

### **February 2016 Edition**

The *Hotbox* is a monthly bulletin of The Railroad Museum at Ardenwood, designed to update members, volunteers, 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.

## **Now Recruiting Employees for the 2016 Season**

**D**uring discussions last year with the East Bay Regional Park District regarding our funding request for the next 5-year period beginning this year, the Park staff expressed the following concerns with our train operations: employees not dressing in period costumes, the lack of interpretation before the start of the train ride, and some safety issues.

Our train crew employees are not directly supervised each day, which makes meeting the Park's goals more difficult. But one key is to hire employees who have a strong work ethic and who want to do their best, as well as people who feel a real commitment to the goals and purposes of our group and the park. Toward the goal of finding such individuals, the starting wage for our employees will now be \$12.00 per hour, \$2.00 more than the current minimum wage. While the normal train crew consists of a two-person crew (an Engineer and Brakeman), we would also like to hire a few more trained employees to cover sick days and other situations. All employees will be cross-trained—meaning that they all will be certified Engineers as well as Brakemen.

We are looking for people who are good with the public, hopefully have at least some interest in railroads, and who are capable of providing guests with historical information as they ride the train (scripts are available). Trains are operated each week on Thursday, Friday and Sunday between 9:00 a.m. and 4:00 p.m. The operating season runs from April 1st through the last Sunday in November. The minimum age limit is 18 years old. Physical requirements include being able to get on and off of our flat cars via the sill steps, and using the hand-brake to stop the train when needed. No previous experience is necessary and all training will be provided. Train crew members are required to wear period clothing which can consist of Levis and a white collared shirt, and maybe suspenders and a period hat. More information on costuming was included in the September 2015 edition of the *Hotbox*.

If you are interested in becoming a crew member, or know of someone who might, send Jack Burgess an email at [jack\\_burgess@spcrr.org](mailto:jack_burgess@spcrr.org) for more information and a job application. 

# The Starship Enterprise, Star Trek, and South Pacific Coast Caboose 47

**Bruce MacGregor**

All Photos by Author

## Keeler, California. The final frontier.

In the middle 1960s, I had struck up a correspondence with Richard C. Datin, Jr., a Los Angeles area rail history buff and something of an acknowledged specialist on the Carson & Colorado and the SP narrow gauge. Basically, the focus of my railroad history efforts—the South Pacific Coast—was the source of a lot of the rolling stock that wound up as the focus of Dick’s interest, the SP narrow gauge. We wrote letters back and forth for a couple of years, trading information about which cars had made the journey from the SPC to the SPng. We sent each other rosters, photographs, and sometimes confirmation that some of the cars we researched—a handful—were still in existence. Of these, a majority were found somewhere along the SPng right-of-way, preserved by the heat and dryness of the Great Basin climate. Some of these car bodies were well known, others just rumors. At that point, caboose 47 wasn’t even on the rumor list.

In the Spring of 1967, Dick offered to take me on a guided tour of the route of the Carson & Colorado, ranging from Hawthorne, Nevada all the way to Keeler... truly a grand tour given by one of the field’s most recognized and knowledgeable guides. How could I resist? We rolled through the desert terrain of Nevada



and Eastern California for three days, finally winding up at Keeler on the third and last day. Somewhere along this route, with incredible modesty, Dick mentioned that he had built the *Enterprise* models used in the *Star Trek* television series—in particular, the 3-foot-long prototype *Enterprise* model used in the show’s pilot, and the 12-foot-long *Enterprise* model used routinely in filming the series. He had stories about Gene Roddenberry, William Shatner, and Leonard Nimoy. He was a pretty cool traveling companion.

I had visited Keeler several times before. Narrow gauge car bodies (as well as the depot, water tank, and other mementos of the SP narrow gauge) were still to be seen close to the old right-of-way, by this time stripped of its rails. On the day Dick and I visited, it was hot. We were both travel weary, approaching the end of the journey. We took photos of cars

I had photographed before. Dick excused himself to answer a call of nature, disappearing into a Keeler back alley far away from the old railroad grade while I reloaded my camera.

When Dick returned, he smiled broadly and just said “I hope you brought lots of film.” He led me back down the alley. There was the body of South Pacific Coast caboose 47 serving as one wall of a goat pen. I was pretty amazed. Of literally thousands of rail fans who had visited Keeler over the years, not one, apparently, had found this amazing survivor from the South Pacific Coast. In fact, looking at the thousands of historic photos going back to 1907—the year that 47 was moved from San Jose to the SPng—not a single photo of the caboose has been found. One reason: caboose 47 was retired from service in 1913. Apparently the goat pen and total obscurity were its guardian angels.

There it sat, a Carter car so old and so legendary that no one even imagined it still existed. Its number (N&C 455) painted inside the door lintel proved that it did. It turned out that I did have a lot of film, and took a lot of photographs. Which was a good thing since no one would have believed what Dick had found if I hadn’t brought back proof.

That’s how it began. It took ten years to interest a local history group back in the Bay Area, but the idea of bringing caboose 47 back to the Newark area finally caught the imagination of Dr. Robert Fisher, president of the Fremont Historical Society. In 1976, Fisher helped raise money to purchase caboose 47 from its owners, Dusty and Mildred Finn, and to hire Bigge Trucking to move the car some 422 miles from Keeler to Fremont.



Thanks to Dr. Fisher, the caboos picked up a fan club as money was raised, logistics worked out, and a common goal created—simply to have the historic car brought home to its birthplace in Newark. Dr. Fisher also knew the Patterson family, who offered to temporarily house the caboos in the barn on its working farm called Ardenwood, some seven years before Ardenwood became a park. At that point, there was little common agreement about exactly what we would do with the car if we succeeded in bringing it back to Newark.

Caboos 47 was successfully trucked to the Bay Area in 1977. I remember watching it hit 60 mph in the desert, on the back of a Bigge heavy duty flatbed truck. In some 64 years since it had first come to the Owens Valley, 47's wooden structure had dried out so completely that its frame members had pulled away from each other, weakening every joint. At high speed on the flatbed, the car raked back and forth noticeably. I figured the chances of it making the Bay Area were slim. Happily, I was wrong. The next morning, I photographed the car sitting just about where the Carter factory had stood in Newark, an ironic homecoming to its birthplace in the distant year of 1882.

The birth of Ardenwood Regional Park is another story entirely, but by the time plans for the historic farm were being formed, the 47 was sitting snug and warm inside the Patterson barn, rapidly becoming part of those plans. Another six years had gone by since the successful move from Keeler, and 47's fan club had not lost interest. The more technically minded of the group had focused on 47 itself, helping a very talented high school student named Dan McGinty create some 65 large scale mechanical drawings of every part in the caboos. The more politically minded members of its fan club, notably Newark City Councilwoman Shirley Sisk, had taken the step of creating a non profit historical group called the Society for the Preservation of Carter Railroad Resources (a clever adaptation of "SPCRR"). Dr. Robert Fisher's historical group generously donated the 47 to SPCRR in the early 1980s, endowing the new group with its first historic relic.

And my friend Richard Datin kept surprising me. Enthused about the growing interest in the 47, Dick sold the group his own historic car body, San Joaquin & Sierra Nevada combine 1010 which had also operated on



the South Pacific Coast. At the time, he had become the first Curator of the Nevada State Railroad Museum. Anxious to procure light-weight rail for his own museum, Dick persuaded his museum to bank-roll SPCRR's purchase of about two miles of track from a livestock yard near San Luis Obispo, on the condition that our group scrap out the rail and ship half of it to his museum in Carson City, Nevada. Which we did. By 1984 the other half of the stock yard rail was coming back to Ardenwood, literally breathing life into the last big piece of the goal—an operating narrow gauge railroad that would, we all hoped, play host to caboos 47 and a living railroad museum. Happily that goal is alive and well, including an effort to study and restore caboos 47 led by Brook Rother, Rich Nealon, Stuart Guedon, and others.

Richard Datin passed away in 2011. In 2015, his daughter Noel published a biography about her father's role on the Star Trek series, called *The Enterprise and The Model Maker*. (It is available on Amazon or can be purchased by contacting Noel at [ndatinmcdonald@gmail.com](mailto:ndatinmcdonald@gmail.com).)

In the book, Noel included the story about how Richard Datin found caboos 47 in the back alleys of Keeler. You might say he had boldly gone where no man has gone before. 🚂

# Rebirth of South Pacific Coast Caboose 47

*Brook Rother, Restoration Manager*

**Drawings done by Rich Neelson**

In 1984 the South Pacific Coast caboose 47 body was the first acquisition of the newly formed Society for the Preservation of Carter Railroad Resources (SPCRR), a gift of the Fremont Historical Society. The second acquisition to our collection was Diamond Caldor Railway flatcar #64. In the beginning, our role in Ardenwood Park was still not fully defined. One idea was to use the trucks from D&C 64 under caboose 47 and display it on a short piece of track in the City of Newark (near where the Carter Shops were located).

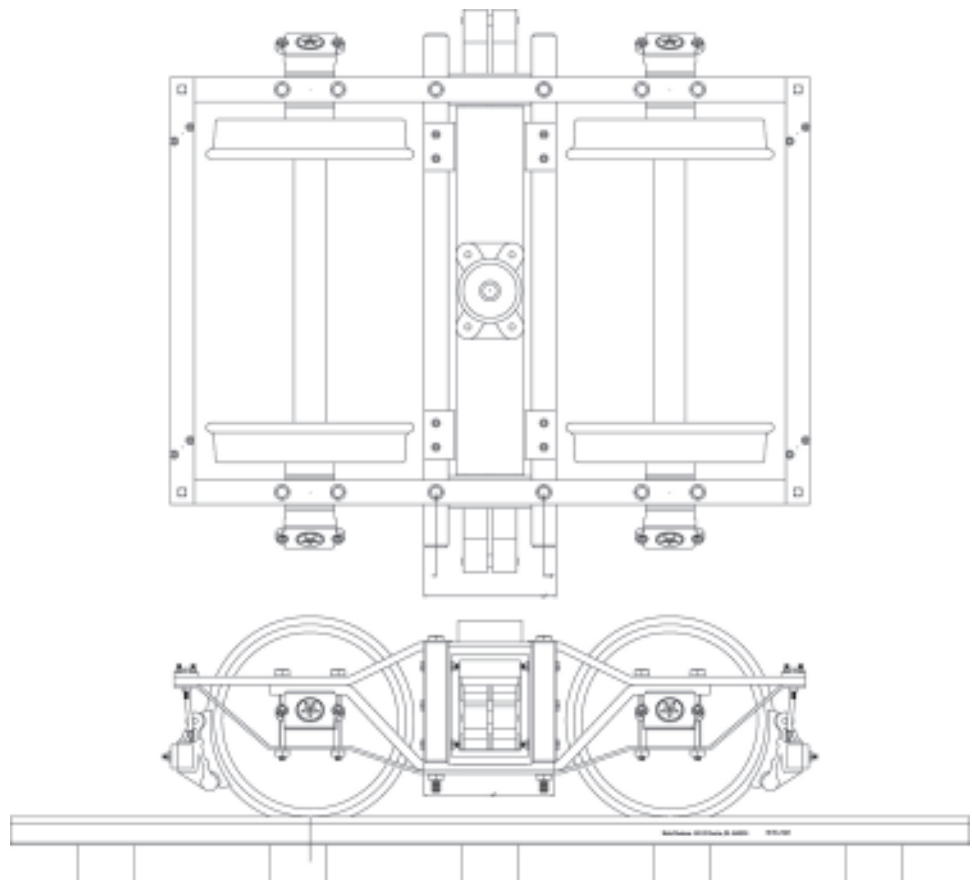
But as time passed by, the ideas and the scope of our mission changed. The SPCRR became a partner in Ardenwood and plans were made to create an operating railroad. Flatcar 64 was rebuilt and is now used to transport the public through Ardenwood Park. However, caboose 47 sat hidden from view in outdoor storage for almost 30 years, a home to raccoons. Last summer the 47 was moved into the new Car Barn to await further developments. Since then Rich Neelson and I have worked on getting a restoration program set up and started. Right now we are in a study phase, evaluating the car and writing a restoration report. But soon we hope to move on to the first stage of an active restoration project—recreating historically accurate trucks that can be used to return the 47 to operation once it's restored.

The trucks have been somewhat of a problem—they no longer survive. No detailed written information or drawings have been found, and there are only 3 or 4 photos showing, at best, a 3/4 view of the car and trucks. We needed to recreate drawings of a historically accurate truck in detail.

Our research started with an overview of what Carter was building in 1882—the type of cars, trucks, wheels, and brake gear.

There were four cabooses in this series built for the South Pacific Coast at the Newark shops in 1882, numbered 45, 46, 47, and 48. Because cabooses were a very small part of the Carter Brothers production, we do not have very much documentation or photos of how these trucks were originally built. We decided to follow a path using as many standard Carter parts as possible to build these caboose trucks.

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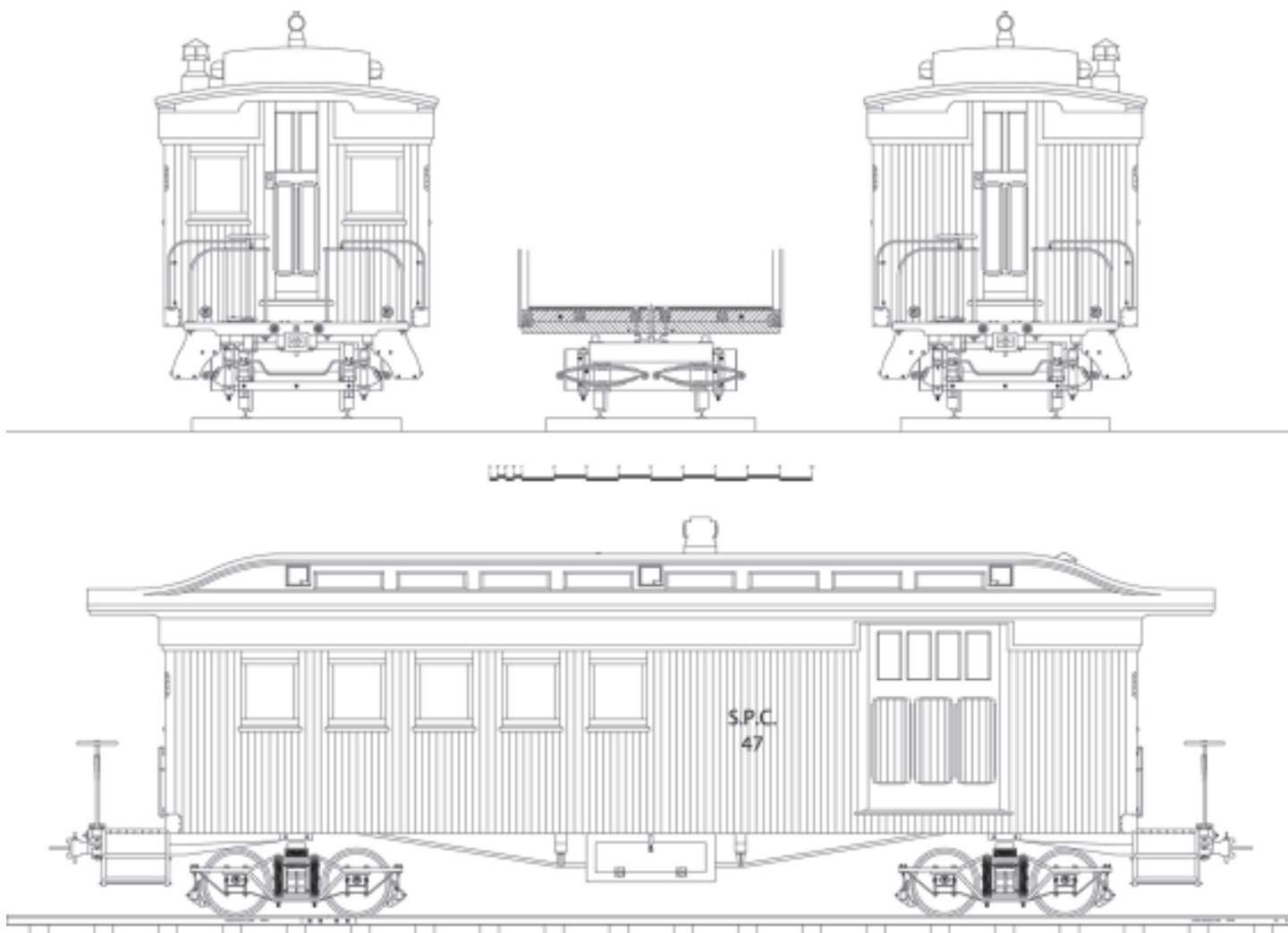
## Rebirth of SPC caboose 47 - continued

The 1882 caboose order apparently did not warrant the use of passenger trucks, probably because of cost. Instead, Carter used a variation of the standard 10-ton freight car truck. From photos we know that leaf springs were used. And after a lot of studying, measuring, and fitting we also know that the trucks were not swing motion.

After gathering as much known data about the sizes, shapes, and weight capacities of Carter parts, we started putting the pieces together to fit our requirements as to the weight of the car, height from railhead to car bolster, wheel base, and brake rigging. The photograph that played the most important role is shown on page 4. Even though the photo dates from about 1900—almost 20 years after the caboose was built—there is evidence that these were the original trucks that Carter delivered.

What we worked out was a 10-ton capacity leaf spring truck that uses all 10-ton stock parts, except for Carter passenger car leaf springs, taller transom beams (compared to the 10-ton freight truck), redesigned top arch bars, iron frame spacer blocks with open centers (for leaf springs), spring seats, and “U” shaped spring hangers. We are now in the process of putting together detailed drawings of all of these parts. This article is illustrated with both detailed truck drawings, and an overall drawing of how 47 appeared in service using this truck. Combined with 24” single plate wheels, we believe we have come very close to the original design of these unique trucks.

With the wheel sets already on hand, building these trucks is an excellent way to take the first step in restoring this car while we continue to research the car body. The study phase will end with a well-documented restoration report, capturing the evidence we have described here and much more evidence yet to be collected. For example, Stuart Guedon is working on a detailed set of drawings of the 47’s floor, exploring where its original furnishings (mostly now gone) might have been placed. 🚂





# SPCRR 1 Progress Report

Andrew J. L. Cary, Project Manager

All Photos: AJL Cary unless noted

Last month, the refurbishment of Katie (SPCRR 1) was presented in the *Hotbox*. As the work has continued, a number of changes in scope and much progress has occurred.

## Changes in Scope

We decided not to pull the cab and do a full repair on the cab base—instead we will stabilize the cab rust and patch the holes with an external plate, and then proceed with priming and painting the cab. This decision was made basically because there was less rust damage than expected, and we do not have the time to do a full repair before the operating season begins.

Other changes have been made to the proposed color scheme—the black on the top of the hood will now be ‘flat’ as opposed to glossy to better camouflage the oil stains that seem to collect around the air cooler intake.



SPCRR 1 Before

Given the ‘beat-up’ surface of the locomotive frame, it was also decided not to strip it to bare metal and instead chemically clean, prime, and paint it.



Bobby Goldie scrapes rust away  
by John Goldie

## Progress

When we started, the body frame at the base of the cab looked pretty hopeless. But after we chipped much of the existing rust off, we discovered that substantial amounts of the frame remained. Enough remained that removing the base was no longer required to stabilize it. The existing rust holes will be dealt with by bolting a 1/4” steel plate over them across the back of the cab. The cab has had all external devices removed (lights, reflectors, bell stand, and access covers). The cracked left rear window has also been removed, as well as both cab doors and glide tracks.

Through the use of many man hours of stripping the paint chemically, hand scraping, and wire brushing, the paint has been removed from the exterior of the cab, doors, and hood. Much of the surface steel has been brushed to bare metal. This brushing is still being

completed and several pitted areas on the cab walls, roof, and the hood top need to be filled and sanded flush with body putty. Once this is completed the body will be ready for painting. The paint removal process allowed us to see the original hand painted lettering.

## More Progress

The instrumentation has been examined and at least four gauges need replacing. The fuel gauge has already been fixed and the remaining three gauges have been located (standard off-the-shelf equipment). The right side emergency fuel cutoff has been pulled and is having its copper guide tube ‘de-crimped.’ Once it is cleaned



Ken Underhill uncovers Olin Baraboo number

up, it will receive a new pull chain and be reinstalled. Both sanders have been cleaned out and are now in working order.

### **Future Workdays**

We are currently on target to have the engine back in service by mid-March. Workdays are currently held on Thursdays and Saturdays starting at 10:00 a.m. at the Car Barn. Please enter at the Seward Gate. Join the Yahoo! Group “SPCRR\_Members” for updates by sending an email to the following address: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com), or contact me to be placed on an email or telephone alert list.

### **Volunteers**

I want to thank the volunteers that have been working on this project: Dave Fisher, Fran Foley, Tony Peters, Stu Guedon, Ken Underhill, John Stutz, John Erdkamp, John Goldie, Bobbie Goldie, Dave Waterman, Jay Martinez, Scott Kennedy, and Gene Arrillaga. If there are others, please make sure I get your name. Send me an email at: [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org). 



Andy Cary inspects SPCRR 1


## **Barbara Culp Resigns As General Manager After Many Years of Service**

*By Randy Hees*

**B**arbara Culp started with the SPCRR 20 years ago in our “General Store” back when it was in the Arden Depot (now the Park’s visitor center). Over time Barbara became involved in more of the group’s activities, occasionally including car restoration. She painted the trucks of combine 1010 as we rushed to get the car ready to take it to the 1999 Sacramento Railfair.

Barbara was appointed the group’s General Manager 16 years ago after she retired from Wells Fargo Bank. In 2005, Barbara returned back to work, this time working at Ardenwood for the City of Fremont as their volunteer coordinator for the Patterson House, a position she still holds today.

Barbara’s biggest accomplishment was taking over the management of our annual Washington Township Railroad Fair 15 years ago. Her role involved arranging all of the visiting groups—from locomotive owners, to model railroad owners, to musicians; arranging for lunches for all participants and volunteers; and all of the other “things” such as supplies for the group, coal for the locomotives, popsicles for the hobo game, creating the schedule and printed program, and (in most years) the group dinners.

Barbara, thank you from all of us for your many years of service as General Manager and for organizing the Rail Fair. Barbara will still continue to volunteer, but in a more limited role. 

# President's Report

*John Stutz*

Last year involved several major changes and we are still adapting to them. The biggest change involved the end of equestrian operations, due largely to our inability to attract and hold a sufficient core of people willing to work with and care for our horses. Over the preceding years our public operation had become an essentially locomotive operated one, and EBRPD had dropped all mention of the horses in their publicity and brochures for the Park. This change has now been officially acknowledged however much it is regretted, and this is now a part of our contract with the Park District.

Jack Burgess led, and is very largely responsible for, the quite favorable new operations contract with EBRPD. Most importantly, the thorough analysis of our costs done by Jack and Andy Cary has justified a payment schedule that should cover all of our operation costs during the contract's five-year duration. This has relieved the Board of Directors from a major long-term concern.

After 16 years, Barbara Culp has resigned as General Manager. Barbara will be missed by all (*see article on page 1*). It was largely Barbara who, upon taking up the position, settled years of controversy and conflict with the Park staff. She has also been the principle organizer behind restarting and continuing our annual Rail Fair. Barbara will continue to volunteer for SPCRR on a less formal basis. The General Manager position is open if anyone is interested.

We also lost our long-time curator, Randy Hees, who is moving out of the area. We hope that he will continue to support our efforts remotely with his wealth of knowledge regarding the history and technology of our collection, and previous curatorial matters. The Board recognized that Randy was being overloaded with a combination of curatorial and restoration project management duties. Upon his resignation we decided to take a fresh look at the position and split the curatorial duties into three positions. We also have a different project manager in charge of each restoration project.

One of our spring projects is the repair and repainting of our locomotive "Katie" which has suffered from severe rusting around the rear cab base. Andy Cary has organized this project and it is going well—the rusted areas are largely cleaned and most of the paint has been removed (*see article on page 6*).

Those of you on the SPCRR\_Members Yahoo! Group list have been getting regular updates on this and other current projects (*see article below on how to join*). If you have not signed up for these email updates, you should consider joining the list, if only to follow what is happening. These announcements and reports have been very welcome and I want to thank all of you who have taken the time to create them. It is a bit of a bother to write them, particularly announcements, but they are very welcome to those of us who might not otherwise be aware of these activities. I hope that this will become a normal practice in the future. 📧

## The SPCRR Internet User Groups

*Webmaster@spcrr.org*

The SPCRR has a Yahoo! Group for SPCRR Members. The Yahoo! Group is an online meeting place for SPCRR members only. It is a moderated and private online forum to discuss all things about the modern SPCRR and the Railroad Museum at Ardenwood. Users with a Yahoo! Profile have access to additional features. The group name is "SPCRR\_Members"

- You can request to join this group by submitting an email to: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com)
- There is also another private Yahoo! group for discussing the historic SPC. This group is "SPCRR" and you can request membership by sending an email to: [spcrr-subscribe@yahoogroups.com](mailto:spcrr-subscribe@yahoogroups.com)
- Some of our younger members have started a Facebook page for the SPCRR at: <https://www.facebook.com/spcrrmuseum>
- And last, but not least, is the official SPCRR website at: <http://www.spcrr.org>



# Weekly Workdays

## Track, Restoration & General Maintenance

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*Ken Underhill*

**Date(s):** Most Thursdays and Saturdays

**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:

- SPC 472 - Gene Arrillaga and Stu Guedon removed the B end buffer block which was badly decayed and was not replaced last summer. Although the buffer block was rotted badly enough that a Swiss Army knife could be poked inside to the hilt, the rot has not spread to the draft timbers, and only a minor bit of rot was located on the siding. This is good news since it means some minor rot remediation is required and the new buffer block can be fabricated and installed pretty quickly.
- Other - Gene Arrillaga and Stu Guedon also cleaned and made wooden covers for the exposed center bearing castings on the lumber disconnects in the yard.
- SPCRR 1 (Katie) – See full report and list of volunteers on page 6 in this edition of the *Hotbox*.

**Contact:** Ken Underhill

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

**Phone:** 925-373-6884

### Notes:

- Everyone over the age of 14 is welcome.
- Thursdays often include restoration work. I post workday updates on the SPCRR\_Members group on Yahoo! Groups (free to join—you just need a Yahoo! account. Submit an email to: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com).)
- 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.

## Summary of January SPCRR Board Meeting

*Gene Arrillaga, Board Secretary*

**Note: It has been suggested that the *Hotbox* include a summary of actions and discussions at the Board meetings. The Board agreed and the following is the first summary.**

President John Stutz reported that the solar powered motion night light installation for the Car Barn is almost complete, and the last available load of gravel has been spread on the west side of the building. Kathy MacGregor has agreed to assist John Goldie by taking over the Donation Manager responsibilities. Early in February, Safety Manager Andy Cary and Don Marenzi will be meeting to review and revise our operating procedures and Rule Book. The painting and other repairs to Katie are well under way. Curator Kevin Bunker continues to work on the Restoration Report for Caboose 6101 and expects it to be about 50 pages long when complete. As soon as the curatorial team has decided on the design of queen posts for the caboose they will be ordered from our blacksmith. Once the short-form Restoration Report is complete and approved and a Project Manager is onboard, Restoration Manager Brook Rother is planning a 3-day work session to reroof box car 472.

# Calendar Look Ahead

## Febuary/March/April

**Jan 30 – Sat Workday:** Repair SPCRR 1 locomotive (the “Katie”). Meet at 10 a.m. at the Car Barn

**Feb 4, 11, 18, 25 – Thursday Workdays:** Repair SPCRR 1 locomotive (the “Katie”). Meet at 10 a.m. at the Car Barn

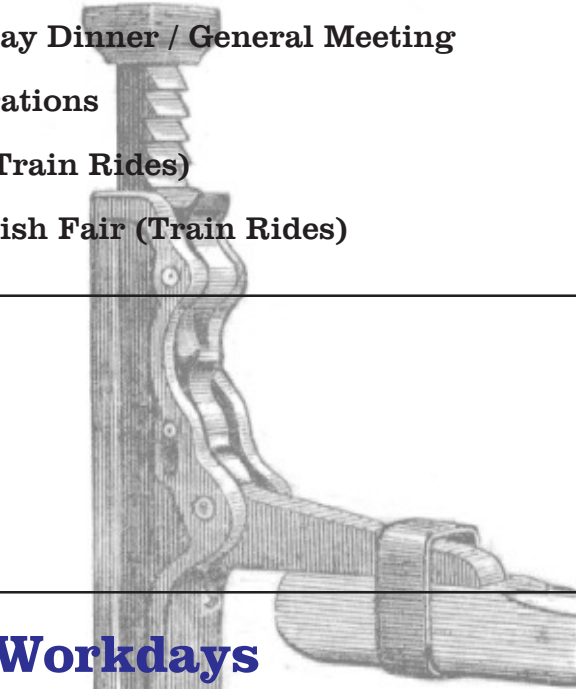
**Feb 6, 13, 20, 27 – Saturday Workdays:** Repair SPCRR 1 locomotive (the “Katie”). Meet at 10 a.m. at the Car Barn

**Sat, March 12 - St. Patrick’s Day Dinner / General Meeting**

**Fri, April 1 - First Day of Operations**

**Sat, April 9 - Rail Adventure (Train Rides)**

**Sat, April 2 - Tartan Day Scottish Fair (Train Rides)**



## 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.