

April 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 the Assistant Editor at: publicity@spcrr.org.

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.


RESTORATION UPDATE

Brook Rother, Restoration Manager

A lot of effort and volunteer hours were dedicated to getting our locomotive painted this off-season, one of the things the EBRPD had asked be done before the start of the 2016 operational season. Katie looks great in her new green and yellow paint scheme and we owe a huge thank you to Andy Cary who led the effort, and the numerous volunteers who dedicated over 740 hours to the project. That effort put a stall on equipment restoration, but a lot of work was still spent on research which, as our Curator's article explains, must precede physical restoration.

I spent time determining what underbody parts on caboose 6101 need to be replaced before work can continue on the more visible elements of the restoration of this car. After examination, it has been determined that both bolsters and both needle beams must be replaced.

The first step in that effort was to crib up the car and get the trucks out from underneath. The first problem we encountered was that combine 1010 was in front of 6101 and they were on the same track in the Car Barn. The track push car and locomotive SPCRR 1 (Katie) took up the rest of the room on that track and they were also in the way. But with Katie painted and back in operation on Saturday March 21, she was used to move the 1010 out of the way. One end of caboose 6101 was then jacked up and that truck was rolled out. That end was then cribbed up and stabilized. The other truck was then moved out of the way and work can now start on removing the current flooring in the caboose to provide access to the bolts which will allow the bolsters and needle beams to be removed since the tops of the bolts pass through the first layer of floor boards.

Once the work is complete on SPCRR 1 (Katie), our efforts will shift to caboose 6101. See the "Weekly Workdays" on page 9 for more information on upcoming workdays. I will be leading a monthly workday on the 2nd Saturday of every month. The next one will be held on **Saturday, April 9 at 11 a.m.** We will meet in the Car Barn. Please use the Siward Gate to enter the Park. Directions are listed on page 10. 

2016 Annual Membership renewal letters are bring mailed this month. Please watch your mailbox for our renewal form.

New Operating Season

Jack Burgess, Board Member

The 2015 operating season begins April 1st and with it there will be some improvements and changes. Beginning with our train crew, after reviewing the applications and interviewing each candidate, we now have a “new” train crew on board who are interested and motivated to create a better visitor experience by interpreting the railroad and the farm, being in costume, and being more safety conscience. The train crew this season will include some familiar faces since they are also SPCRR volunteers. We are happy to welcome:

- Scott Kennedy. Scott has been a volunteer at Ardenwood for about six years. He has also worked as both a steam locomotive and diesel engineer on the Redwood Valley Railroad at Tilden Park in Berkeley, and the Billy Jones Wildcat Railroad in Los Altos.
- Jay Martinez. Jay has been a previous member of our train crew as both a brakeman and engineer. He also volunteers at both Niles Canyon Railway/PLA, and the Redwood Valley Railroad at Tilden Park.
- Robert Pratt. Bob is a certified brakeman on the Niles Canyon Railway, a maintenance-of-way volunteer with PLA, and a volunteer/docent at Sunol. Bob is a volunteer at Ardenwood, and he is certified as both a Brakeman and Engineer.
- David Waterman. Dave has been operating steam locomotives, both full size and miniature, for the past 11 years. He has worked and/or volunteers at Swanton Pacific Railroad, Golden Gate Live Steamers, and the Roaring Camp Railroads.

Operations

Safety has always been and continues to be a major concern in conjunction with our train operations. This year, whenever possible, the train crew will run around the train at each end of the line so that the locomotive is on the front of the train when pulling out of the station.

Interpretation and Period Attire

During last season, the Park staff talked to us about interpretation and having our employees and volunteers in period attire. Bruce MacGregor, who has been working on our Interpretative Master Plan (see last month’s Hotbox), will be assisting our new train crew employees to get familiar with our interpretation goals and comfortable sharing them with visitors. Bruce will be at Ardenwood in May for follow-up. If you are a volunteer train crew member, such as a brakeman or station agent, feel free to contact Bruce about brushing up on your skills (email bruce.macgregor@comcast.net).

Please keep in mind that if you volunteer as a member of the train crew on either special event days or other days that our paid crew is not there, you too need to be in period attire. There is more info on costuming requirements in the September 2015 *Hotbox*. Past issues of the *Hotbox* are available on our website at www.spcrr.org.

Chuckle of the Day...

As work on painting and repairing items on locomotive SPCRR 1 was wrapping up, it was realized that the starter battery needed to be replaced. Volunteer John Erdkamp bought a replacement at Autozone and as the clerk was filling out the battery warranty, the clerk asked for the type of vehicle the battery would be installed in. As John reported, “They could not leave it blank. I did not lie. I told them the battery was going into a 1968 Plymouth.”

Badges for Crew & Volunteers

During the planning for last year’s Rail Fair, someone suggested that name badges be available to SPCRR volunteers. It was a great idea but we weren’t able to get it done before the start of the event.

That idea has grown and the Board has now approved the design of a upscale 2”x3” badge for train crew employees (see reduced example). The badge includes the historic South Pacific Coast Railroad (SPCRR) pass graphic, which ties in with our SPCRR 1 locomotive and our new efforts for better interpretation. The badges will be digitally printed on black plastic. The title under each employee’s name will be “Engineer/Brakeman” (see graphic).

Thought is now being given to expanding this program to include name badges for volunteers too. Since volunteer train crew members might be a brakeman on one run and a station agent on the next run, one idea is to use “Train Crew” for their title. Other possible titles might include “SPCRR Volunteer,” while Board-appointed managers can choose to use their title.

We are also working on the design of a second name badge using “The Museum at Ardenwood” logo for museum docents during Rail Fair. More information about ordering the badges will be forthcoming.



Donations Received in 2015 and 2016

*John Goldie, Membership Administration Manager
and Kathleen MacGregor, Donations Manager*

A huge **THANK YOU!!!!** to everyone who made cash and material donations to projects and the general fund during the 2015 calendar year, and the first quarter of 2016. If we omitted anyone, our apologies in advance. Please drop us a line and we will include you in our next report. In the future, donations will be reported on a quarterly basis. So what is the grand total of all of these donations?

DRUM ROLL PLEASE... \$15,279.00 !

Want to make a cash donation?

For cash donations, please write a check made payable to "SPCRR." Indicate on your check where to direct your donation: Box Car 472, Caboose 6101, Other Restoration Project (please specify), or the general fund. Also, please indicate if you are making a donation in someone else's name, or if you wish to remain anonymous.

Mail to: **SPCRR**
PO Box 783
Newark, CA 94560

Want to make a material donation?

For material donations, please contact John Stutz (email president@spcrr.org or call 650-933-0086). Please do not take donations to the Car Barn without prior approval.

Tax information:

The SPCRR is a registered 501(c)(3) nonprofit organization. Cash and material donations are tax deductible. You will receive a donation acknowledgment letter for tax purposes.

Check it out!

Some employers offer donation match programs, and some will make donations to nonprofits based on your volunteer hours.



Westside Trucks donated by Gary Smith



1 of 2 Caboose Lamps donated by Bill Wissel

We received the following Cash donations by category:

2015		2016-1st Quarter	
Less than \$99	9	Less than \$99	3
\$100-\$499	5	\$100-\$499	1
\$500-\$999	2	\$500-\$999	0
\$1,000 and up	3	\$1,000 and up	1
	M. Laine, G. Koerner, D. Arrillaga, G. Arrillaga, R. Howard D. Arrillaga, G. Arrillaga J. Stutz, The Gardner Family, K. Underhill		For SPC caboose 47 in memory of Dick Datin J. Goldie

We received the following Materials donations:

2015		2016-1st Quarter	
Caboose Lamps (2)	\$400 B. Wissel	Westside Trucks	\$3,350 G. Smith
Ties	\$550 J. Erdkamp	Creeper for moving under cars	\$40 D. DiBitonto

Curator's Report - The Cost of Hurrying

Kevin Bunker, Curator - SPCRR and The Railroad Museum at Ardenwood

Photo by Bruce MacGregor

This article highlights a matter of crucial—and generally negative—nature in the world of historic preservation: hurrying. We'll use our Northwestern Pacific caboose 6101 as a case-in-point. Please bear in mind that what is said here is neither about finger-pointing nor assigning blame. Rather, I aim to illustrate how things can go wrong when preliminary planning and detailed research is not done thoroughly before undertaking a major project.

When this unique car (as a tattered body without trucks or structural underframe hardware) was hauled away in 1968 from its final resting spot at Samuel P. Taylor State Park, it was destined for salvation initiated by the Pacific Coast Chapter, Railway & Locomotive Historical Society. We owe our thanks to them—and especially the late Fred Stindt, then the “Chapter's” Chairman and a devoted Northwestern Pacific aficionado—for taking the risk to adopt the caboose carcass and try to turn it into something exhibit-worthy. We also thank Bethlehem Steel's San Francisco shipyard for performing some truly heroic reversal in the car's long, slow process of deterioration.

While the R&LHS expended well over \$16,000 (over \$100,000 in today's dollars) to make the caboose whole again, they and Bethlehem hurried the overhaul of the car. That job was part of a much larger contract



effort that cosmetically renovated (I hesitate to use the word “restored”) a half-dozen historically significant steam locomotives and cars (mostly standard gauge) in a remarkably short time frame of about three years total. The Chapter's “push” aimed to entice then-Governor Ronald Reagan, the State Legislature, and the State Parks department to accept the Society's rich rolling stock and motive power collection as the basis of what became the California State Railroad Museum in 1976-77. In that process, the NWP narrow gauge caboose body was stabilized, and it gained one pair of new truss rods and a cobbled-together

chassis made up of ex-West Side Lumber Company parts and trucks harvested from dismantled logging flats. While Bethlehem's carpenters performed admirable work in replacing the worn-out roof in-kind, the underframe was given less than adequate treatment. Structural steel plates were added to the inside faces of the two side sills, and the entirely new draft timbers and end platforms were simply lag-bolted to the frame ends without proper draft and tensioning rods. Grooved plywood (in lieu of authentic tongue-and-groove boards) was nailed to the still quite tired body framing, although extra fir framing was put in to support the plywood. A not very accurate paint job capped everything.

In 1978-79, the California State Railroad Museum found the restoration needs of this caboose to be so extensive and expensive that an alternate choice would most likely have to be made. The museum's construction was already well underway and the available time and budgets to restore another dozen locomotives and cars was narrowing quickly. After one more final debate whether to attempt its full restoration, the conclusion was reached: to take off plywood siding, replace the trucks, and perform a lot of structural and interior replacement would offend the Pacific Coast Chapter, and Fred Stindt personally. Instead, the museum chose to securely store the caboose until such time that an alternative purpose for it could be determined, or the passage of time might offer some other alternatives. Ultimately, CSRSM could not justify keeping the car and made it part of a larger cluster of rolling stock that was destined to be deaccessioned and offered to other museums. Thus, the NWP caboose came to the SPCRR and Ardenwood.

continued next page

The Cost of Hurrying - continued from page 4


By the time the caboose made its way here, it was in just about the same state as when it left Bethlehem's plant in 1969 although the exterior paint had faded. The initial thought was that the car could be made operable with some attention given to the draft timbers and end platforms. But before long, the efforts shifted on the understudied project toward an interior renewal. All new fir tongue-and-groove flooring and lumber for baggage door cages was cut and installed, and new fir T&G siding was purchased through funds donated by the Fremont Rotary Club. At this point the Board grew alarmed at what was looking like a larger restoration effort without an adequate, complete study or a detailed budget. Unfortunately, the project had grown from one of just getting the caboose to look nice but to one which included repairing serious structural problems and accurately restoring the car.

The external metalwork—including the Bethlehem-conjured end railings, ladders, corner grabs, etc.—were reassessed by a fresh team, and it was mostly found deficient and in need of complete replacement. About this time, a capital grant from the Candlelighters was awarded to SPCRR for new, correctly fashioned exterior hardware. That caused the project to move forward quickly in order to meet the donor's funds-use deadline. While the Board authorized a more detailed emergency study of the historic exterior ironwork so that the Candlelighters grant time limit was met and our preferred blacksmith was engaged to make the parts, the rest of the project was deliberately halted.

Last summer the plywood siding was removed so that we could best determine what lay hidden underneath. This revealed plenty! The very tired and atypical coast redwood framing and Bethlehem-added fir studs, braces and nailing girths showed that additional structural work was absolutely required. Only after additional body framing repairs are done can new T&G siding be nailed up into place. Worse, with the plywood gone the two body bolsters were more fully exposed, in which too much internal decay was plainly evident. Most recently Brook Rother, as our newly appointed Restorations Manager, determined that the two bolsters are too far gone to be safely re-used. Patching them or revitalizing them with epoxy wood consolidants is neither desirable nor practical since both timbers are essential structural members. In order to replace these and also add the still-absent intermediate truss rods assemblies, the new interior flooring will have to be at least partly removed, which is going to be an unpleasant job since the boards are toe-nailed through their tongues.

Hurrying any project can have very bad consequences. In trying to get this caboose ready to roll again for regular train service without having done a thorough structural analysis, a lot of volunteer hours and money were expended prematurely. Feelings were hurt and there were personality clashes, all unnecessary. Now we will have to reverse these earlier efforts and “repairs.” Without doubt, the caboose chassis is in need of major restorative attention; too much original lumber has grown weak from decay, and critically needed truss assemblies must be recreated to return full structural integrity. Wall structure components equally demand proper repair before any new siding can be attached. The interior needs a major restoration effort. During the last four months we have learned a great deal about how this car and other Northwestern Pacific cabooses were furnished and how they functioned in service.

The lessons are simple enough and I sincerely hope this example serves to illustrate why we need to be more careful on any future restoration work, or in laying track, or in planning exhibits. Rather than alienate other members or volunteers, the Parks District, or donors, we must do our “homework” very carefully before we are “tested.” At stake is not just our reputation as an all-volunteer museum, but our public status as caring people trying to preserve and maintain irreplaceable pieces of California and railway history. To help prevent future capital and logistical mistakes, we will henceforth require a more thorough approach to any restoration project. Tightly performed preliminary research and written reports, budgets, and project timelines must all be drawn up well in advance of project authorization by the Board. All projects will be reviewed by the curatorial team—the Curator, the Restorations Manager, and the Collections Manager. We will, in turn, discuss the project proposal with a dedicated project coordinator and take the planning materials and budget before the Board for review and authorization or other decision(s).

There are already two different restoration projects entering a formal “study phase,” including South Pacific Coast caboose No. 47 and the Monterey & Salinas Valley (Nevada Central No. 253) box car. Both projects focus on extremely unique, valuable, historic car bodies. And both will take advantage of long, detailed study phases designed to invest research hours and intense detective work (not scarce restoration dollars) into developing detailed Restoration Plans long before a restoration is begun for either car. More on how this will be set up will appear in one of my future *Hotbox* columns. 

President's Report

John Stutz, President

First, my congratulations to all who contributed to refurbishing our locomotive SPCRR 1 (Katie). Doubly so to Andy Cary who organized this project and kept us on schedule. But this is very much a group project, with some of the widest participation that I have seen for anything similar. As of Saturday afternoon of the 19th, and despite some electrical glitches, Katie is out and running in the new green and black scheme with yellow lettering. There is still some work to do: the cab floor is only half finished, and the hand rails and grab irons need to be installed. But a fairly major project with short time limits is well on its way to a timely completion, and everyone who put a hand to it should be proud of the result.

Second my thanks to everyone who organized our St. Patrick's Day dinner on the 19th, all of you who contributed to the dinner and the desserts, and especially to Beth Cary for the excellent corned beef and cabbage dinner with all of the trimmings. The dinner was such that I do not think we got through more than 10% of the desserts. Thanks too to John Erdkamp for his slide show documenting activities on the railroad since 2012. Day-to-day participation tends to obscure how much has been achieved over the years, and it was nice to be reminded. We had a good turnout, despite missing some of our regulars, and all had a good time.

We are looking for a volunteer to take over as Safety Manager. Andy Cary, who has held this position for longer than I can remember, reports that his personal situation will no longer allow him to continue, so he is resigning as of May 1st.

We will also need someone to take over Andy's role as Haunted Railroad Manager, as he will be out of the area through late September and early October. Anyone who is interested in either position should talk with Andy about what is involved.

I am pleased to report that caboos restoration is again showing physical progress, after a very necessary hiatus to reassess, reorganize, and document what needs to be done. The current focus is on repairing the body bolsters, which carry the whole car's weight to the body center plates.

Our track is mostly in good shape. It looks like we will get through the winter without any trees down, a welcome change from last year. We do have some low hanging branches that will need trimming, and there are some patches of weeds along the front fence that need pulling. Most of the high grass along the Car Barn tracks got pulled on the 19th by several of us that were waiting for Katie's electrical problems to be resolved. Thanks to everyone who pitched in. Last year's weed spraying is proving fairly resilient, so we have heavy weeds on the track at only a few locations. Barbara has made arrangements for this year's spraying, which is expected to take place as soon as we get a Monday following a week of dry weather (with another week of dry weather anticipated).

Operations for 2016 are shaping up very well. Jack Burgess has been organizing this effort and we have an excellent crew shaping up, including three of the best from previous years plus a new but very experienced member. Jack has led some wide ranging discussions on how we should conduct operations and make the best presentation to the public. That has led to a number of changes over previous practice, which all who will be involved have agreed upon. So I am looking forward to a degree of professionalism that we have not seen in many years, if ever.

That said, our paid crew only handle regular operation days. It is still up to the rest of us to volunteer for train crew and to be platform agents on special events at the Park, and on our Saturday Rail Adventure Days. Please check the calendar on page 10 (or on our website) for those dates. Also check our website for a copy of our current operating rules—there have been important changes. Remember that all volunteers who want to be a brakeman or engineer must be recertified before operating the train. Please talk to Andy Cary about getting recertified.

Last of all, did you read the article on Donations on page 3? During 2015 and the first quarter of 2016, we received a grand total of \$15,279 in donations (cash and materials)! What great news!!! For those of you who donated, a huge thank you for your generosity!

Would you like to make a donation to help out the Museum? The easiest way is to include your donation in your Membership Renewal, which John Goldie (SPCRR's Membership Administration Manager) is in the process of mailing out now. For more information on how you can donate, please see the article on page 3.

New Member Welcome:

Edwin Lindgren - Overland Park, KS

View from the Floor: Caboose 47's Study Phase Continues

Stuart Guedon and Bruce MacGregor

Photo and Drawing, Bruce MacGregor Collection

In the Fall of 2015, volunteer Stuart Guedon began work on researching South Pacific Coast caboose 47's floor. This work is an important part of the "Study Phase," launched as a preliminary step in an effort to understand and document as much about South Pacific Coast caboose 47 as we possibly can. The floor study is in good hands... we are lucky that Stuart Guedon is a professional archeologist.

To begin, Stuart had to clean up the years of debris that had accumulated on the floor. He began by carefully vacuuming the floorboard joints in the passenger section, carefully looking as he went. This is still a work in progress, and so far there isn't anything really exciting to report. Stuart has found some wear in the floorboards at the door entering the passenger section from the outside (currently the south end). There is also



Caboose 1009 as it appeared on the San Joaquin & Sierra Nevada Railroad, circa 1890s. While built with a bullnose roof style, visually different from caboose 47's duckbill roof style, both cars have nearly identical body dimensions, and many similar construction details. Caboose 1009 eventually went to Southern Pacific narrow gauge, and was rebuilt a number of times before retiring from active operation in 1960, at the end of SP ng operation. At the time of its retirement, it carried the road number SP 401.


some wear along the left (west) side, parallel with the tracks where the passengers' legs would have been hanging over the outside of the seat (towards center of car). Several boards on the right side of the car look "new" and would have been positioned where worn-out boards would have been located on that side of the car.

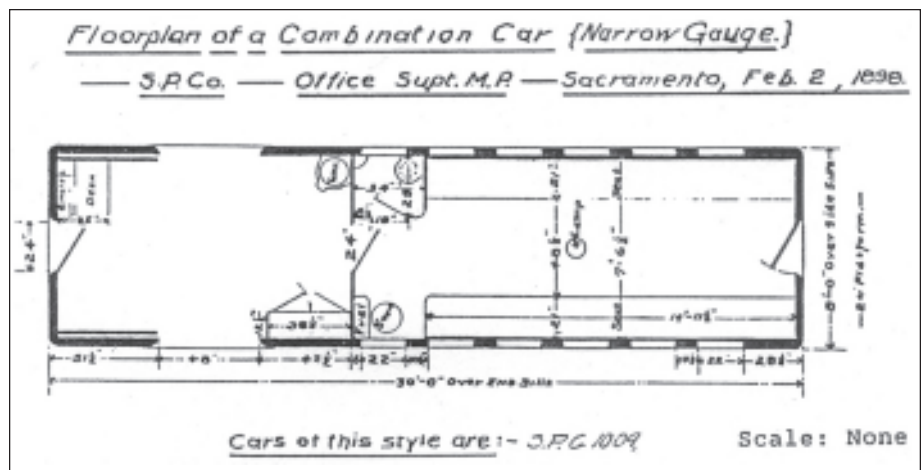
Currently, Stuart is carefully laying out a string grid on the passenger floor. Once the entire grid has been completed, Stuart will begin going grid-to-grid, taking photographs and drawing each grid to scale.

At first, this process was done "blind." No original document was known to exist showing how 47's interior furnishing were organized. No one could guess in advance what he would find. But not long after Stuart began his survey, this situation changed. Sifting through records of other Carter Brothers' cars, we may have uncovered a useful fact about the builder's date of San Joaquin & Sierra Nevada Railroad caboose 1009. It appears that Carter built the 47 and the 1009 just a few weeks, or at most a couple of months, apart in the summer of 1882. There were striking similarities... both cars were built as cabooses, and both have virtually identical body dimensions.

Why are the similarities important?

It turns out that caboose 1009 does have an original document of its floor arrangement still in existence—a floor plan made in 1898, 16 years after the car was manufactured by Carter. While it's possible that 1009's interior was modified during its first 16 years of life, it's also quite possible that important features of the interior survived and appear in the 1898 document.

Rather than work "blind," Stuart is now in a position to systematically compare what he is finding in 47's extant floor with what appears on the 1009's floor plan. And quite possibly there are close match-ups. If so, 47's restoration would have a complete and well-documented floor plan to use as evidence for what possibly was located in the interior of the car. We're excited about the possibility, and promise updates in future Hotbox articles as 47's Study Phase continues. 



Drawing of caboose 1009's interior

SPCRR 1 Progress Report - Almost Done!

Andrew J. L. Cary, Project Manager

Photos by Author

Work on refurbishing SPCRR 1 (Katie) is nearly done. The engine is painted and lettered, the windows are back in and one of the doors is on. There is still work to be done but we expect most of these to be completed before April 1st, the first day of operations. The engine has run (photos below) and has been used to move

SP 10 and NS 1725 to the Ardenwood Station Yards.

The public got its first glimpse of the 'new' Katie on Sunday during some car moves in the middle of a rain squall. A little boy ran up to the chain gate at the Ardenwood Station and shouted back to his mother, "I see Katie!! And She is GREEN!! And her name is on her side!! And it is YELLOW!!"

Next Steps

Katie needs her right hand cab door installed and the cab's temporary plywood floor has to be removed and an oak floor installed in its place; Her grab rails have to be added to the hood; Her instrument panel needs to be overhauled and labeled; Her missing windshield washer arms and blades replaced; and her visors reattached.


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 Siward Gate.



Join the Yahoo! Group "SPCRR_Members" for updates by sending an email to the following address: spcrr_members-subscribe@yahoogroups.com, or contact me to be placed on an email or telephone alert list.

Volunteers

Once again I want to thank the volunteers that have now worked over 740 man hours on this project: (in alphabetical order) Gene Arrillaga, Gene Bobik, Jack Burgess, John Erdkamp, Dave Fisher, Fran Foley, John Goldie, Bobby Goldie, Jarod Kelsey, Scott Kennedy, Jay Martinez, Tony Peters, Brook Rother, John Stutz, Ken Underhill, and Dave Waterman. If I forgot you, please make sure I get your name. Send me an email at: safety-manager@spcrr.org 



A little boy ran up to the chain gate at the Ardenwood Station & shouted back to his mother, "I see Katie!! And she is GREEN!! And her name is on her side!! And it is YELLOW!!"

Weekly Workdays

Track, Restoration & General Maintenance

Ken Underhill

Date(s): Thursdays and Saturdays

Time: Email or Call (see below)

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

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.

Upcoming Projects:

- Work will continue on SPCRR 1 on most Thursdays and Saturdays.

- Work will continue on caboose 6101.

NOTE: The Restorations Manager will lead a workday on the 2nd Saturday of each month.

Progress Last Month:

Thurs 2/25: Work continued on SPCRR 1

- Gene continued repairing the A-end buffer block on box car 472, & repainting the repaired areas.

- Scott & Jay painted the riding mower using some excess paint.

Attendees: A Cary, T Peters, G Arrillaga, K Underhill, D Fisher, D Waterman, S Kennedy, J Martinez.

Sat 2/27: Work continued on SPCRR 1

- Gene Arrillaga officially finished off the buffer block repairs on SPC 472. He then spent the afternoon building a portable base for a working vise.

- Stu continued his documentation of SP 47.

- John started to address the weeds along the sidings.

Attendees: A Cary, G Arrillaga, K Underhill, S Guedon, and J Stutz.

Tues 3/1: Special workday to get some work done on SPCRR 1 prior to the rain.

Attendees: Andrew Cary, Scott Kennedy, Dave Waterman

Thurs 3/3: Work continued on SPCRR 1

- Stu continued his archaeology on on SP 47.

- Gene built a portable stand for a heavy machine vice.

Attendees: A Cary, T Peters, G Arrillaga, K Underhill, D Fisher, S Guedon, S Kennedy, D Waterman, and J Martinez

Sat 3/5: Work continued on SPCRR 1

- Stu continued his archaeology on on SP 47. He is now documenting the car in 2 foot square sections.

Attendees: A Cary, J Stutz, K Underhill, and S Guedon.

Sat 3/12: Work continued on SPCRR 1

Attendees: John E, John S, Jay, David, Scott, Gene, Ken.

Sat 3/19: SPCRR 1 didn't work when it was time the Brakemen's Training. Volunteers cleared grass from the sidings while Brook repaired SPCRR 1. Certification continued once the locomotive was fixed. Brook removed the trucks from under Caboose 6101. Stuart continued work on caboose 47.

Attendees: G. Arrillaga, A. Cary, J. Burgess, R Dike, J. Erkamp, F. Foley, S. Guedon, T. Peters, B. Pratt, B. Rother, J. Stutz, K. Underhill, D. Waterman

Contact: Ken Underhill

Email: 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.)
- 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.

Calendar Look Ahead: **April/May**

Thursday & Saturday Workdays: Repair SPCRR 1 locomotive (Katie) & caboose 6101. Meet at 10 a.m. at Car Barn.

Fri, April 1– First Day of Operations (Train Rides). Regular employee crew.

Sat, April 2 – **SPECIAL EVENT:** Tartan Day Scottish Fair (Train Rides). **Need volunteer train crew and station agents.** Meet at 9 a.m. at Ardenwood station.

Sat, April 9 – **Rail Adventure Day** (Train Rides). **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station.

Sat, April 9 – **Monthly Restoration Day** led by Brook Rother. Meet at 11 a.m. at the Car Barn.

Sun, April 17 – Sheep Shearing Day (Train Rides). Regular employee crew.

Sat, May 14 – **Rail Adventure Day** (Train Rides). **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station.

Sat, May 14 – **Monthly Restoration Day** led by Brook Rother. Meet at 11 a.m. at the Car Barn.

Wed, May 25 – EBRPD Volunteer Recognition Dinner (Cull Canyon)

Mon, May 30 – **SPECIAL EVENT:** Memorial Day—Park Open House (Free Day) (Train Rides). **Need volunteer train crew and station agents.** Meet at 9 a.m. at Ardenwood station.

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.

Report on February's Board of Director's Meeting

Gene Arrillaga, Secretary

The Board is pleased to report that we have been successful in lowering our insurance premium and at the same time increasing our protection. Actual hands-on work in restoring caboose 6101 will start soon. SPCRR is buying two professionally designed and built stationary scaffolds—each scaffold will provide a 5 x7-foot work area with safety railings and a 2,475 lb. load capacity. There have been some issues related to the storage of private items and equipment in SPCRR facilities and on Park land—the Board is going to review Park and District policies, and then develop guidelines that allow us to meet both our needs and the conditions of our contract.