

# The Hotbox

**August 2016 Edition**  
**A monthly newsletter from SPCRR**  
**and The Railroad Museum at Ardenwood**

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**NEWS FLASH...** Be sure to mark these important dates on your calendar: Rail Fair will be held September 3, 4 & 5 (Labor Day weekend); the Haunted Railroad will be held October 21-23 & October 28-30. Watch for the **SPECIAL Rail Fair and Haunted Railroad** edition of the *Hotbox* on August 20.

## Rail Fair 2016 - We've Got It!

*Kathy MacGregor, Rail Fair 2016 Committee*

Photo: Bruce MacGregor

**W**e've Got a Steam Engine plus Train Crews and Station Agents!  
Thanks to everyone who was able to say "Sign me up!" when we called.

**We've Got Food!**

Dino's will be providing lunches for our hungry Rail Fair volunteers again this year.

**We've Got Music!**

The Southbay Diaspora Swampboys will be performing on Saturday & John Haskey is playing his air blown calliope in the Gazebo all three days of Rail Fair.

**We've Got a Car Restoration Demonstration and Display Project at Ardenwood Yard!**

Brook Rother and Gene Arrillaga will lead a small crew of volunteers in removing the roof from 472 as the first step in replacing the roof.

**We've Got a New Volunteer!**

Welcome Ray Strong when you see him braking at Rail Fair on Saturday, Sunday and Monday afternoons.

**We've Got A Lot, But That's Not All We've Got!**

Check out the **SPECIAL Rail Fair and Haunted Railroad** Edition of the *Hotbox* on August 20. 🚂



Cortez Mining Co. #1 "Ann Marie"

# The Fun of Volunteering for SPCRR

*Jack Burgess*

**L**ike a majority of non-profit organizations, our group depends on volunteers to fulfill our goals. The opportunities for volunteering with SPCRR range from research and interpretation to restoration, maintenance, and operations. If you are interested in restoration, you need only to show up at one of the regular work days and get prepared to get your hands dirty! There is information in each issue of the Hotbox on the progress on current projects.

In this article I'd like to discuss volunteer opportunities for those who might be interested in operations. The train crew during special events, when we rely solely on volunteers, typically includes an engineer, two brakemen (or brake persons) one of which is the conductor, and one or two station agents. The engineer runs the locomotive and the conductor is in charge of the train, signaling the engineer when it is safe to leave a station. Both the conductor and brakeman help visitors board the train, provide interpretation when possible, and watch over the passengers while the train is underway. They also answer passenger questions when asked. The station agent assists visitors getting on board (especially with strollers, wheelchairs, or walkers), talks to those in line and answers their questions, and calls out a booming "All Aboard" prior to departures.

**Engineers and brakemen need to be certified, which is mostly a review of the written Rule Book including hand signals. The next certification class will be held on August 20 at 10 a.m. Station agents are not certified, but should enjoy helping visitors.**

All of those SPCRR members who have helped out by volunteering to be train crew members have enjoyed the experience. As Bob Pratt (who is one of our paid train crew members and also volunteers at special events) recently told me "This has been fun!"

I have worked as a brakeman on many trains over the years, including those pulled by our horses. I would like to share with you my memories of working as a brakeman on last year's Cajun/Zydeco event which features all-day music at Deer Park. This event attracts a large number of older music fans. Visitors brought ice chests, chairs, and other items on board for the trip to Deer Park.

That day warmed my heart and let me glimpse a generation which cares tremendously about others. I remember so many times when another visitor already on board would help others coming on board and take charge of their ice chests and other items to help them get seated. I remember visitors who would sit down at the first available seat but then give up their seat to a later arrival using a walker. I remember passengers saying "hello" to those coming on board...I doubt that they actually knew all of the people they greeted, but they certainly sounded like they did.

While being a brakeman is especially rewarding, I also like being a station agent. A simple "good morning" will elicit replies such as, "I love coming to this Park" or "I've been coming here for the past 20 years and still enjoy it so much" or "The weather couldn't be more wonderful this morning." It is fun to talk to those in line for the train, asking them where they live, if they been to Ardenwood before, etc. On really busy days, when the line at the Ardenwood station grows long, I'll go out to the end of the line of visitors and notify those waiting that they can walk out to Deer Park and get on the next train back.

If you think that you might enjoy volunteering to be a member of the train crew, plan on attending the next Certification class on August 20 at 10 a.m.

*continued on page 3*



**Photo: Bruce MacGregor**

## Want to see what it's like to be a Brakeman or Station Agent?

If you let me know that you will be coming to the Zydeco special event on August 13, you can “shadow” a certified brakeman and help out. If you are interested in becoming a station agent, come out that day and give me a hand... I'll share what I've learned. While certified train crew members are required to be in period attire, those who want to just “shadow” a certified train crew member to see what is involved do not need to get concerned about period attire. Wear a pair of Levi jeans; a long-sleeve buttoned-up shirt in white, blue, or light brown (I wear my old white dress shirt right out of the dryer); and boots rather than tennis shoes. If you have questions about your attire, just email me and I can give you some additional ideas. Give it a try... I know that you will have a great time! You can contact me by phone at 510-797-9557 or email at: [jack\\_burgess@spcrr.org](mailto:jack_burgess@spcrr.org). I hope to hear from you!

## Upcoming Brakeman Certification Class



Photo: Jack Burgess

**Date:** Saturday, August 20, 2016

**Time:** 10 am - 1 pm

**Meet At:** Ardenwood Station  
Ardenwood Historic Farm, 34600  
Ardenwood Blvd., Fremont, CA

**What To Bring:** Work Gloves, Pencil/  
Pen and a Notebook

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

**Contact:** Andrew Cary - email at [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org), or call 510-794-8536 (home) or 510-324-6817 (cell)

Come out and get certified at SPCRR's Railroad Museum at Ardenwood! If you haven't been recertified for 2016 yet, please come out and get recertified. Training will include the SPCRR Operating Rules, basic safety, hands-on coupling and uncoupling cars, stub-switch operation, and the ever popular hands-on rolling car stopping test.

# Caboose 6101 Reaches a Milestone in its Restoration

*SPCRR Curatorial Staff*

Photos taken by AJL Cary at June 30 workday

In July, the caboose project reached an important milestone: disassembly has ended, re-assembly can begin.

If you've been following the 6101 project in *Hotbox*, you'll recall numerous discoveries in the framing of the car that reflected compromised restoration standards and, in some cases, framing methods that would limit or preclude future operation of the caboose. One by one these defects were identified, probed and studied. As a result, disassembly of the frame went deeper and went on longer than we had anticipated. But the goal never changed: to complete a historically accurate, operational car.

By the end of July the last elements of this framing, including the car's draft gear, needle beams, bolsters and truss rods, had been disassembled and removed. In addition, air brake equipment, platform hardware and roof walks have been removed, pending reconstruction of the end platforms and cupola, plus application of new roofing canvas. The roof walks will not be re-applied; they were applied several years past our target restoration date of 1912.

The project can now shift to reconstruction. Drawings for revised framing have been finished by Daryl DiBitonto. Material for new bolsters and needle beams is on hand. A set of custom queen posts, crafted by blacksmith Berkley Tack, has been delivered and can now be installed once new needle beams have been fabricated. The new forged queen posts support the external truss rods, while existing historic saddles still attached to the frame will support the intermediate truss rods.

These assemblies are priorities for the next two or three months, with the goal of creating a stable, strong, more historically-accurate frame as a foundation for all the work to follow on the caboose's superstructure.

This is a key turning point in the project, and we welcome volunteers both with and without wood-working or restoration skills. Gene Arillaga leads work parties every Thursday; and on the second Saturday of each month Brook Rother leads an all-day Saturday work project.

If you'd like to know more, offer help or just come to observe a restoration of a classic wooden caboose, please contact Gene or Brook:

**Gene's phone & email: 510-657-8733 [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net)**

**Brook's phone & email: 530-559-4249 [brookrother1@gmail.com](mailto:brookrother1@gmail.com)**



The two Genes contemplating after pulling the first coupler.



Both couplers removed and ready for storage.



Draft timber showing non-traditional steel bar keyed insets to keep square head bolts from rotating. Draft post stops (cheek plates) visible on timber to left.

**NEXT MONTHLY CABOOSE WORK DAY led by Brook Rother: Saturday, August 13  
Meet at the Car Barn at 10 a.m. (see directions on page 10)**

# President's Report

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*John Stutz, President*

**T**he 20<sup>th</sup> Annual Cajun-Zydeco Music Festival will be held on Saturday August 13<sup>th</sup>, and is scheduled to run until 7:00 p.m. This is later than I recall from past years. This is always a very heavy operational day and we will need volunteers to operate the train (an engineer, 2-3 brakemen, and 2 station agents). As this coincides with our 2<sup>nd</sup> Saturday monthly restoration day, some of our regulars may not be available, so please consider coming out. Please contact Jack Burgess if you can help out. You can reach Jack by phone at 510-797-9557, or by email at [jack\\_burgess@spcrr.org](mailto:jack_burgess@spcrr.org).

If you have been monitoring Andy's email reports on the Thursday and second Saturday restoration days, you will have noted continuing progress on the caboose restoration. We are finally getting down to the point where we can start putting things back together. Special thanks to Andy for keeping us up-to-date on this progress. His reports are a model for us all.

Note that we are still looking for someone to step up and take on Andy's former position as Safety Manager. Andy will be available to help his successor get up to speed on this. If you are interested, make sure to come out on August 20 at 10 a.m. when Andy will be conducting a Brakeman Certification training session for anyone wanting to get certified to serve on the train crew at Rail Fair.

I want to get an earlier than usual start on reviewing car and track maintenance status for Rail Fair. The 1725 needs some work: several deck planks need to be replaced and the side boards anchored (the needed replacement planks are in the Car Barn near Track 3). There has been some discussion about dropping the kingpins on 222 flush with the deck. Both the 64 and 1725 entrance gates need looking over as I have noticed they are tending to stick. I would also like to make up another pair of bridges for passage between cars. Our existing design is good, but an additional foot of width would be safer and it would be helpful when loading baby stollers. I am looking for someone to take charge of these car repair tasks, though I will be available to help. If you can take over the car repair tasks, please email me at [president@spcrr.org](mailto:president@spcrr.org) or call me at 650-604-3363.

## **RAIL FAIR TRACK MAINTENANCE NOTICE**

One of our big pre-Rail Fair jobs is clearing our right-of-way of fire hazards—particularly standing grass and accumulations of grass, weeds, leaves and eucalyptus bark. The Park staff has already cleared the last of the high weeds from the west end of the grove, and I whacked the fence line on July 16<sup>th</sup>, so the first thing to do is to get the mowers over what little is still standing. Then we need to rake up and remove any combustibles close to the track.

We also need to go over the track and ensure that everything is in good condition. One critical point is ensuring that none of the switch swing rails have moved enough to jam due to expansion on a hot day. Our operations crew has made a good start on this over the summer, but a thorough inspection is still needed.



**I will be working on the track and can use some help on Tuesdays and Saturdays throughout August, as well as the entire week before Rail Fair (Saturday, August 27-Friday, Sept 2). I will begin work at 10 a.m. and work until 4 p.m.+ each day. Please come out and join me!**

***John Stutz***

# A Demonstration Project for Rail Fair 2016

*SPCRR Curatorial Staff*

Reaching Rail Fair visitors with an engaging, realistic restoration demo is definitely challenging and potentially rewarding. If it's done well, upwards of 5,000 people will get to see and experience our core activity—wooden car restoration—during a Rail Fair weekend. Many will linger and watch as the project moves forward. Some will ask questions and try to understand wooden car construction in more depth. And a few may be interested enough to ask about volunteer opportunities with the Museum and show up at a future work day. It's truly an opportunity for the public to engage in what we do and learn from the experience.




Photo: Bruce MacGregor

But a restoration demo is also challenging to successfully execute in the environment of Rail Fair. For example, a successful demo benefits from being done in the front depot area where the majority of visitors will stroll past. This fact alone takes our current priority project—caboose 6101—out of the running as a candidate project since the caboose is currently off its trucks and cannot leave the Car Barn.

That leaves another option, which came with its own challenges. South Pacific Coast box car 472 (also known as the Museum Car) has needed a new roof for years. For purposes of a public demonstration, we came

up with the idea of having volunteer members remove the existing hardware, running board, and old roofing material over the three-day Rail Fair event. The scope and difficulty of this project are a reasonable fit for a 2-3 person volunteer crew and a limited time frame. But, at the same time, choosing 472 for this project means pulling it “off line” as the Museum Car. Its traditional role at Rail Fair and other events—housing posters about our Museum’s mission and about the narrow gauge history we interpret—will have to take a back seat to the dust, debris, ladders, tools and general chaos of a working restoration project.

We felt the benefits were worth it. Currently box car 472 is the closest car in our collection to a completed restoration, and by focusing on the removal of the roof we’ll speed up the final completion of this classic Carter 10 ton capacity box car. The roof is also a structure that everyone understands, and the unique features that Carter added to this roof (to help make it watertight) add an element of technical engineering and design that will be fun to explain to the public. Last, and most important, choosing a hands-on activity to perform in front of a Rail Fair audience emphasizes a major goal of the Museum—to be good wood workers and restorers of 19th century railroad equipment.

Come check out this featured project during Rail Fair and get a close-up look at the kind of work we do best. For more information on the roof, see the article on page 7 in the June 2016 edition of the *Hotbox* (copy available at [www.spcrr.org](http://www.spcrr.org)). 

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

- Safety Manager
- Temporary Manager for Haunted Railroad 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: [president@spcrr.org](mailto:president@spcrr.org)

# June Railroad Adventure Day- A Big Success!

## Advertising and Promotions Committee


Photos: Jack Burgess

**O**n June 16, 2016 we held our 2<sup>nd</sup> Railroad Adventure Day Featuring “Katie.” Thanks to the efforts of the Advertising and Promotion Committee, we **DOUBLED** our attendance compared to the first Katie Day on May 14. Of course this means that we also doubled the restoration funds!

This time we went all out on our online publicity. We found that the majority of the attendees learned about our event from our new postings on various websites that cater to the parents of small children, others saw the front page article in the Tri-City Voice, while others saw the postings on the SPCRR Facebook page (with the help of Jay Martinez). Obviously we will continue to use social media for all of our future events.

The ages of the children who came to ride on the Katie Train ranged from one to four years old. The most popular activities were the “Build Your Own Train Layout” which consisted of wooden track along with railroad cars and locomotives that the kids could put together, and the “South Pacific Coast Wooden Train Layout” built by Bruce and Kathy MacGregor. Our other activities were also enjoyed by the children (reading railroad books, blowing bubbles, posing for pictures with the Katie cut-out, and coloring pictures of Katie).

We will hold one or two Railroad Adventure Days Featuring “Katie” in 2017. This event was a lot of fun (not just work) and we encourage you to come out and have fun with us next year.

Thank you very, very much to the volunteers who helped out! Without all of you we could not have put this event together. Volunteers who loaded all of the supplies onto the trailer on Thursday were: Gene Arrillaga, Gene Bobik, Jack Burgess, and Ken Underhill. Volunteers who set up the tents and moved tables, benches and supplies on Saturday morning were: Barbara Anderson, Jack Burgess, Alice Evarts, Stuart Guedon, and Bob Pratt. Thank you to everyone who answered the desperate call for help and showed up on Saturday to either operate the train, be a station agent, or help with the activities: Barbara Anderson, Gene Arrillaga, Julie Boyer, Sophia Boyer, Jack Burgess, Bob Dike, Alice Evarts, Stuart Guedon, Bob Pratt, John Stutz, and David Waterman. Special thanks to Kathy MacGregor for sending wooden track, train cars and locomotives; as well as signs for the activities. 



### **IMPORTANT NOTICE - MISSING EQUIPMENT**

**The following equipment is still missing. We need these items back for Rail Fair. Please return them to the Car Barn or Box Car 10 up front.**

**Aluminum Track Jack**

**Steel Indian Water Pump for fire suppression**

**Pop-up Aluminum Shade Frame**

# Workdays Report

## Track, Restoration & General Maintenance

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**Date(s):** most Thursdays and some 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:

Weekday Workdays and Special Events

### Saturday, July 16, 2016 –Project: Maintenance

**Attendees:** John Stutz (all day), Bob Pratt & Jack Burgess (part of day)

John Stutz worked on the ROW all day. Prior to opening the day's first train at 10:15 a.m., Jack Burgess and Bob Pratt started clearing the tall weeds along the ROW around the Mainline-Shirley Siding Switch and CB curve. Later John Stutz dragged 900' of powercord from the Ardenwood Station and spent the day using it and the Ryobi weed whacker to clean the area between the track and the fence from Jack's Curve to CB curve.

### Thursday, June 30, 2016– Projects: NWP caboose 6101 [Note: See pictures on page 3 of this Hotbox] and Mower Repair

**Attendees:** Gene Arillaga, Gene Bobik, AJL Cary, Tony Peters, John Stutz

John Stutz replaced bolts on the deck of the riding mower with bolts he customized. He came before work to put it together. Andy Cary and Gene Bobik took over the riding mower project and John escaped back to his day job.

By end of day the riding mower was back together and working, however the new battery was completely discharged and it had to be jump started. In addition, the engine needed to be run awhile to warm up before it would mow without lugging down. The transmission belt has been replaced, and the mowing deck reinstalled with newly sharpened blades. The mower was run around the Car Barn area for about 30 minutes and the rebuilt mower deck works great. There is some work left (the cooling fins on the block need to be cleaned to remove dust and dirt; the short that is discharging the battery needs to be isolated; and the right front and the left rear tires need slow leaks addressed). Otherwise it is usable.

Meanwhile back on 6101, Gene Arrillaga and Tony Peters got part of the air brake pipes off and removed both couplers and put them on a rollaway for storage.

### Saturday, July 9, 2016 - Project: NWP caboose 6101

**Attendees:** AJL Cary, Brook Rother, John Stutz

We pulled the draft timbers off of both the A and B ends. This involved jacking and cribbing the B end and removing the draft timbers on each end. Removing the draft timbers was complicated by bolts rusted into the beams—using wedges, crowbars, and "gentle persuasion" (a six pound sledge) the timbers were pried off of the car body.

In addition to pulling the draft timbers, bolster bearing keeper bolts were driven out of the frame. These bolts were directly under the side-to-side tension rods and had to be held apart with some clever clamping to be driven out. The pins were bent and appear to have been sheared off in the past in some collision.

Brook identified replacement timbers for the bolsters and needle beams. We are now ready to start rebuilding the car's frame. A very productive day.

*continued on page 9*



## ***Workdays Report - continued from page 8***

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### **Thursday, July 14, 2016 - Project: NWP caboose 6101**

**Attendees:** Gene Arrillaga, AJL Cary, Ken Underwood, David Waterman

The crew successfully removed the roof walks from the caboose.

As an aside, working on the roof of the caboose provides a unique view of the Car Barn, but unfortunately a 10 degree warmer work space than working on the floor.

In addition to working on the caboose, weed control was done around the Car Barn stairs, and 10 gals of gasoline was purchased for use with the MOW equipment. Thanks to the crew!

### **Thursday, July 21, 2016 - Project: NWP caboose 6101**

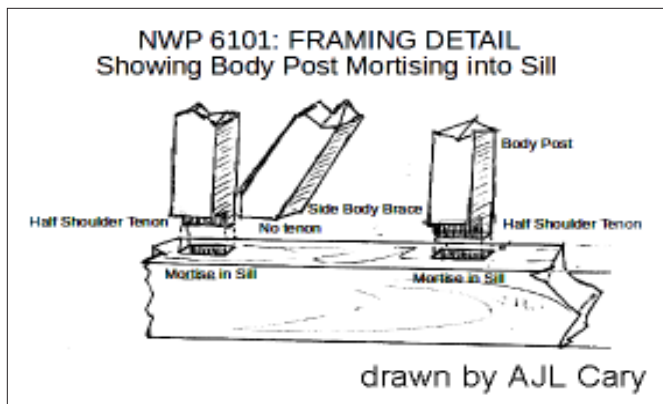
**Attendees:** Gene Arrillaga, Gene Bobeck, AJL Cary, Tony Peters

We removed the remaining roof walk and ladder brackets off of the caboose. This involved locating the many screw holes hidden under roof walk planks or buried in countersunk holes filled with wood dough. This required prybars, crowbars, and a pocket knife to pry up boards and clean out the countersunk holes. The screws were removed with a bit-brace and flathead bit. After being pried off, the roof walk components were lowered to the floor of the Car Barn and stored temporarily next to track 2.

We also removed the Right B end side plywood sheathing used for bracing to expose the right side girth for measuring. The girth was subsequently measured and recorded on a yellow pad on the clipboard in NWP 6101. Measurements were made to the nearest 1/8". Measurements did not go the full length of the car as the A end side bracing was not removed over concern with car stability.

It was determined that the original body posts on the caboose sides were set into mortises in the sills using half shoulder tenons (see figure). This was a surprise. The body posts terminating on the end splices did not have mortises.

The draft timber bolts exposed last week when the timbers were removed were wire brushed and cleaned. Some of the bolts are still pretty rough, but the threads have been cleaned. The draw bar stops were removed from the oak draft timbers and labelled.




**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](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. 

## Monthly Calendar: August-September

**Every Tuesday and Saturday in August: RAIL FAIR TRACK PREP** - 10 am-4 pm+ each day. Meet at the Car Barn. If you come late, look for John Stutz along the track, or call John on his cell at 650-604-3363.

**Sat, Aug 13 –MONTHLY RESTORATION WORKDAY** led by Brook Rother. Meet at 10 am at the Car Barn.

**Sat, Aug 13 - SHADOW A BRAKEMAN AND/OR A STATION AGENT.** Meet at 9 am at Ardenwood station. See page 3 for details.

**Sat, Aug 13 – SPECIAL EVENT: CAJUN/ZEDECO FESTIVAL (Train Rides).** **NOTE: Event runs from 10 am-7 pm. Need Volunteers: 1 Engineer, 2 Brakemen, 2 Station Agents (plus lunch relief volunteers).** Meet at 9 am at Ardenwood station.

**Sat, Aug 20 - TRAINING: BRAKEMEN CERTIFICATION.** Meet at the Ardenwood station at 10 a.m. See page 3 for details.

**WEEK of Aug 27-Sept 2 - RAIL FAIR TRACK PREP:** 10 am-4 pm+ each day. Details TBA.

**Sat, Sun, Mon, Sept 3, 4, 5 – SPECIAL EVENT: RAIL FAIR (Train Rides).** Watch for special edition of the *Hotbox* out on August 20.

**Tues, Sept 6 – RAIL FAIR CLEANUP.** Details TBA.

### **Directions For All Workdays (unless specified otherwise in the Calendar above)**

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.

## Report on Board of Director's Meeting

Due to unexpected emergencies, there weren't enough members to make a quorum, therefore there wasn't a Board meeting in July.

### **About this newsletter...**

This newsletter is provided to update members, volunteers, and interested readers about events, activities, and opportunities at our museum; as well as to read about the history of the historic railroad cars in our collection and the regional narrow gauge railroads in our area. 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. Checkout our website at [www.spcrr.org](http://www.spcrr.org), and find us on Facebook at [www.facebook.com/spcrrmuseum](http://www.facebook.com/spcrrmuseum).