



### May 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](mailto: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.

## SPCRR's new fund raiser... A Most Excellent Railroad Adventure!

*Alice Everts and Kathy MacGregor, Advertising and Promotion Committee*

Drawing of "Katie" - Bill Wissel

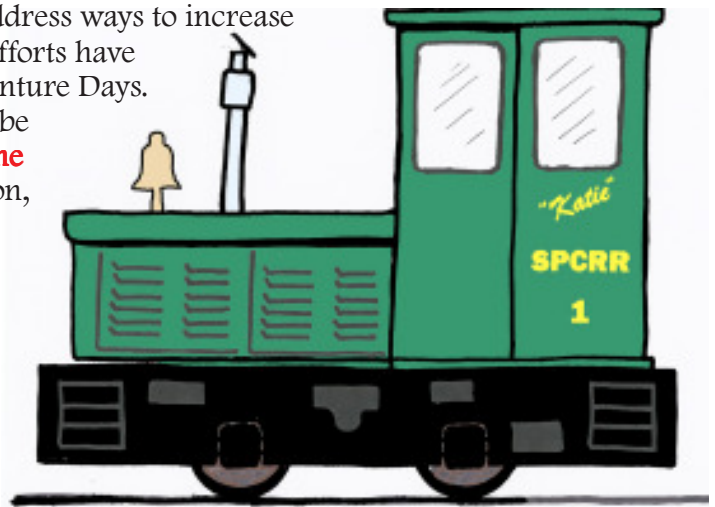
**R**ailroad Adventure Days (4 each year), Rail Fair, and the Haunted Railroad are the special events sponsored by the SPCRR. High attendance at these events is crucial in raising money for our restoration projects.

Recently, the Board formed a committee to address ways to increase revenue from all of these events. The committee's first efforts have been directed at improving attendance at Railroad Adventure Days.

This year Katie, our newly restored locomotive, will be the star of the **Railroad Adventure Days on May 14, June 18, and July 16**. When visitors arrive at Deer Park station, they will be able to enjoy the following free activities in the shade of pop-up tents arranged on the lawn:

- SPCRR Wooden Train Layout
- Fun Photo Op in a Katie Cut-out
- Train Book Treasures in a Tent
- Design and Build with Wooden Blocks
- Coloring a picture of Katie
- "Find Katie and her Train" game

Tell your family and friends about Railroad Adventure Days - featuring a ride on the Katie Train (children under two ride free), hands-on activities, and free admission to the park.



**Come with us on an excellent fund raising railroad adventure!**

# Restoration Work on Caboose 6101 Tackling the Hard Part

*Bruce MacGregor, Collections Manager*

On Saturday, April 9, Brook Rother and Gene Arillaga went to work on the hardest phase of the entire restoration project. Critical parts belonging to the car's underframe, including the bolsters and needle beams, badly need replacing before the caboose structure is sound enough to complete. These parts would normally be installed with the car completely disassembled, a process that would add years to this restoration. Therein lies the challenge: to leave all four walls, roof, and most of the under frame intact while replacing just the damaged or worn parts in the underframe.

Brook and Gene started this critical phase of the restoration by carefully removing the existing floor (over 90% of which will be reusable). Over the next few weeks, the bolts holding the needle beams and bolsters will be loosened and removed. Next, the deteriorated wood beams themselves will be removed. Then the new parts will be carefully put into place and re-bolted to the frame (possibly at the June work day).

Once the new queen posts are added, it will be possible to complete the last part of this structural remodel—the addition of an interior set of truss rods, matching the configuration of the caboose circa 1912 (the target era of our restoration). Once these key structural pieces are in place, the addition of the car's siding and interior (including the floor boards) will proceed rapidly.

**NEXT CABOOSE 6101 WORKDAY: Saturday, May 14**


*please don't forget...*



## The Joys of Building Without Nails

*Kathy MacGregor, Advertising and Promotion Committee*

Not so long ago wooden blocks were the favorite building toy of America's youth. You may have noticed that Legos are the new favorite. The children and adults of yesteryear were spared the excruciating pain of stepping on a Lego in their bare feet in the middle of the night. The children of today may never experience the equally excruciating pain of having a wooden block dropped on their foot from a great height by an older sibling. Bruce and I hardly ever play with our wooden blocks anymore, so that's why we've decided to donate them to SPCRR.

If you're not playing with your standard sized, hardwood blocks, donate them to SPCRR. (Send an email to [publicity@spcrr.org](mailto:publicity@spcrr.org), or call 510.797.9557 to arrange a drop off or pickup.) We'll put them out at Railroad Adventure Days and Rail Fair to give park visitors of all ages a chance to experience the joys of building without nails. 



# The Ghost in the Machine... SPCRR's historic parts inventory comes back to life!

*Bruce MacGregor, Collections Manager*

**B**ack in the mid 1980s when the Museum was beginning to restore cars, the need for a detailed parts inventory became clear. Railroad parts—mostly parts belonging to cars—were pouring in from several directions. The cars in our own collection were the biggest source, and they contained hundreds of parts unique to 19th century rolling stock—turnbuckles, truss rod washer, carlines, bolsters, draft timbers, cheek blocks, brake staffs, swing hanger bearings—the list was almost endless. But in addition to our cars, we began to acquire related parts from collectors, parts from wrecks or cars found burned or buried in the woods, and sometimes parts created from original drawings.

The list grew so long (and the physical collection of parts so large) that we created a computer-based inventory to keep track of them all. Remember DOS-based PCs? Our first digital inventory went back to some of the earliest personal computers and software on the market. Even so, it was based on a relational database structure that captured a remarkable amount of information about each part, including dimensions, special markings or lettering, the part type, the material it was made from, who donated the part, which railroads the part was associated with, and even the dimensions of bolts used to connect the part to a car.

More than 25 attributes, or data fields, were assigned to each part. In spite of the considerable labor involved in entering the data, over 700 parts were catalogued between 1987 and 1993. The data was stored on floppy disks as it was acquired, now an obsolete media. The volume of data slowly grew as our ongoing restoration projects continued to add a steady stream of parts to our collection. All of it was captured in the inventory database. Even information about individual parts on restored, operating cars was logged into the database, for sake of completeness.

And then, unfortunately, time to maintain the database grew scarce, and consistent updating of database records became difficult. The floppy disks were stored away and, for a time, forgotten. The PCs that created the original floppy disks were replaced many times over with current models. It didn't take many generations of new computers before the original floppy disks could no longer be read by modern machines.

Over the winter, volunteer Jay Shellen launched a rescue effort. Using a 30-year-old floppy disk reader, the original files were recovered from their original storage media. Jay was able to use modern database applications to read the files and store them in a spreadsheet format. The rescue was successful... all the original data was still intact on the recovered files!

This is the first step in a launching a new inventory initiative. The database will become the foundation of a project to locate, identify, and secure all of the original parts in the collection, as well as literally thousands of parts added since updating was last done in 1993. The last phase of this project will be to provide modern database applications to make the collection available online to the public, much like a modern online digital collection of photographs.

It will take years to rebuild the integrity and searchability of the complete historic parts collection, and to bring it online, but thanks to Jay Shellen's effort, we have the original foundation to build on. We'll provide updates in Hotbox as the work continues. 🛠️



## **Volunteers needed for the following open positions:**

- Safety Manager
- Temporary Haunted Railroad Manager during September and early October while Andy is away (Andy will return before the first operating night.)

If you can help with either position, contact: Andy Cary at [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org)

# SPCRR 1 “Katie” All Done?

*Andrew J. L. Cary, Project Manager*

Photos by Author and Jay Martinez

**T**hanks to the efforts of all the volunteers who put in almost 1,000 man-hours of effort, Katie is operational and effectively refurbished in her green and marigold livery. There is a question mark, because of course there is ALWAYS more work to do, but all of the ‘heavy lifting’ is done. Katie has new paint, repaired rust, working wipers, new lights, a new window, a new grab rail on top of the hood, an improved throttle linkage, functional radiator shutters, and a host of other fixes. Lots of other stuff



could be done...but that is another project...

So once again, thanks to all of the volunteers that made this happen: 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. I think I got you all, but If I forgot you please make sure I get your name. Send me an email at: [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org).

Enjoy the photo montage on page 5... Across the top are photos of Katie when she arrived in 2004, the first paint job in 2005, and a current photo followed by photos showing the damage to the cab, steps taken to fix the damage, the huge amount of work to strip off her paint over this past winter; and the steps taken to repaint her inside and out. We can't thank our volunteers enough!



## Forging a Builder's Plate. Sort of...

*Andrew J. L. Cary, Project Manager*

Photos by Author

**T**he Plymouth builder's plate for SPCRR 1 “Katie” was missing. This left four holes (5” and 3” apart) on the back inside of the cab that were just crying for something to fill them. So the notion was born of reproducing a builder's plate.

I was able to locate an image of the appropriate incarnation of the plate on the web (by the simple expedient of Googling “Plymouth builders plate”). I copied the JPEG image from the web and inserted it into my favorite “Draw” application (OpenOffice Draw) as an image. I then drew a 5”x3” rectangle on top of the image and resized the image so that the holes on the plate lined up with the corners of the box. This made the image the correct size and aspect for the actual plate on Katie.



Then it was simply a matter of adding the features on the image to the drawing. Draw packages allow you to ‘combine’ and ‘subtract’ shapes like rectangles and circles. This allowed me to build the black areas of the plate.

I next added the text using a similar shaped font (in this case “Railroad Gothic”) at about the right size. I converted the text to polygons and then individually tweaked them to match the existing letters.

Because this is a reproduction, I deliberately introduced some errors into the lettering. (For example the “M”s are too wide and the letters are a little bolder than in the original.) This will prevent the image or copies made from it as being traded as original. I also added the text “REPRODUCTION SPCRR 2016” in the part number space on the bottom edge for the same reason.



The result is a serviceable reproduction of the original builder's plate clearly identified as a reproduction. Lastly a PNG and PDF was created at exact scale for transmission to a printer.





# Hurrying for the Ferry

*Kevin Bunker, Curator*

**N**ow and then I like to take a historic image and play a game I call “What’s in the Photo?” This becomes an exercise of not only enjoying the whole scene, but picking apart various aspects contained within the borders. Just the other day I ran across this circa 1910 “snapshot” of a Northwestern Pacific narrow gauge passenger train nearing Sausalito. But it’s far from an everyday passenger train. Why? Well let’s play the game and dissect what’s visible.

No doubt most of you have picked up on the obvious... the train appears to be running backwards. But notice only the locomotive is doing so. In the world of the NWP around its southern Marin County suburban environs, steam trains historically ran north to San Rafael or Mill Valley with the engine leading in the conventional way. But going south (or “west” as the timetable would have said) toward the ferry terminal at Sausalito (heading toward San Francisco), the trains hustled along quite often with the engine running backwards. If the picnic trains only rolled as far west as Camp Taylor (near Lagunitas), or closer to Fairfax, there were no turning facilities. Hence the engine had to run around its train and couple back on for the trip home with its tender leading. This is one reason why NWP’s earliest predecessor, the North Pacific Coast Railroad, bought Mason “bogie” engines which were quite adept at running bidirectionally. Alas, the NPC could only afford two Masons and that was that. Most of their roster was comprised of more typical locomotives with separate tenders, and most of those progressed to the Northwestern Pacific, while others added came from outside roads.

*continued on page 7*



Within this single photo are several ties to our collection of rolling stock and our interpretive mission. The first are the picnic cars. We have recreated one using our North Shore Railroad flat car No. 1725, adding to it side walls and a canvas roof. That our car wears NS reporting marks necessarily limits it within our operation to a date of circa 1907-08. By 1909 all former North Shore equipment had been folded into the new Northwestern Pacific Railroad, which took a year to establish a functional roster that embraced locomotives and cars, whether standard or narrow gauge. Secondly, engine No. 144 and flat car 1725 (before and after being renumbered as an NWP car) surely locked couplers with our NWP caboose No. 6101 while transiting this same stretch of trackage, and a lot more of the line. Food for thought, eh?

The locomotive in the photo on page 6 is one of the “outsiders.” Built in 1887 as No. 20 for the South Pacific Coast, this Baldwin 4-6-0 came to the NWP narrow gauge “Shore Division” in 1908 [1]. By then the Southern Pacific Company was deeply invested in both the NWP and SPC, plus numerous other bay region railroads. Hence it employed its corporate power to redistribute equipment across its system when and wherever it saw needs to be met. With the SPC standard gauged, its locomotives and rolling stock were dispatched far and wide. As the photographer clicked his camera’s slow shutter in bright afternoon light, the lanky “ten-wheeler” was doing the 3-rail 2-step lickety-split. Note that its tender is now equipped with a large fuel oil tank, footboards, a broad hand grab iron, and cast iron “poling pockets.” These latter elements further emphasized its role as a mixed duty engine. Seen as dangerous anachronisms after the 1950s, poling pockets allowed trainmen to set a stout oak or hickory pole horizontally between the pockets on the engine or tender and adjacent freight cars on a parallel track. Pushed slowly, the cars could then be shifted to the desired spot without the locomotive having to venture onto the spur or siding.

Now let’s look at the consist trailing No. 144. This is one of the infamous “picnic trains” instituted by the North Pacific Coast in the 1870s. These ran well into the early years of the 20th century, often with official regrets no thanks to the boisterous drunkards that periodically disrupted civil harmony on the cars either on the way to or from the picnic. But the picnic trains were generally easy revenue generators, attracting hordes of the harder-edged, often uncouth working class from all over the central Bay Area, and especially San Francisco. These trains generally ran Sundays when men and women were off work. All picnic trains operated as “unscheduled extras”—hence the tender is outfitted with classification lamps displaying clear lenses in lieu of white flags. With flags or lamps arranged this way, railroaders along the way could easily recognize this sort of movement as being an “Extra” unscheduled train.

The train is an intriguing melange. The leading two cars are second generation purpose-built picnic cars, a.k.a. “picnic racks” of the 839-849 class, possibly remodeled 15-ton flat cars with well-finished wooden posts, walls and low canvas-covered wood roofs that were built about 1895 in the Sausalito car shop. [2]

An earlier iteration of five cars, longer and made on custom-built longer frames, were also built in 1895 by that same shop. These rolled on reclaimed passenger trucks, whereas the smaller picnic cars used arch-bar freight trucks. The small fleet offered a very basic accommodation of bench seats, perfect for party-minded men—some of whom might break out a pen knife and carve their initials in the walls or roof support posts. Behind the picnic cars are several day coaches, a better and relatively secure place for women and children or the elderly. By their roof contours, these are most likely products of Carter Brothers, Kimball, and Pullman—all former NPC and North Shore equipment handed down to the Northwestern Pacific in 1906. Sadly, most of this passenger rolling stock disappeared as scrap after the narrow gauge succumbed to repeated financial losses, and was torn out by 1930. While some of the coaches went to the White Pass & Yukon Railway, the picnic cars were destroyed outright, none of them large enough and unworthy for conversion to standard gauge maintenance of way equipment. [3]

And how about the intriguing mix of rails that dominate the foreground? The standard and narrow gauge rails on the near spur and main tracks are plain enough, but so is the elevated 600AC volts “fourth” rail, used by the former North Shore electric suburban trains—all standard gauge. Those used side-mounted current pickup shoes attached to the truck frames. Launched in 1903, that novel institution was among the earliest electric traction in US railroading. [4] Enormously successful in that setting, the new equipment replaced the formerly steam-hauled 3-foot gauge suburban trains running between the Sausalito ferry and San Rafael and Mill Valley. These efficiencies gave the North Shore Railroad reduced operating costs and thereby higher revenue. Excess power generated at its plant near Alto [sic] was sold to commercial and domestic customers, further offsetting the substantial cost of the electrification project. In subsequent modernizations, aluminum-clad steel-framed coaches took over from the wooden versions, the successors built along the lines instituted by Southern Pacific Company for its East Bay suburban lines. The whole NWP electric train service lasted until 1940, by which point the recently opened Golden Gate Bridge and allied “Redwood Highway” (California route 101) bustled with private autos and buses that collectively sapped the railroad’s intercity passenger business. Only now are the intercity SMART trains returning, using former Northwestern Pacific rights-of-way. But this time they are only running south to Novato and north to Santa Rosa (and eventually Cloverdale). However the narrow gauge route west and north must remain a memory, most of its roadbed reclaimed by nature, or as county roads, hiking trails, and other uses.

*continued on page 8*

In July 1903 the North Shore tried to eliminate the picnic trains as a major pain not worth the costs of operation (and probably repair)—however they quickly relented and kept them going. [5] By the time the Northwestern Pacific took over in mid-1906, the tradition was so popular that the management left well enough alone. Today most of us would jump at the opportunity to ride such a conveyance, as much as we'd probably delight in seeing a revived portion of the former NPC/NS/NWP narrow gauge pike with its lush coastal scenery, mountainous grades, and colorful equipment. Alas, the best we can do is aid in the preservation of the last, rare rolling stock from that distinctive line... and keep our eyes peeled for extant historic photos as rich and revealing as this one, or better.


**Footnotes:**

[1] Fred Stindt, *The Northwestern Pacific Railroad*, Vol. 1 (1964; 1982), 171.

[2] *Sausalito News* ("Holiday Travel Very Heavy." 9 July 1910), 5.

[3] Stindt, *The Northwestern Pacific Railroad*, Vol. 1 (1964; 1982), 230; 236; *Trains* ("Narrow Gauge History, Ready to Ride." May 2016), 40-47.

[4] *Sausalito News* ("North Shore Rushing Work" 16 August 1902), 3; *Los Angeles Herald* ("New Road Is Fast." 3 October 1903), 4; Fred Stindt, *The Northwestern Pacific Railroad*, Vol. 1 (1964; 1982), 31; 220-227.

[5] *Sausalito News* ("Not Catering to Picnic Parties." 4 July 1903), 3; *Sausalito News* ("Railroad People Well Prepared." 14 May 1904), 3. 

## President's Report

*John Stutz, President*

April has got us off to a good start on the operating year with actual complements from one set of visitors, emailed to the park staff, regarding the appearance and deportment of our train crew. So congratulations to the crew and to Jack Burgess for successfully organizing the transition.

Don't forget there is a detailed calendar for the next two months on page 10 of every Hotbox issue, as well as our online calendar. I encourage you to check the calendar frequently. There are many upcoming special events scheduled, including NEW events put on by SPCRR. Here is a brief reminder of upcoming special events:

**Friday, May 13** - Volunteers needed to setup for Railroad Adventure Day featuring "KATIE".

**Saturday, May 14** - "NEW" SPECIAL EVENT: Railroad Adventure Day featuring "KATIE" (need 4 volunteer train crew members, 2 station agents). Also need volunteers to help with the event activities.

**Monday, May 30** - SPECIAL EVENT: Memorial Day - Park Open House (need 4 volunteer train crew members, 2 station agents).

**Friday, June 17** - Volunteers needed to setup for Railroad Adventure Day featuring "KATIE".

**Saturday, June 18** - "NEW" SPECIAL EVENT: Railroad Adventure Day featuring "KATIE" (need 4 volunteer train crew members, 2 station agents). Also need volunteers to help with the event activities.

Katie still needs some detail work, but is back in operation, looking very fine, and doing well.

We are still 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. He is resigning as of May 1st.

We 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 (email: [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org)).



# Weekly Workdays

## Track, Restoration & General Maintenance

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*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 miscellaneous projects on 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:

Mar 31 - Car Barn: worked on miscellaneous projects.

Volunteer: Gene Arrillaga.

Apr 2 - Car Barn: worked on miscellaneous projects.

Volunteer: Gene Arrillaga.

Apr 7 - Caboose 6101: cleaned out the inside. Began removal of the T&G floor.

Volunteer: Gene Arrillaga.

Apr 9 - The monthly restoration workday was held today led by Brook Rother. A great deal of work was accomplished today: the entire floor was carefully removed (90% will be reused).

Volunteers: Gene Arrillaga, Brook Rother.

Apr 14 - Caboose 6101: pulled nails from recovered flooring so it can be re-used.

Hand Car: started re-installing original handles.

Volunteer: Gene Arrillaga.

Apr 17 - Tools: repaired sledge hammer head and installed new handle on same. Forged a second link lifter.

Volunteer: Gene Arrillaga.

Apr 21 - Caboose 6101: Gene worked on exposing the bolts on the subfloor so the bolster and needle beams can be replaced.

Hand Car: Gene finished re-installed the hand car's original handles.

Car Barn: Ken and Dave worked on cleaning up the tables and surrounding area.

Volunteers: Gene Arrillaga, Tony Peters, Dave Fisher, and Ken Underwood.

**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.

## Calendar Look Ahead: **May and June**

**Fri, May 13 - Volunteers needed for setup** - Railroad Adventure Day. Meet at 8 am at Car Barn.

**Sat, May 14 - NEW SPECIAL EVENT: Railroad Adventure Day** featuring “Katie” - **Need 4 volunteer train crew members & 2 station agents**, as well as **volunteers to supervise activities**.  
Train Crew & Station Agent Volunteers: Meet at 9 am at Ardenwood station  
Event Volunteers: Meet at 9 am at Deer Park Picnic Area

**Sat May 14 - Monthly Restoration Workday**. Meet at 11 am at Car Barn.

**Wed May 25 - EBRPD Volunteer Recognition Dinner** (Cull Canyon, Hayward)

**MONDAY, May 30 - SPECIAL EVENT: Memorial Day (Train Rides)**. **Need 4 volunteer train crew members & 2 station agents (CONTINUOUS runs)**. Meet at 9 am at Ardenwood station.

**Sat, June 11 - Monthly Restoration Day** led by Brook Rother. Meet at 11 am at the Car Barn.

**Sun, June 12 - Historic Hay Harvest (Train Rides)**. Regular employee crew.

**Fri, June 17 - Volunteers needed to setup** - Railroad Adventure Day. Meet at 8 am at Car Barn.

**Sat, June 18 - NEW SPECIAL EVENT: Railroad Adventure Day** featuring “Katie” - **Need 4 volunteer train crew members & 2 station agents**, as well as **volunteers to supervise activities**.  
Train Crew & Station Agent Volunteers: Meet at 9 am at Ardenwood station  
Event Volunteers: Meet at 9 am at Deer Park Picnic Area

### 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 the April Board of Director's Meeting

*Gene Arrillaga, Secretary*

The Board reports that work on caboose 6101 is progressing. The subfloor is exposed, queen posts have been ordered, and Brook is busy collecting prices for more parts to finish the job. Replacing the roof on 472 will not be cheap—clear, heart redwood will run about \$8,000, but we now know wood of a lesser quality doesn't last. Jack Burgess will present two possible track layouts to park staff for their consideration regarding the extension to the E-I-O picnic area. One of our concerns is avoiding a situation where the park guests need to cross the track. The Board approved the formation of an Advertising and Promotion Committee. The Board also decided to eliminate soliciting donations on the train—no more donation boxes.