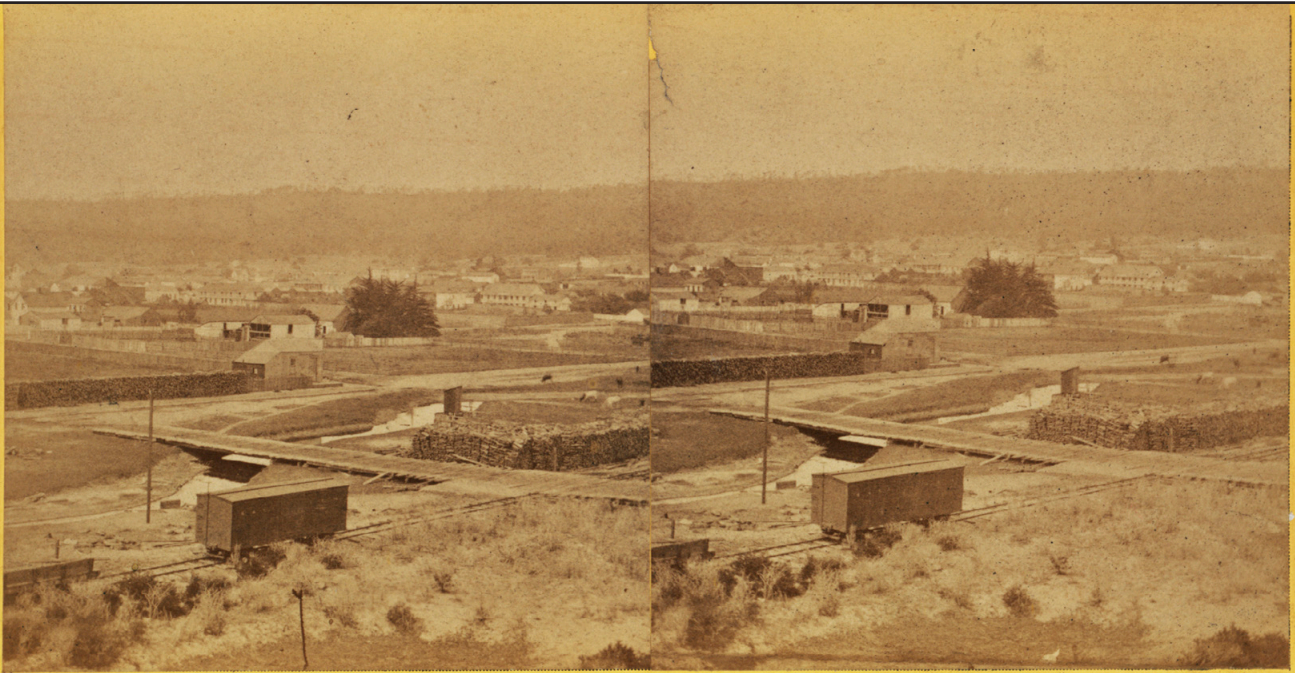
How will it be leveraged for other projects?

By covering all of the major areas of attention for a study and the subsequent restoration in a non-project-specific way, the Report’s structure can be used for focus, planning, managing, and tracking almost any other car in our collection, be it a full car or a component. And the lessons recorded can also help us understand what to do—or not do—in future projects.

What exactly will I be doing?

In December I will begin research on the car’s life, the Carters, and other manufacturers of the era. I will be crawling all over the car to learn and record everything I can and produce CAD plans. I will be working with experts to fill in knowledge gaps about the car and car manufacturing. As I develop the Study Phase, I will be reporting regularly to the Board and to the Hotbox. I hope to complete the study in about two years, which will provide the group with options for the car’s restoration.

Dave Eggleston



The Monterey & Salinas Valley Railroad boxcar is one of the most important historic artifacts in the Museum's collection. It was one of eight boxcars built in Monterey by Carter Brothers in 1874 for the first narrow gauge railroad to be completed in California. A rare stereo view of the M&SV yards in Monterey appears above, dated 1879.

In the late 1980s the Museum tracked the car to a casino in Boulder City, Nevada, and made a unique deal. In return for providing a new, stand-in car body that would carry the casino's advertising, the Museum would be given the historic Monterey & Salinas Valley boxcar. The swap is shown in the photograph to the right. Pictured (lower left to top right) are volunteers Jack Burgess, Brook Rother, Randy Hees and John Stutz.

Above: New York Public Library



Dave Eggleston may be an unfamiliar name to you, even though he has been a research contributor and member of SPCRR since 1991. Dave has had a life-long interest in narrow gauge railroads, sparked by a WWI trench railways book his dad gave him when he was 10 years old. This quickly grew into interests in Maine and then Colorado narrow gauge railroads. In 1987 he found a copy of Bruce MacGregor's "South Pacific Coast" which sparked a strong interest in 19th century West Coast narrow gauge railroads—in particular the 1870s narrow gauge activity around Monterey Bay.

In 1991 Dave first visited Ardenwood to see the Monterey boxcar in our collection. He has continued to research the Monterey & Salinas Valley, Santa Cruz & Felton, and Nevada Central railroads since that time. Currently he is researching the San Francisco Harbor Belt narrow gauge operations from 1880-1909. Dave also has a strong interest in British industrial narrow gauge lines of the 1930s-1960s.

Dave worked most of his career in the computer industry, first as a field technical consultant and later as a manager in software development. He also spent 7 years working freelance in the film and animation businesses. He is currently semi-retired and working as one of our volunteers.

President's Report

As of mid-August, I am far more focused on what needs to be done to prepare for Rail Fair than what has recently been accomplished. That said, the boxcar 472 repainting is coming along nicely with John Erdkamp about to start on stenciling; while the roadway/work platform in front of the Car Barn doors has been fitted with guard rails and nicely leveled. (Articles and photos on boxcar 472 appear in this edition of the Hotbox; coverage of the guard rail project will appear in October Hotbox). The NPC/NWP caboose documentation project is off to a good start, and there has been some tentative discussion of other restoration projects.



At press time, we have just two weeks left to get ready for Rail Fair. On page 3 of the August Hotbox is a task list that needs to be completed prior to the first day of Rail Fair. As usual, we will have an extended cleanup effort during the week preceding Rail Fair. The major task will be cleaning up the right-of-way to minimize the fire risk by raking back and hauling away fallen leaves. This is our top priority since it is a fire safety matter and must be done. There is also a good deal of mowing to be done up front, which is the same area where we were so tardy last year that I almost had to outlaw steam operations at Ardenwood station on opening day.

Referring to the task list, there is also a good deal of light carpentry and painting that would be nice to have completed. If you are not up to the heavy work, or need a break, please consider helping with these tasks.

On August 22 we will start cleaning up the deadfalls at the grove's west end, trimming the fallen branches back, and cleaning up the leaf and bark fall. We got a lot of this cleaned out on August 1—and a corporate volunteer/picnic group did even more on the 12th—but there is still much more to get cleaned out.

Tree cleanup is a boots, long pants, and work gloves type of event. Chain saws are welcome if you have one and can use it safely. This work may continue until August 29. By then we should be able to move on to the mowing and raking.

Raking and removal will continue over the next few days, with raking only on Sunday, August 30 (a Park historic day—see the following paragraph for explanation). I hope to finish raking and removal by the following Wednesday. Meet at the Car Barn at 10 a.m., or if arriving later look for activity along the tracks.

The main effort will happen during the week of August 29 - September 4, when I expect to be at the Park leading the cleanup effort. As of this writing, I cannot provide a schedule of activities since tasks will be done on a priority basis.

We mostly must work with hand tools on any Thursday, Friday, and Sunday since these are the Park's "historic days." Saturday, Monday through Wednesday, and after hours are our times for power equipment, including trucks for moving both tools and debris. Volunteers should remember to use the Siward Gate. **I will be available at 650-933-0086.** Again meet at the Car Barn at 10 a.m., or if arriving later look for activity along the tracks. I will leave activity notices on the Car Barn's northwest "man door."

PLEASE LET US KNOW when you will be available for Rail Fair volunteer activities by signing up at <http://spcrr.org> (click on "Signup For Events" at upper left). This will be a great help in determining not just who is going to do what, but where we have holes in the operation. The signup link is on the cover page of Hotbox.

John Stutz

Liability Release Forms

Several decades ago, SPCRR had a standard Liability Release form and every volunteer was required to have a signed Liability Release form on file with our organization. Since then, we have not been diligent about requiring executed Liability Release forms, therefore the Board is currently discussing the need to reinstate our former policy.

There has long been a belief that Liability Release forms are not enforceable in California. That is not true according to a State of California Deputy Attorney General that was recently asked this specific question. Under the California Civil Code, if an accident is the result of failure on the part of the organization or a vendor for not complying with health or safety obligations required by law, a suit can still be brought against the responsible vendor or the organization.

Liability Release forms are used to protect nonprofit organizations from liability for dangerous activities. Many of our volunteer activities can be dangerous, such as working on the train with moving cars and a locomotive, climbing on and off equipment, working with power tools, laying track, etc. Requiring volunteers to sign a Liability Release form helps to remind our volunteers of the possible dangers of working with our equipment and thus be more careful and diligent, especially since the tasks at Ardenwood are very different from chores around the house or assignments at work.

If we don't require you to sign a Liability Release form, all volunteers are essentially reserving the right to sue our organization if they get injured, even if SPCRR is not at fault. In a nutshell, since we don't currently have Liability Release forms on file for everyone, our entire collection could be in jeopardy if someone gets injured and decides to sue us.

The Board is expected to discuss this issue further at an upcoming Board meeting. It is anticipated that in the near future all SPCRR volunteers will be required to sign a Liability Release form before volunteering in any capacity at Ardenwood.

Even though the Board has not created a policy as yet, we encourage all of you to fill one out—it only takes a minute. Standard Liability Release forms are currently available in the Car Barn on a clipboard located on one of the tables to the right of the front man-door (where we have the calendar, clock, membership forms, etc.). There will also be forms up front in SP 10 (the tool car) just to the left inside the door (on a clipboard above the small refrigerator). In addition, forms will be available at the Greeting's Table at Rail Fair (located near the front entrance). If you have concerns about this issue or would like to review the current Liability Release form, please contact a member of the Board.

Contact: John Stutz

Email - john.stutz@spcrr.org

Work - 650.604.3363 <answering machine available>

Cell - 650.933.0089 <often a poor connection>

Calendar Look-Ahead: August-October

Aug 29-Sept 4 (Sat thru Fri) **Rail Fair Setup**—meet at Car Barn at 10 am. There will be a sign posted on the “Man Door” indicating where we are working if you arrive later in the day. If looking for John’s track crew, look for activity along the tracks.

Sept 5-7 (Sat-Mon) **Special Event operations**, Washington Township Rail Fair—meet at the Greeter’s table at 9:30 am (on the right after you enter the main gate). All volunteers please sign in and pick up your event packets.

Sept 8 (Tues) **Rail Fair Cleanup**—meet at Ardenwood Yard (Station) at 10 am

Oct 3 (Sat) **Haunted Train setup**—meet at Car Barn at 10:30 am, work till dark

Oct 10, 11 (Sat-Sun) **Special Event operations, Harvest Festival**—meet at Ardenwood Yard (Station) at 9:30 am-5 pm

Oct 12 (Mon) **Haunted Train setup**—meet at Car Barn at 10 am, work till dark

Oct 16 (Fri) **Haunted Train Setup**—meet at Car Barn at Noon; in North Woods at 3 pm

Oct 16, 17, 18 (Fri, Sat, Sun) **Haunted Train Operation:**
Station & Operating crew meets at Ardenwood Station at 5 pm
Woods crew meets at ghost town in North Woods at 5 pm

Oct 23, 24, 25 (Fri, Sat, Sun) **Haunted Train Operation:**
Station & Operating crew meets at Ardenwood Station at 5 pm
Woods crew meets at ghost town in North Woods at 5 pm

Oct 26 (Mon) **Haunted Train takedown**—meet at Ghost Town in North Woods at 10:30 am

Oct 31 (Sat) **Haunted Train takedown**—meet at Car Barn at 10:30 am

Directions For All Workdays:

Volunteers cannot drive beyond the regular entrance parking lot when the Park is open to the public (between 10 am-5 pm, everyday 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).

From I-880:

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