



June 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.

Totally RAD!

Alice Evarts and Kathy MacGregor

Photos: Bruce MacGregor



We saw lots of happy children and parents riding the “Katie” train and enjoying the hands-on activities at Deer Park on the first Railroad Adventure Day (RAD) featuring “Katie” on May 14. We tripled our train ticket sales from 71 tickets in April, to 229 train tickets in May! This was the new Advertising and Promotion Committee’s first attempt at increasing attendance/ticket sales at a special event day and it was a wonderful success. There will be another special RAD featuring “Katie” on June 18. We are going to put notices in more newspapers and on websites aimed at parents in an attempt to bring even more people to the park. If you know anyone with young children, please tell them about our event on June 18!

Many thanks to the following people for their help in putting on this event: Gene Arrillaga, Jack Burgess, John Erdkamp, Stuart Guedon, Bruce MacGregor, Kathy MacGregor, Bob Pratt, Gary Smith, Tony Peters, John Stutz, Ken Underhill, David Waterman, Bill Wissel, Janne Wissel, and the Ardenwood staff.

continued on page 2

At their May 14 meeting, the Board of Directors voted to dedicate all income from the June 18 Railroad Adventure Day to the restoration of caboose 47's trucks!

Here is an easy way for you to help raise funds for restoration of the 47... volunteer for the June 18 Railroad Adventure Day crew!

VOLUNTEERS are needed to Set-up and Take-down on the following days/times:

Thursday 6/16, RAD load trailer (10-10:30 a.m.): Need 2 guys to transfer the wooden train layout, Katie cut-out, and activity tubs from the flat car in the Car Barn to the trailer (so that the trailer is ready to tow over to the event location on Saturday morning).

Saturday 6/18, RAD Set-Up Crew (8:15-10 am): Need at least 2 guys to unload trailer, transfer the wooden train layout, Katie cut-out, and activity tubs from trailer to event location; load 4 tables and chairs onto trailer then deliver and set-up at event location; unpack tubs, hang signs, set-up activities on tables, etc.

Saturday's Event 6/18, RAD Activity Tables Crew (10:00 am - 4:00 pm): Have fun observing the children. Hand out bubbles and game sheets; hand out prizes for the "Find Katie's Train" game.

Saturday 6/18, RAD Tear-Down Crew: (3:30-5 pm) - Need at least 2 guys to take down tables and chairs; pack-up signs, activities and supplies into tubs; return tables and chairs; load wooden train layout, Katie cut-out, and activity tubs onto trailer and move to Car Bar; then transfer wooden train layout and activity tubs from the trailer to the flatcar.

Contact Kathy MacGregor (macgregork@aol.com) to volunteer

TRAIN CREW and STATION AGENTS are needed:

Saturday 6/18, RAD Train Crew (9 am – 4 pm) NOTE: Also need help to load and unload trailer (8:15-9:00 a.m. and 4-4:45 p.m.

Contact Jack Burgess (jack@yosemitevalleyrr.com) to volunteer

*RAD: An abbreviation of 'radical'—a term made popular by the Teenage Mutant Ninja Turtles. Still primarily used by people on the West Coast who find words like 'cool', 'awesome', and 'tight' to be tired and overused; 'rad' is generally considered to be a much higher praise than the aforementioned superlatives. Also used as a general expression of awe. 

PLEASE NOTE: One of the most stressful parts of holding an event with volunteers is not knowing if people will come out to help (no one signed up ahead of the May 14 event). As it turned out enough people showed up. WHEW! But none of us got any sleep the night before because we were so worried about having enough volunteers to operate the train and host the activities. PLEASE drop us a quick email and let us know if you can come out to help on June 17 with setup, and/or on June 18 to operate the train, be a station agent, or help with the event.



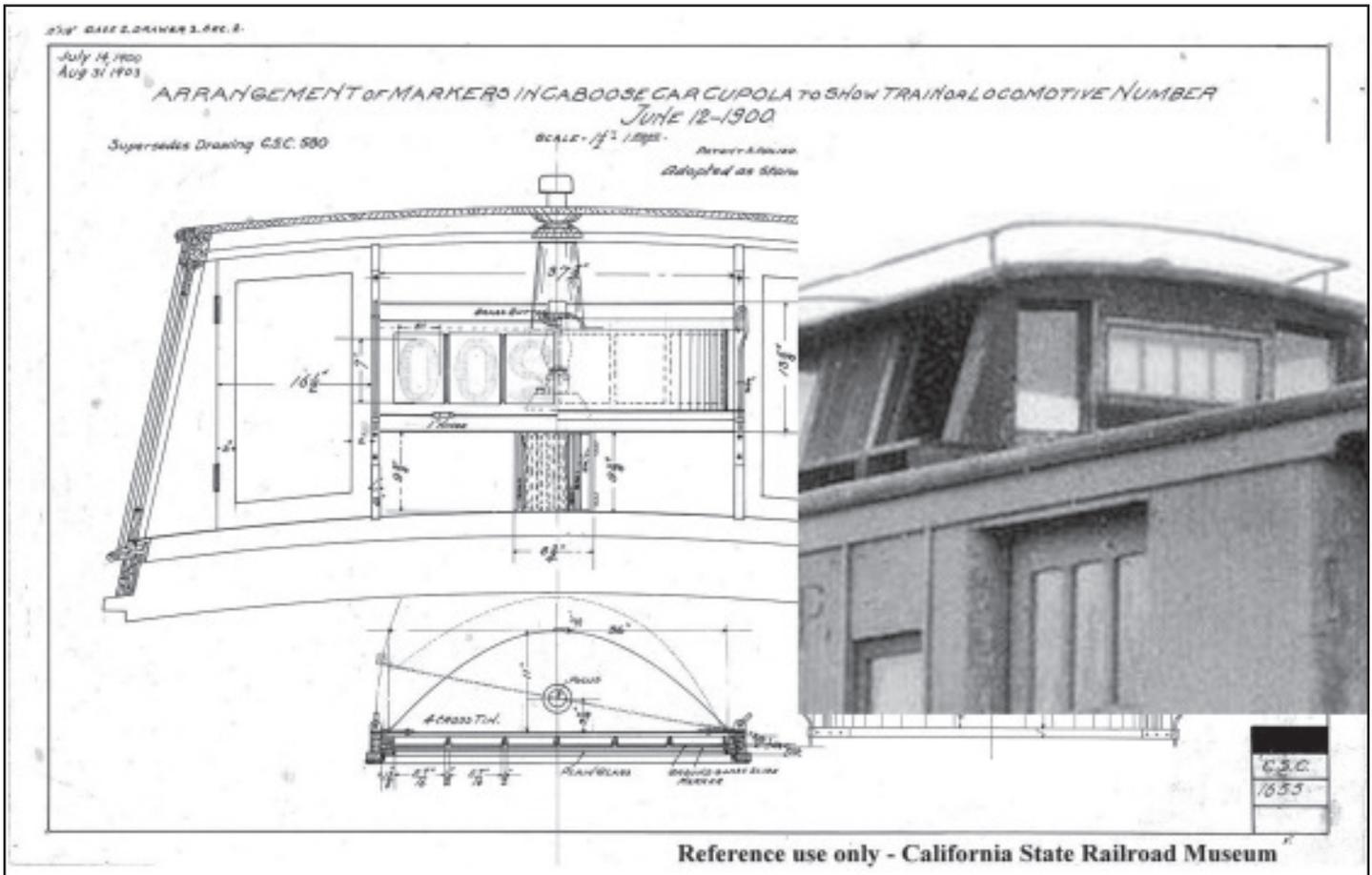
The Curator's Update: This and That

Kevin Bunker, Curator

As I write this month's column, I will have completed a "pilgrimage" down to Ardenwood and our museum during the weekend of May 14-15. Having celebrated my first anniversary with my employers in coastal Fort Bragg, I now have real paid vacation time, but only a week's worth this year. Still, I felt it was extremely important to come down and get my hands dirty again, helping to get our NWP caboose restoration project closer to the finish-line. I can do most of the curatorial functions remotely, but there's no substitute for doing real-time research on an artifact in-person. Now I need to determine how much of the original cupola is still present and where replacement material exists; and then determine if it's faithful to the earlier construction. I also need to learn how fully replicated, illuminated train number indicator units will fit with the cupola we have. The only plan for indicators we have is for the wider versions devised by Southern Pacific Company for its standard gauge cabooses (*see illustration below*), all of which had larger cupolas of a nearly identical profile. The "indicators" devised for the caboose in 1968 by Bethlehem Shipyard are not even close to the historic versions, so there's a lot of planning that must be done just to get a faithful replication. More on this as the project evolves.

Last month's column was a hard look at a Northwestern Pacific "picnic train" shown in a circa 1910 black and white photo. That image got me to thinking about the picnic car fleet owned successively by the North Pacific Coast, North Shore, and Northwestern Pacific railroads. I gave short mention about how our Carter Brothers flat car—North Shore 1725—is currently rigged with a canopy roof and sides based on an early North Pacific Coast example. But I want to further explore the whole nature of these unique cars. I'll even suggest that some day in the future replicating one of the more formally built NPC picnic cars—each of

continued on page 5



SP number indicator box drawing for a standard gauge cupola from CSRM archives overlaid with a detail photo of the cupola on our NWP caboose c. 1915-20

which had passenger end platforms, steps, better wooden bench seats and a hard radial roof—might not be a bad idea for a dedicated-service car in our regular trains. Why? The continued regular use of artifact cars, even expertly rebuilt, does little to conserve the artifacts we use. In fact, we gradually end up replacing everything, leaving *no artifact* after the fact. That disturbs me, and always has. So I am starting to assemble a file of data on the various examples of NPC/NS/NWP picnic cars. I'll share some of that once the file is fat enough. As to whether we replicate vanished rolling stock for any reason, I'll leave that idea open and the decisions up to the Board of Directors.

That we aim to preserve the legacy of the South Pacific Coast Railroad and the Carter Brothers car building business is an essential part of our mission, but our rolling artifact collection has almost fully embraced the rest of the greater California narrow gauge railways phenomenon. Thus we must take care of rolling stock that never touched SPCRR rails, and use it all to tell the stories of the Golden State's 3-foot gauge pikes. We have a flat car that rolled on the Diamond & Caldor logging outfit in El Dorado County, several home-built flats that served West Side Lumber Company in Tuolumne County, and our NWP caboose that knew only Marin County as home. Then there is our quite tired Pajaro Valley Consolidated Railroad box car 215, built (according to scant records) by John Hammond's California Car Works, a rival to the Carter Brothers. I am taking quite an interest in this particular box car, if only because I currently know so little about Hammond, let alone the PVCRR, except that the road was backed by Claus Spreckles, of beet sugar-making fame. So to advance that research, I'm dispatching one or more willing member or volunteer to the California State Railroad Museum Library to see what PVCRR and Hammond stuff can be found in their collections for our collective benefit. If any of you have something about Hammond or the Spreckles family's Pajaro Valley narrow gauge, please get in touch. I hope that next month I can say something more about that, so "stay tuned." 📻

Next Caboose 6101 Work Day led by Brook: Saturday, June 11:

Work continues to focus on removing the car's bolsters and needle beams, in preparation for replacing these parts with new materials. Meet at the Car Barn at 11 a.m. See "Directions" on page 10.

A great volunteer effort!



Can you see the problem here? Two of our train crew employees, Scott and David, noticed the problem, pulled some spikes, and reset the outer rail at Jack's Curve back to gauge. Scott also changed out this bad tie on CB curve where the gauge had spread to 39". Good going guys!

Ongoing Restoration Projects

Brook Rother, Restoration Manager

Photos: Kevin Bunker

Restoration projects taking place this summer include caboose 6101 and the roof on box car 472. Here are summaries on these projects:

Caboose 6101

Work continued on caboose 6101 at the May 14th Restoration Workday. It gave Gene Arrillaga, Rich Nealson, Kevin Bunker, and myself an opportunity to develop a priority list for continuing work on caboose 6101 now that the car is cribbed up and the trucks are out of the way.

Some of these steps will include removing the needle beams; removing the non-historic air brake piping and brake cylinder; and removing the couplers/draft gear assemblies since the car will be fitted with link-type couplers. A major step will be removing both failed body bolsters. This will require cutting the iron bolster truss rods from inside car.

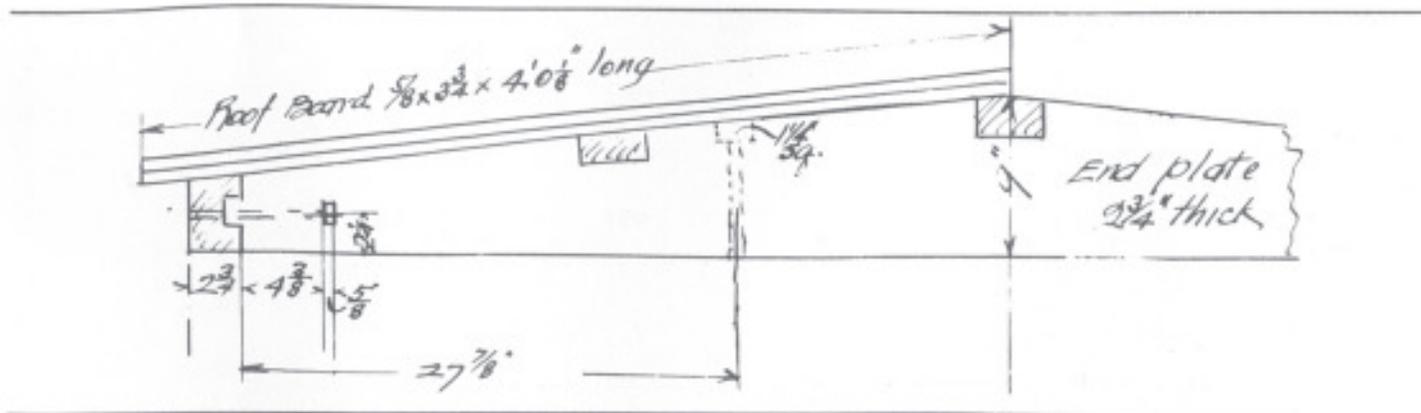
The exterior plywood siding has been taken off of the non-baggage end of the caboose. Before it could be removed, it was necessary to brace the inside of the car to prevent racking since the plywood siding was providing much of the support for the car. The resulting bracing took most of the day.



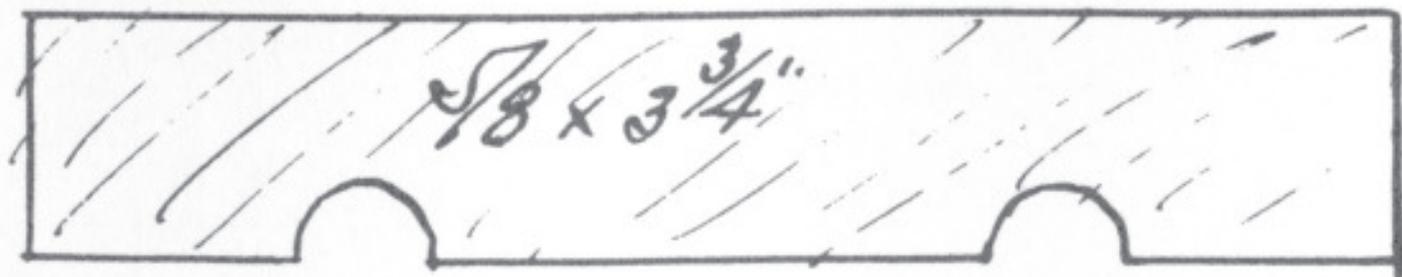
Ongoing Restoration Projects - continued

Box Car 472 Roof Replacement

Now that the painting and lettering are finished, the last remaining task on restoring box car 472 is the replacement of the roof boards. Original Carter Bros.' drawings provide the design details of the roof boards with the milled gutters. The roof consisted of two layers of these boards—the bottom boards with the gutters up, and the top layer with them down—with the bottom and top gutters aligned. The original roof would have been constructed with redwood boards. Work will begin later this summer. Stay tuned for future announcements on this project. 



Scale: 1"=12"



Original Carter Bros. erection drawings for 10-ton combination box cars, discovered by Dr. Robert Fisher.
Dr. Robert Fisher collection

Want to try your hand at restoring a piece of history?

There is a job for everyone... from the most complex to the very simple (pulling out old nails). Restoration days are typically Thursdays and Saturdays. Please contact Gene Arrillaga before a workday to make sure he will be at the Car Barn. Leave Gene a message at 510-657-8733 (call between 8 am and 9 pm). He won't answer unless you leave a message; or email Gene at: arrillaga@sbcglobal.net Please include your name, cell number, and email so he can contact you if there is a date or time change. If you are a new volunteer, be sure and ask him for the combination to the SPCRR lock on the Siward Drive gate. See page 10 of the *Hotbox* for driving directions.

Report on the May Board of Director's Meeting

Gene Arrillaga, Secretary

The first item of business was a lengthy and thorough presentation previewing the Detailed Site Development Plan for The Eastern Terminal (as part of the Interpretive Master Plan). This document is still in draft form and no decisions were made by the Board. Members are encouraged to follow the IMP progress in the *Hotbox*, and share your concerns and ideas with the Board.

Restoration work continues on cars 6101, 472 and 47. Material for replacement needle beams on 6101 has been ordered and work is progressing nicely on Thursdays. Brook is looking into the possibility of using western red cedar as a less expensive, but viable roof for 472. It looks like Carter 10-ton trucks modified with leaf springs will fit the bill for car 47.

Let Them Build It and They Will Come

Kathy MacGregor



Photo: Bruce MacGregor

At the May Railroad Adventure Day, the “Design and Build” activity tables were very popular with adults as well as children. We initially thought we would just offer building blocks on these tables and add some track pieces at a later date, but thanks to a donation of a variety of wooden track pieces, some rolling stock and other vehicles from the Burgess family, these tables provided our May visitors a chance to design their own layout. The idea to offer a build and design activity came from a similar activity offered at the California State Railroad Museum in 2015. (Their activity was funded by a STEM [Science, Technology, Engineering, Math] grant.)

We already have lots of blocks for our RAD Design and Build Activity tables, but we need more track! If you have unwanted pieces of Brio compatible track, switches, bridges, rolling stock etc. at your house, please consider donating them. Almost all wooden track is compatible with Brio (plastic track won't work). If you have some to donate or have questions, please email publicity@spcrr.org or call 510-797-9557. 🚂

Workday Reports

Track, Restoration & General Maintenance

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 ([see page 7](#))

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

Progress Last Month:

May 12 - Gene Arrillaga and Tony Peters worked on Katie event projects, as well as caboose 6101.

May 14 - Kevin Bunker, Brook Rother, and Gene Arrillag developed a priority list for continuing work on caboose 6101. Gene Arrillaga, Rich Nealson, and Brook Rother braced the inside of the car to prevent racking (which took most of the day). They also removed the exterior plywood siding on the non-baggage end.

May 19 - Tony Peters, Gene Bobik, and Gene Arrillaga removed the remaining plywood from the end of caboose 6101 then safely and successfully removed one needle beam from the car (not as simple as it sounds).

Contact: Ken Underhill ([for caboose 6101, see page 7](#))

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: June and July

MONDAY, May 30 - SPECIAL EVENT: Memorial Day (Train Rides). **Need 3 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.

Sat, June 18 - **NEW SPECIAL EVENT: Railroad Adventure Day** featuring “Katie” - **Need 3 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 9:00 am on the Patterson House lawn.

MONDAY, July 4 – SPECIAL EVENT: Independence Day at Ardenwood (Train Rides). **Need 3 volunteer train crew members & 2 station agents.** Meet at 9 am at Ardenwood station.

Sat, July 9 – **Monthly Restoration Day** led by Brook Rother. Meet at 11 am at the Car Barn.

Sat, July 16 – **Railroad Adventure Day** (Train Rides) - **Need 2 volunteer train crew members.** Meet at 9 am at Ardenwood station.

NOTE: This year some of our RADs were scheduled within 2 weeks of other big events. For this reason we decided not to hold a special “Katie” RAD in July. The July 16 RAD will be a regular 2-car train.

*Please don't forget to shop
on www.smile.amazon.com.
A portion of your purchases
goes to our Museum...*



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-4 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, close and relock the gate, then 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, close and relock the gate, then proceed on the gravel road toward the left and park your vehicle at the Car Barn.