

### **November 2015 Edition**

The *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](mailto: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 in California. The Railroad Museum at Ardenwood is located at Ardenwood Historic Farm in Fremont, California.

## **Curatorial Staff Changes**

The position of Curator has been vacant since the resignation of Randy Hess several months ago. The SPCRR Curator is responsible for three main areas: research and restoration reports, overseeing restoration projects, and being the archivist for the group's entire collection of equipment, even parts in storage. All grant applications must also list the actual name of the Curator, so this vacancy has stopped us from submitting new grant requests.

At the most recent Board meeting, the Board discussed a proposal to divide these responsibilities among three appointed positions. This will bring three like-minded people together and triple the combined knowledge base, while at the same time ensuring that no one curatorial staff member gets overloaded. This proposal was approved by the Board on October 2, 2015. The three curatorial positions are now:

### **Curator**

Develops historical basis for the restoration; writes the restoration plan, budget, and timetable. Helps the grant writer prepare grants. Remains project curator/archeologist, and interprets historic findings as they are uncovered during restoration. Develops alternate historical sources for missing parts or assemblies. Can assign "study" curator roles as needed to provide research for specific projects. *continued next page*

## ***Curatorial Staff Changes - continued from page 1***

### **Restoration Manager**

Turns restoration plans into action, builds and coordinates volunteer base, shares knowledge of restoration processes and approaches. Project Managers will be in charge of the day-to-day restoration of each project. The Restoration Manager will work directly with these Project Leaders to outline what is needed and how to get it done as well as answer questions when unanticipated problems arise. Works closely with Project Managers to keep projects on schedule and reports progress to the Board or assigned Board member. Coordinates closely with Curator, especially as new information is uncovered.

### **Collections Manager**

Responsible for the collection of parts/artifacts and maintains a database inventory, acts like a librarian for all projects, current and future. Will resurrect our old database if possible and verify the inventory against it and migrate the database into a modern application. Secures space for the parts collection presently in the refrigerator car.

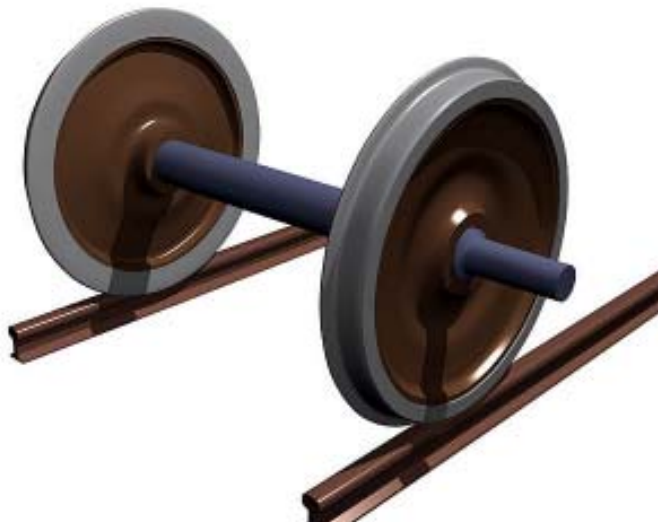
### **Summary**

**It is expected that all three individuals** will work closely together—the Curator and Collections Manager during development of Restoration Reports, and the Curator and the Restoration Manager during restoration projects. One Board Member (currently Jack Burgess) will act as liaison and report to the Board on the status of the progress of developing restoration reports (which will include the target year for the restoration, a critical path to accomplish the restoration, and a budget for the project), plus progress on the restoration projects. A Critical Path is a sequence of what steps which need to be undertaken before continuing the next step in the process.

The main goal of this new structure is to hopefully begin a process to “kick start” our restoration goals. Some projects such as caboose 6101 and the M&SV box car are in the restoration report phase. But the Board also discussed some other projects which might be taken on in the next few months, such as the possible replacement of one of the bolsters under the 6101, and repairing/replacing the roofs on box cars 472 and 10. Some research and budgeting are still needed before these individual projects can begin, but work might begin in the off-season.

The Board appointed the following members to fill these positions (short backgrounds on all three Curatorial staff members are in the following article):

**Curator ..... Kevin Bunker**  
**Restoration Manager ..... Brook Rother**  
**Collections Manager ..... Bruce MacGregor**



# Getting To Know Our Volunteers

This is the first in a monthly feature showcasing our volunteers. This gives us all a chance to know a bit more about the people we work with at Ardenwood. Plus it gives us a chance to say thank you to all of you who spend so much of your free time helping to restore our historic wooden cars, work on track and buildings, and who work tirelessly on the fund raisers that provide the funds to buy the materials needed to restore those same cars. This month we bring you the story of three SPCRR members who are a part of our new curatorial staff (see page 1). These members bring a wide variety of skills to their individual positions. Since some *Hotbox* readers may not know these talented individuals, we felt that now would be a good time to learn more about their experience and the expertise that each brings to their roles as part of the new SPCRR curatorial staff.

## Kevin Bunker, Curator

**Kevin Bunker began his career** as a railroad historian and preservationist when he joined the core curatorial staff of the newly established California State Railroad Museum in 1977. He was one of seven dedicated researchers tasked with charting the histories of the museum's 19<sup>th</sup> century narrow and standard gauge locomotives and rolling stock. Kevin was co-researcher in the restoration of Monterey & Salinas Valley Railroad combination coach No. 1 built by Carter Brothers in 1874. He was also in the research and restoration of a number of other narrow gauge and standard gauge cars and locomotives.

Kevin has been affiliated with SPCRR from its earliest years as an organization. He researched and specified the historic South Pacific Coast Railroad passenger depot colors of the 1870s that were applied to our replica depot at Ardenwood. He also authentically hand-lettered the rolling stock we have restored, including North Shore Railroad flat car No. 1725 and SP combine No. 1010. Interestingly, while with CSRM at Sacramento he authored a preliminary research paper on Northwestern Pacific Railroad caboose No. 5591 which has since become a part of our museum's collection.

More recently, Kevin has authored a book which will be released this winter entitled *A Legacy in Brick & Iron: A History of the Southern Pacific Sacramento Shops*. He is also working on larger book project, *Redwood Trilogy*, which will cover the complex history of the Union Lumber Company of Fort Bragg and San Francisco, and its two principal affiliates, the California Western Railroad and National Steamship Company. Kevin has been an SPCRR Board Member twice, most recently during the current year, but will be resigning at the end of this term due to this new appointment.



Photo: John Goldie



Photo: Bruce MacGregor

## Brook Rother, Restoration Manager

**Brook came up with a discovery** that led to the operating railroad museum we have today. In 1983, while Ardenwood Historic Farm was in the planning stages, he located a stockyard in Betteravia, California (near San Luis Obispo) that was going out of business and was anxious to sell two miles of track originally used to feed livestock. This light rail could be used to lay track at Ardenwood, but only after it was literally dug out of the muck left from the cattle at the stockyard.

Brook took on the challenge, leading work crew after work crew to scrap out rail by hand on weekends. Once the scrapping and moving of the rail were completed, Brook led many of the work parties that relaid the same rail to become the operating narrow gauge track at the park, opening the completed mainline from Arden Station to Deer Park in 1985.

## **Getting To Know Our Volunteers - continued from page 3**

The group's first flat car, Diamond & Caldor 64, had to first be lowered one-half mile down a steep, dangerous hillside where it had been abandoned by the D&C near the Consumnes River. Brook led a three-day work party to lower the flatcar down the hillside to a waiting truck. He then joined the team who restored the flatcar to become the first operating car on our railroad.

Other historic car recoveries followed, including North Shore flatcar 1725, boxcar 472, combine 1010, and the M&SV box car. Brook's unique combination of mechanical skill and team leadership often made the difference between armchair dreams and the reality of getting difficult jobs done. We could not have built the railroad at Ardenwood without his knowledge and expertise.

Since 1993 Brook has operated his own business—Brook's Locomotive Works. Brook has been licensed by Baldwin-Lima-Hamilton Corporation to build railroad equipment under their name. He has restored a variety of equipment including Diamond & Caldor Shay #4 for the El Dorado County Museum, Hawaii Railway #5 for a private owner, and two original Oahu steam locomotives from the Phillipines. He was also the general contractor for the complete construction of the Kauai Plantation Railway, completed locomotive restoration and track work for Disney, and built three replica 1870s wooden passenger cars for a CBS television show.

Over the years, Brook has held positions on the SPCRR Board of Directors and continues to play an active role in planning and executing car moves and restoration projects. With his upcoming retirement, Brook is looking forward to once again becoming more involved with our Museum's restoration projects.

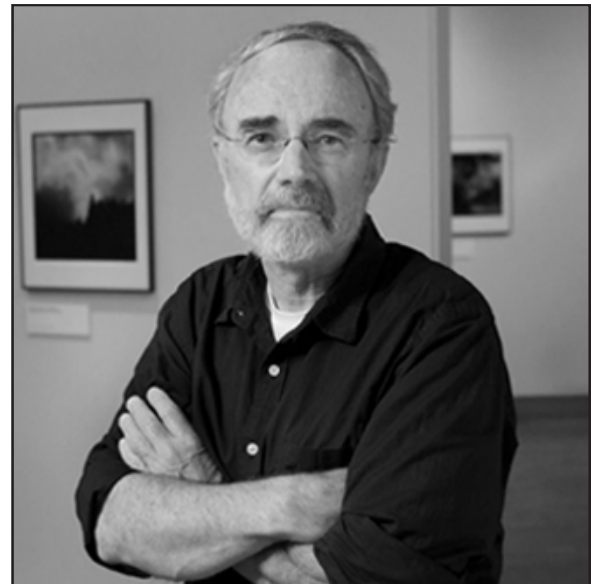
### **Bruce MacGregor**

**Without Bruce there would be no SPCRR.** Bruce is the founding member of our Museum. He was instrumental in finding and obtaining the No. 47 combine car—our first Carter car. Bruce's four book projects, ending with *Birth of California Narrow Gauge* (2002), helped to create a historical narrative and reference for the railroads that would become celebrated at Ardenwood today and in the future.

Bruce had the vision and enthusiasm to continually champion The Railroad Museum at Ardenwood, focusing on finding and acquiring historic cars that would help tell the story of 19th century railroading on the South Pacific Coast, North Pacific Coast, and other regional short lines. He created the first car parts database, useful for tracking and documenting individual car parts and assemblies that would become part of the group's permanent archive.

This narrative might sound like Bruce just worked out of his office, but this couldn't be further from the truth. Bruce was the first person to jump in to help with any project that needed doing—from crawling around in the cow manure to remove bolts and tie plates from the rail at Betteravia, to helping haul our first flatcar down a dangerous mountain. When Bruce moved to Oregon, he stayed involved in SPCRR and used his talents to obtain many grants to help fund our restoration projects. Bruce spent almost all of his vacations at Ardenwood working at the park to do whatever needed to be done.

Bruce is currently involved in coordinating and writing the Interpretive Master Plan that will guide the Museum in the future. He also continues to help with fund raising for the group and serves as the editor for the monthly *Hot Box*. In his new position as Collections Manager, Bruce will take on the daunting task of cataloging all of the pieces of wood, nuts and bolts, and other miscellaneous parts that are stored in various boxcars and other locations. This is hands-on work, so Bruce will be visiting from Oregon often.



**Photo: Kerri Garfield**

### **Conclusion**

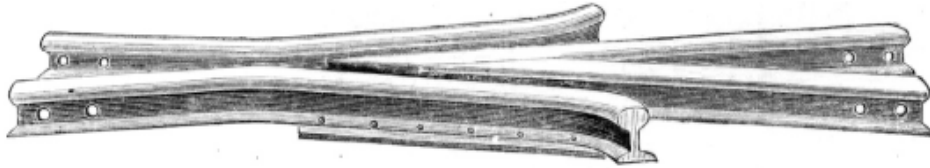
**As you can see, each of these SPCRR members** have varying skills and expertise which will bring a wealth of experience and knowledge to the Curatorial staff for SPCRR. When added together, they have the equivalent of over 100 years of experience! Exciting times are ahead for the Museum and we look forward to the restoration of even more wooden cars. Welcome Kevin, Brook, and Bruce! 🚂

# Weekly Workdays

## Track, Restoration & General Maintenance

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*Ken Underhill*



**Date(s):** Most Thursdays (Monday workdays are discontinued for the time being--see Notes below)

**Time:** Email or Call (see below)

**Meet At:** Car Barn - See "Directions"

**Special Abilities or Work Equipment:** N/A

**What to Bring:** 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:**

Weekday Workdays have continued after a pause to catch our breath after Rail Fair. In September we worked on removing the plywood siding on one end of NWP caboose 5591/6101 so that Daryl DiBitonto could examine and draw up the framework beneath.

In October we continued work started before Rail Fair to cleanup and repaint the fence in the front station area. As of this writing there is only a small section left to be done.

Weekday Workdays should continue through the winter, however it is always a good idea to check for notices on the SPCRR Members list at Yahoo groups (see directions below), or me beforehand.

**Weekday crew for September and October:** Gene Arrillaga, Jack Burgess, Andrew Cary, Dave Fisher, Jay Martinez, Tony Peters, Ken Underhill, and David Waterman.

**Contact:** Ken Underhill

**Email:** [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com)

**Phone:** 925-373-6884

### **Notes:**

- Everyone over the age of 14 are welcome.
- Thursdays often include restoration work. I post workday updates on the SPCRR Members list on Yahoo Groups (free to join—you just need a Yahoo account, then click on "Groups" at the top of the page, and next search for "SPCRR Members" and follow the instructions to join the group.)
- Please contact me in advance so I know how many to expect (prefer email). 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.

# Launching Our First Interpretive Master Plan

*Bruce MacGregor*

**A**lmost any type of public museum, ranging from art to airplanes, uses a standard planning tool called an IMP, short for Interpretive Master Plan. In brief, this tool is a document that answers the question, “What story is the museum trying to tell to its target audience, and how can it best tell it?” In reality, most IMPs are long and often very detailed. They break a museum’s central story down into smaller stories. They break its target audience down into sub-groups. And they identify different means for getting specific stories across to these groups.

It’s true, the Railroad Museum at Ardenwood has many well-known stories it often tells and it tells them through oral traditions (stories repeated from memory), through posters, publications, and through other planning documents (for example, EBRPD master planning documents). A great example is the famous



Photo: Bruce MacGregor

Patterson family shotgun standoff, pitting George Patterson against the local railroad that he had vilified. Funny thing, when our museum tells this story the railroad usually comes out to be the hero! However, for others George is the “good guy” battling against the intrusive railroad. It’s all about how the story is interpreted...a great example of the power of stories in a museum setting. It is this kind of question that an IMP helps to resolve. For example, an IMP might suggest telling the story in a factual way, but leaving the decision about who is the good guy and who is the bad guy to the museum’s audience.

At its October meeting, SPCRR’s Board of Directors approved the writing of a draft IMP, to be ready for review sometime in 2016. So why are we now cranking up an initiative to create an SPCRR IMP? There are three compelling reasons:

1. The Railroad Museum at Ardenwood has never had an IMP, so various smaller documents, posters, oral traditions, and so on often compete as an authoritative source about the museum’s “story.” Sometimes we simply forget that a well-done planning document was created several years before, and so we launch a new one. A single IMP will pull these various sources together into a single source. The Board (and all stakeholders) will review the IMP, agree on revisions, and agree that it is “official.” It can of course be changed in the future, but we will agree to change this single document into a new version of the IMP.

2. Our target audience has changed dramatically in the 30 years the museum has been open. The City of Fremont was recently recognized as the second most diverse city for languages in the entire U.S.A. With so many diverse cultures, backgrounds and points-of-view, we need to shape a “story” or stories with universal appeal to many audiences and, in addition, create a multi-pronged way of telling it.

3. Our museum is hosted by a larger entity, East Bay Regional Park District, who itself has an IMP for Ardenwood. We need to be proactive in making sure our two interpretive missions complement each other,

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# President's Report

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*John Stutz*

**W**e are halfway through our Halloween train nights as I write this, and so far things have gone well with about 16 full trains of visitors. Andy and the setup crew had arrangements well in hand by Friday afternoon on the first weekend, saving much of the traditional last minute chaos, and we have had (just) a sufficient number volunteers on-hand to keep everything manned. I will leave the details for Andy's report in next month's Hotbox, but want to thank everyone who turned out for their contribution. I may not have seen you since I was stuck digging traditional graves at the grove's end, but I do very much appreciate all of your effort.

We do have a problem with next year's Haunted Railroad. Andy tells me that he and Beth (our child-loving witch) will be cruising in Europe beginning after Rail Fair until early October. Therefore we need someone to take over organizing the Haunted Railroad while Andy is away. This involves doing the necessary advance prep work such as tickets, website, ordering glowsticks, publicity, etc. Andy will work with his replacement before he leaves on vacation. Anyone who might be interested in this position should speak with Andy about the position's responsibilities.

After several years of drought, we are expecting an exceedingly heavy rainy season. This will affect our cars (at least five of which will not fit in the Car Barn) and the outside Car Barn area (where the exposed clay will revert to exceedingly sticky mud). I propose to employ the first few weekends after Halloween cleanup to adding gravel to much of the circum-barn roadway, but I need someone to agree to be on hand to meet the gravel trucks and show them where to dump the gravel. Any volunteers?

The question of how to fumigate our cars has been under debate for the past year—some of the cars have recent termite damage, while others have (possibly arrested) beetle damage. The ideal approach would be to pull them out, tarp them individually, and gas them. The problem is that some car bodies cannot be moved because they would be severely damaged from the move and ordinary tarping procedure. We have also had several termite swarms inside the building which may have infested the furnishings or wood stored inside, so it looks like we will need to fumigate the entire Car Barn. Ken has obtained a initial estimate of \$15,000 which will require a special fund raising campaign. Watch for a future request before the end of the year.

Elections for the Board and Officers will be held at the the December 12 meeting. Anyone interested in serving should notify the BoD by email at [secretary@spcrr.org](mailto:secretary@spcrr.org). 🗳️

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## ***First IMP - continued from page 6***

and that the details of our mission are understood by and represented consistently in the master planning documents of EBRPD.

With these three reasons in mind, we will launch a 12 month project to compile and write a draft IMP for The Railroad Museum at Ardenwood. When a rough draft becomes available in the Spring or Summer of 2016, we will distribute copies and review the document at a stakeholders meeting before submitting a final draft to the SPCRR's Board of Directors. 🗳️



Photo: Bruce MacGregor

## A Message from the Mercantile

*Kathy MacGregor & Alice Evarts*

Things were hopping at the Mercantile during this year's Rail Fair, although the heat made for a pretty slow afternoon on Monday. We took in just about the same amount of money as last year, even though we didn't have the inventory from the museum car to sell this year. We have plans to streamline the store operation next year to reduce the amount of schlepping. Alice and I really aren't kidding when we say we do not want to lift anything heavier than a cheesecake! We'll focus on our six top sellers (pinwheels, bandanas, engineer hats, wooden train whistles, wooden locomotives, and locomotive sugar cookies); and add interest with a few choice railroadiana items. Please be on the lookout for some of those during the coming months.

Many thanks to Gene Arrillaga, Fran Foley, Brook Rother, Jack Burgess, Stuart Guidon, Laura Rother, and others who helped with set-up and tear-down during the three days of Rail Fair, and thanks to everyone who donated railroadiana items! 🚂

## The South Pacific Coast Wooden Train Layout

*Kathy MacGregor & Alice Evarts*

Many children and their parents enjoyed the new wooden train layout at this year's Rail Fair. Our best guess is that 400 children (accompanied by at least 400 parents) were delighted to drive a little wooden engine around the 4'x8' board. The occasional screams emanating from the vicinity of the layout were not made by volunteers, but by children who were having so much fun they were reluctant to leave. Many children took several trips from Alameda to Santa Cruz, and we heard numerous positive comments from their parents.

The layout that we built for this year's Rail Fair seemed enormous before children actually began using it. It turned out that a 4'x8' point-to-point layout makes for a pretty short trip. Plans for expanding the layout are currently under discussion. Finding storage seems to be the main obstacle to expansion. Does anyone have any garage space that they aren't using?

Sincere thanks to Gene Arrillaga for making the board, saw horses, and scenery for the layout; and to Barbara Anderson, Lydia Smith, and Laura Rother for volunteering to help with the children at Rail Fair. 🚂





## Looking Back: CB Curve

*Jack Burgess*

**A**fter a train leaves Arden Station and passes the switch leading to Shirley's Siding (named after the group's first President, Shirley Sisk, who obtained a donation for the materials to build that siding/passing track), the train enters a slight upgrade through a long curve before entering the Northwood eucalyptus grove. That long curve is called CB Curve. Have you ever wondered how CB Curve got its name?

When SPCRR members starting laying track in 1983, it was all done with hand tools...spike mauls, rail tongs, tie tongs, and shovels. We soon realized that we needed both more muscle and some heavy equipment. Members saw a newspaper reference to a Navy Seabees Reserve Unit based on Treasure Island restoring the windmills in San Francisco's Golden Gate Park. That gave us the idea to ask them to help out, especially since they were required to work on various public projects one weekend each month. A telephone call to the Commander of that Reserve unit of Navy Seabees resulted in a promise to have the Seabees help us build track if our group could pay for any fuel used and provide them with lunch each workday. The lunch requirement was solved by approaching local restaurants who donated food so we could feed the workers.

The Seabees turned out in force. They were younger than most of the SPCRR workers and quickly took to our directions. To take advantage of this new muscle power, we obtained a rental air compressor and jack hammer courtesy a local large construction contractor. We then let the Seabees move ties and rail in

place while SPCRR workers set the gauge of the rails and started setting the four spikes per tie with small sledge hammers. The Seabees followed behind us with the big jack hammer with a spike driving bit that finished pounding the spikes into place. That let us control the quality and gauge while the Seabees did the grunt work. It was a continual race. While we set the spikes needed to set the track gauge, the Seabees sat in the shade. When we had enough track for them, they would stand up and slam those spikes home—and then sit back down waiting for us to get more track ready for them. Of course they had the hard work while we sat on ties getting those spikes ready for them. It all worked out perfectly.

As we worked westward from Deer Park, it became obvious that we also needed some mechanical help to ballast all of the track we had spiked down. On a memorable day—after about a year of working together with the Seabees and perfecting our approach—we laid track through that curve west of the Northwood eucalyptus grove. But more importantly the Seabees also brought a front-end loader and a 6x6 dump truck that day. Before the day was over, all of the track laid so far had also been ballasted. It was fantastic to watch that front-end loader dumping ballast material in a dump truck, and that dump truck then emptying its load onto the freshly-spiked track!

By default, that curve became known as CB Curve. But where did the "CB" curve name come from when it was the "Seabees" that helped us? A Seabee is a member of the United States Naval Construction Forces. The word "Seabee" comes from initials "CB" which in turn comes from the term Construction Battalions.

So now you know... 



**Navy Seabees check the gauge of the rails on the Deer Park passing siding**  
Photo: Jack Burgess

# Calendar Look Ahead

November/December

**Nov 22 (Sun) Last Day of Regular Operations**

**Dec 6 & 7 (Sat & Sun) Special Event Operations: Ardenwood Christmas**—meet at Ardenwood Yard (Station) at 9:30 am-5 pm. Need volunteers to operate train and be Station Agents on both days

**Dec 12 (Sat) Holiday Dinner/Annual Meeting/Election of Officers/Special Presentation by historian David Eggleston**—This will be a fun and informative meeting! A festive holiday dinner will be provided. Look for more info in the December Hotbox.

## Directions For All Workdays

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).

### **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.