

October 2016 Edition

The *Hotbox* is a monthly newsletter 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.

We urgently need volunteers for all 6 nights of the

HAUNTED RAILROAD

For each of the 6 nights, the event requires: 1 engineer; 3 brakepeople; 1 station agent; 1 person to refill the generators; 2 people to sell Ghost Chasers (glow sticks); and people to play the characters in the woods: 2 pirates, 2-3 "Chance Gang" cowboys, 2 ghosts or other characters suitable for children (nothing scary; no ghouls nor scary masks).

For more information, either call or email Bruce & Kathy MacGregor: phone: 503-657-3992, email: macgregorkk@aol.com.

Friday, Saturday and Sunday Nights
October 21, 22, *23 & October 28, 29, *30
7 p.m. – 9:30 p.m. (*9 p.m. on Sunday)



Northwestern Pacific Railroad Caboose No. 6101: Where Are We Now?

Kevin Bunker, Curator

This month, after a tremendous amount of effort—and no small amount of time—the Preliminary Restoration Analysis for our NWP caboose is done and has been submitted to the Board of Directors. It's a “whopper” at 120 illustrated pages, one of the largest single-subject reports I've ever accomplished. It has been a fascinating journey getting to this point. Some fairly astounding surprises surfaced along the way. Newly discovered historic photographs were among the best gifts-of-information, but there were other “gold” nuggets, too, documentary for the most part. In a very real way, it became apparent that this research and the very sensitive restoration already underway could not have been done as thoroughly at any prior time in the past. Email and digital communication of data and graphics was of vital use in this effort as never before.

You all would probably like to know that I am no stranger to this unique piece of rolling stock. When I was a junior staffer with California State Railroad Museum's curatorial department in the very late 1970s, I



This photo was an “accidental find” photograph, a half-card stereographic image showing the Sausalito Shop established by Carter Bros for the North Pacific Coast RR. Bruce MacGregor looked at my draft and saw what I didn't see—or hadn't seen—a caboose standing in front of the shop door. I hadn't seen it because the shop and NPC facilities are in the far distance. We ordered a high-res specialty scan from the New York Public Library which owns the best available image of that scene. Let me cut to the chase... Bruce digitally finessed the historic image enough that—we now think—the caboose is probably not our caboose. Disappointing, but still it's a fantastic image of the car shops.

was assigned the duty to examine and assess the very same car when it arrived at Sacramento. Mind you, we were all aware that it had been expensively rescued in 1968 from a condition that was dangerously close to extinction. Its collective rescuer was the Pacific Coast Chapter of the Railway & Locomotive Historical Society, and their hired-gun renovator was Bethlehem Steel Corporation's San Francisco Shipyard, formerly the home of the prestigious Union Iron Works, a real California pioneer industry dating back to the Gold Rush. Although very costly, Bethlehem's work was equal parts peculiar and vital, amateurish and even naive. But their result trapped the majority of the caboose's historic bones inside a mostly plywood and paint coat, and now we know just how much of the original car survives—about 45%, not as bad as we initially expected when our first restoration was abruptly halted in late 2014. Ultimately, CSRSM opted to not re-restore the caboose due to a combination of estimated costs to do the work properly, and to

reassure the Pacific Coast Chapter which spent over \$14,000 in 1968-69 to get the caboose redone—far too much, as it turned out—by Bethlehem. More importantly, the Chapter had donated its wealth of 18 locomotives and cars to the State of California (and had done a chunk of the state lobbying) in order to form the nucleus of California's premier public railroad museum. This was a classic example of the old maxim, “Never bite the hand that feeds you.”

A great deal of credit has to go, deservedly, to the the fairly young Northwestern Pacific Railroad Historical Society and its small archives team. One of those great folks, Mike Manson, listened willingly every
continued from page 3

time I emailed a query about this or that, and startlingly often came back very quickly with material that had never before been tapped, and some of it never even seen by “modern” eyes. If that material, and the invaluable lot of 120-year-old technical drawings for quite similar standard gauge cabooses in the Southern Pacific collection at California State Railroad Museum, had been available in 1969, this caboose might have emerged from its cocoon at Bethlehem Shipyard a very different car. But what matters most is that these materials were made readily available to us now. We are using the wealth of information these myriad records hold “to the max.”

We have made great headway, too, in our collaborative work with our hired-gun engineer draftsman, Daryl DiBitonto of V&T Enterprises, in generating a fine package of all-new technical drawings for the caboose, capturing its appearance as received from the California State Railroad Museum, and by extension the PCC, R&LHS as a permanent graphic record. The preliminary analysis forms the other written and photographic half of that record. By the time we finish the project, a Final Restoration Report will be generated to sew-up the balance of the work we’ve done.

All of our custom-forged ironwork—new end railings, brake staffs, a few grab irons, end ladders and a full set of spindle-type queen posts with braces—are now on hand, the excellent work of Berkely Tack in Oregon. Restoration Manager Brook Rother and our craft carpenter Gene Arrillaga and a few others are busily making new frame components before we get down to redoing the truss-rods system and bring the underframe back into far better shape than it was these last 47 years. We will leave well enough alone with Bethlehem’s peculiar steel-backed side sills so that we don’t have to take the caboose down to a complete kit just to fix the frame to our preferred standards. This will actually preserve a little more historic material than would be left if we did otherwise.


A nearly new cupola will soon be built as a workbench project, incorporating all we have learned and a few historic early (if not original) parts of the cupola on the car right now. I think you’ll all be surprised at how much more elaborate our replica cupola will be when completed—with more than a dozen “new” features based on what we have learned about how the original was built and fitted out.

The caboose will be initially completed as a functional car, but without a complete interior, simply because we need to have it clear the Car Barn space it currently occupies so that more restorations can take place once those projects are researched, approved, funded and crewed.

And how old is the car? We didn’t know with any certainty until three weeks ago; historic references differ. Right now we think it’s *possible* that 2017 will mark the 115th anniversary of the year the caboose rolled out of the North Shore Railroad’s Sausalito car shop. Then, just six years later another railroad—the Northwestern Pacific—had taken over the North Shore properties and operations, and our caboose got number 6101, the same identity we have just recently resorted to using. Our restoration will take the caboose back to its appearance circa 1910-12. There’s a lot more to say, but the Preliminary Restoration Analysis takes care of that.

The new (to us) photo shown in this article literally just arrived in the mail from the New York Public Library. It comes from a half-stereo card that I discovered in their collection in early August. However, our Collections Manager, Bruce MacGregor, was the one to spot what I had not seen—a caboose sitting in front of the railroad’s Sausalito car shops. He digitally boosted the clarity enough to make us ask: is this the “baby picture” of our caboose? The stereo image was first published in 1901, so it was remotely possible. We immediately ordered a custom scan from NYPL which has just arrived; I just got my first look at the high resolution version literally today as the Hotbox was being finalized. Now I saw things that demanded questioning, so I compared it side-by-side with a photo of the former NPC caboose 2 taken at Tomales in 1906 as North Shore’s 2001. Now I must regretfully conclude that I think the NYPL image is not our caboose, but the former NPC 2—in the shop for work—or perhaps the even more mysterious and long-gone NPC caboose 1.

The cupola of this caboose has what appears to be broad eaves, the way NPC 2 / NS 2001 has, and that distinctive lower cupola profile closer to center. And I think there are full-width end platforms without conventional steps, although there does appear to be some ramp-like object going up to—or in front of—the nearest end platform (on the sun-side). What I don’t see are the roof vents that characterized NPC 2 / NS 2001, but that could be due to the camera distance factor.

This photo raises the following questions: Where are the earliest, circa 1902-04 photographs of our caboose? What happened to its building records? Does anyone have some answers? If so, email me at: curator@spcrr.org. 

**An enormous THANK YOU
to all of the Volunteers and
the Rail Fair Committee!!!**

**All of your hard work paid off... 2016 was the
largest Rail Fair yet!**



Photo: Bruce MacGregor

Special thanks to Gary Smith for bringing out the Ann Marie

URGENT! Are you available to help on
October 15-16 and 17-18?

We need help setting up the Haunted Railroad... our main priority on Oct. 15-16 is constructing the buildings, & moving picnic tables and benches. On Oct. 17-18 we will be installing signage and running powerlines. Meet at the Car Barn at 10 a.m. each day. Work updates will be posted on Yahoo! Groups Members page. To join you need a free Yahoo! account—send an email to: spcrr_members-subscribe@yahoogroups.com.

Women Brakepeople on the SPCRR

Photos: Bruce MacGregor

The SPCRR has always valued the women who are employees or volunteer for our group. We'd like to introduce you to our newest woman brakeperson, Deepa Karnad. We currently have two women employees working for the railroad: Deepa (shown in the picture on the left) and Jamie Goldie (shown below on the right with volunteer Jay Martinez). Women have played a large role with the SPCRR from the beginning of the group. Shirley Sisk, Former Councilwoman of the City of Newark, was instrumental in incorporating SPCRR and served as our President for many years. Many other women have also been Board members, brakepeople, President, General Manager, Horse Manager, Newsletter Editor, and members of various committees such as the Car Barn construction project and the Advertising and Promotions Committee.



The job involves loading and unloading passengers, watching kids to make sure they are safe, and telling passengers about our history (we provide the information). You must be physically able to climb on and off of the train and set the switches, which is not physically difficult for anyone in good shape. If you are interested in becoming a brakeperson, either as a volunteer or as a paid employee, give Jack Burgess a call at 510-797-9557 or send him an email at jack_burgess@spcrr.org. You can also come out and shadow another brakeperson for a day and see what the job entails. It is so much fun! 🚂



Photos: Bruce MacGregor

Purchasing the Preliminary Restoration Analysis

Copies of Kevin Bunker's 120-page Preliminary Restoration Analysis may be purchased in late October/early November 2016. Current SPCRR members may purchase a reference copy at a discounted rate. All proceeds will go to the NWP 6101 Restoration Fund.

For updated information on the availability and cost of the Preliminary Restoration Analysis, join the Yahoo! Group, "SPCRR_Members." To join you need a free Yahoo! account, and in addition you need to send an email to spcrr_members-subscribe@yahoogroups.com. (The number of emails average just 1 or 2 per month—no spam, no ads.)

How do you become a Member of SPCRR? It only costs \$20 to become a member of SPCRR, and you will receive a discount on the Analysis for caboose 6101. Send an email to membership@spcrr.org and we will send you a Membership Form.

Rail Fair 2016 Trivia



Number of steam engines=1 Photos: Bruce MacGregor



Attendance Total=7,153
Adults=4,046
Seniors=1,391
Children 4-17=506,
Children under 4=1,210



Total number of people riding the train=7,666
Number of round trip train rides for event=39



Number of people who rode the speeder=approximately 700

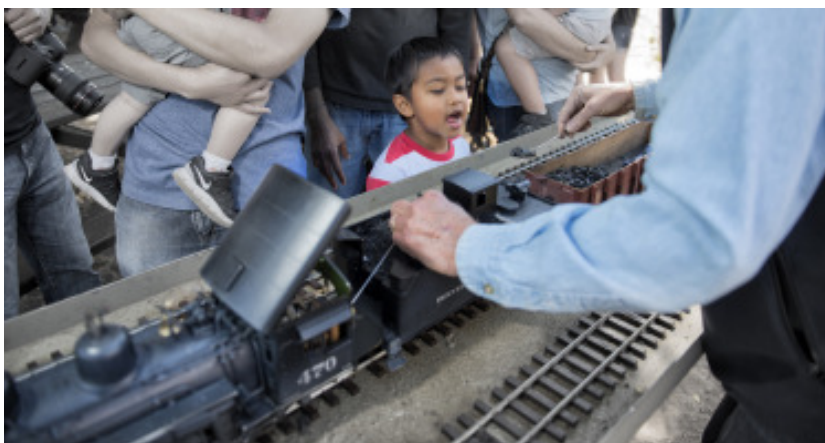


Number of musicians=12
(picture is of the Southbay
Diaspora Swampboys)



Photos: Bruce MacGregor

**Children and parents
enjoying children's activities
at Pool Site=over 2,000**



**Number of Hobo Game
popsicle prizes awarded=748**

Number of exhibitor groups=5



Number of volunteers signed up to work=30
Number of volunteers who showed up to work=34
Number of new Rail Fair volunteers=2
Number of free lunches for volunteers=70



Photos: Bruce MacGregor





Photos: Bruce MacGregor

Membership Update - October 2016

John Goldie, Volunteer & Membership Administrator

New LIFE members:

Donna Arrillaga, Gene Arrillaga, Rob Lenicheck

Renewing Annual Members:

Dave Fisher, Bob Pratt, Charles Siebenthal

Thank you for your continued support! And welcome Gene and Donna to the LIFER membership ranks! If you have not renewed for 2016 yet, no worries... simply send a check for \$20 to: SPCRR, P.O. Box 783, Newark, CA 94560. Or consider an upgrade to LIFE membership for a one-time donation of \$250 and avoid the yearly renewal process. All membership dues and donations are tax deductible. Membership runs from January-December each year, however our 2017 membership campaign is traditionally conducted each Spring (members may renew at any time). 🚂

NEW PRIVATE EQUIPMENT POLICY

The Car Barn was constructed by our organization for the main purpose of storing our historic railroad equipment. Even with this building, some of our equipment must be stored outdoors because of lack of space. Since the Car Barn was completed there have been requests to store private equipment in the Car Barn and on some of the yard tracks.

The contract between SPCRR and East Bay Regional Park District states that private materials cannot be stored within the Park, which has been interpreted to include equipment. To uniformly address these requests, the Board approved a Private Equipment Policy at the August Board meeting. The purpose of the new policy is to establish rules for storing privately-owned equipment within the SPCRR Car Barn, on the outside yard tracks, or elsewhere within the Park.

The policy will take effect at the end of the current operating season—Sunday, November 20. All private equipment not covered by a Board-approved lease agreement must be removed by that date. The actual policy is as follows:

Private Equipment Policy:

It is the policy of SPCRR that no private equipment, materials, or property be stored within the Car Barn, on any SPCRR track, or any other SPCRR facility except for equipment brought to the Park for Rail Fair and other special events unless such equipment is covered by a long-term lease agreement approved by the SPCRR Board of Directors. Equipment brought to the Park for such special events shall not be transported to Ardenwood Historic Farm earlier than two (2) weeks prior to such event, and shall be transported out of Ardenwood Historic Farm within two (2) weeks after the conclusion of that event. Any extensions before or after an event must be in writing.

President's Report

John Stutz, President


Congratulations, and thanks, to all who turned out to make Ardenwood Rail Fair 2016 one of our most successful ever. This was no small task, involving 31 of our own people, a similar number of invited exhibitors, Dino's food crew, and extra Park personal. Our volunteers worked not just over the three days of Rail Fair, but over the preceding weeks, even months for some. We all came together, took care of our part, and carried it off.

Special thanks are due to our organizing committee: Kathy and Bruce MacGregor, and Jack Burgess who took on the time-consuming job of coordinating all of these activities and ensuring that we would have people to handle all of the necessary jobs. Kathy also organized a new feature, the young children's play area, which was a great success with our younger visitors.

The Ann Marie, under her very capable operating crew, hauled maximum loads for all three days, and did that without throwing a single spark (for which I am exceedingly grateful). We had full crews on the train who did an excellent job of directing passengers throughout the event. Having station agents at both ends also helped expedite loading and unloading, and Stuart Guedon even found time to improve the Deer Park station arrangement. The conductor's reports totalled 7,666 one-way passenger trips, a number equal to our maximum capacity. This is over 1,000 more riders than in 2015. At 13 round trips per day, that averages to 98-106 passengers per trip, less one trip which ran empty to Deer Park to pick up a train load of stranded visitors.

So congratulations to all, and I hope to see you back for Halloween for the last big fund raiser of the year. With Andy away until early October, others have taken on the task of organizing this event while he is away. You can expect a phone call from Bruce or Kathy MacGregor who are phoning everyone to fill in all of the volunteer positions needed to operate the Haunted Railroad—please answer your phone if you see a call from a 503 area code (they live in Oregon). In the meantime, check out the Calendar (on the last page of the *Hotbox*) for the Halloween setup dates. We especially need help with putting up the big buildings, moving picnic tables and benches, and running all of the extension cords..

Harvest Festival is coming up fast! On Saturday, October 8, we will need 1 or 2 Engineers, at least 2 Brakepeople, 2 Station Agents; plus it would be nice to have people to provide lunchtime relief for the volunteers. On Sunday, October 9, the regular paid crew is working, but we still need 2 volunteer Station Agents. Call or email Jack if you can help out on either day (jack_burgess@spcrr.org or 510-797-9557).

If everyone pulls together for the Haunted Railroad like you all did for Rail Fair, we will beat our previous record for money raised for restoration. This is much needed given how busy the restoration crew currently is. We need everyone's help to make the Haunted Railroad bigger than ever! 

Help Save a SPC Historic Depot

The South Pacific Coast Railroad's Agnew Depot in Santa Clara was built in 1877. The depot has been home to the California Central Model Railroad Club since 1963. They have asked us to spread the word about a project to repair the historic building—the roof is in terrible shape and there are other related repairs (dry rot, etc.) that must be made at the same time. The Club has put together a "GoFundMe" page to help raise funds for the roof. If you want to help them out, the direct link to the Gofundme page is www.gofundme.com/2dagf5ku. All donations are tax deductible (the Club is a tax exempt, charitable organization under IRS Code 501(c)(3)). For more info, you can check out their website: www.calcentralmrc.org. They also are asking for people to spread the word on social media. I've also posted the GoFundMe link on our Facebook page.

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.

Progress Last Month:

July 28-Attendees: Gene Arrillaga, Gene Bobik, AJL Cary, Dave Fisher, Tony Peters, Ken Underhill

General: The bench grinder was mounted onto a new post stand made by Gene A. from a concrete filled wheel rim, a pipe, and a tie plate. It turns out drilling a hole through a cast steel tie plate is a challenge. The bench grinder is now off of the saw horse it has been sitting on and is fully usable. The saw horse has been released for service.

NWP Caboose 6101-We removed the brake cylinder from the bottom of the caboose. This involved disconnecting the remaining air pipes, bleed valve and handles. The cylinder was then released by loosening 8 through-sill bolts and 4 through brace bolts to free the 300 lb. cylinder and one of the two braces onto a cribbed up heavy duty furniture dolly. A small section of flooring had to be removed to access a hidden bolt head (The remaining heads had already been exposed). The cylinder was lowered onto the dolly and lowered by careful jacking and removing of the cribbing. The cylinder was then rolled out from under the car on the dolly.

Aug 11-Attendees: Dave Fisher and Ken Underhill

They cleaned up the Car Barn and inventoried the supplies. (Gene Arrillaga was drafted for train duty to replace an absent crew member.)

Aug 25-Attendees: Gene Arrillaga, Gene Bobik, Tony Peters

Spent all day neatening up area around 6101 for Rail Fair.

Sept 2, 3, 4-Attendees: Gene Arrillaga, Brook Rother

Started the project to replace the roof on boxcar 472. Worked on removing the roof over the three days of Rail Fair.

Sept 8-Attendees: Gene Arrillaga, Gene Bobik

Discovered that some of the sills are in fact mortised into the end beams... good news. Leveled car side-to-side, and A to B end.

Sept 17-Attendees: Brook Rother, John Stutz. Gene Arrillaga came in the afternoon.

Brook moved all of the cars and scaffolding back into the Car Barn which someone had left outside. Bill Wissel picked up the needle beams to mill at his facility.

Sept 20-Attendees: Gene Arrillaga and Gene Bobik

Spent all day cutting out materials for the nailing strip for caboose 6101.

Work Next Month:

- 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.

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: **October/November/December**

Sat, Oct 8 – MONTHLY RESTORATION WORKDAY led by Brook Rother. Meet at 10 a.m. at the Car Barn.

Sat, Oct 8 – SPECIAL EVENT: HARVEST FESTIVAL (Train Rides). **Need Volunteers: 1 Engineer, 2 Brakepersons, & 2 Station Agents.** Brakepersons meet at 9 am at Ardenwood station; Station Agents meet at 9:30 am.

Sun, Oct 9 – SPECIAL EVENT: HARVEST FESTIVAL (Train Rides). NOTE: Paid Employees on train. **Need 2 volunteer Station Agents.** Station Agents meet at 9:30 am at Ardenwood station.

HAUNTED RAILROAD SETUP: NEED VOLUNTEERS!:

Mon-Fri, Oct 15-16, Meet at 10am at Car Barn: Construct village and cottage, put up signage, move picnic tables & benches & tables, etc.

Mon&Tues, Oct 17-18, Meet at 10am at Car Barn: Erect abandoned train sign; run primary powerlines.

Thurs, Oct 20, Meet at 10am at Car Barn: Deploy all decorations

Fri, Oct 21, Meet at 4pm in woods.: Setup the “sets” prior to the first Haunted Railroad train.

HAUNTED RAILROAD -FUND RAISER: NEED VOLUNTEERS!:

Fri, Sat, Sun; Oct 21,22,23 and 28,29,30 - Train Crew: meet at 6pm at Ardenwood station. Need 1 Engineer, 3 Brake-people, 1 Station Agent, 1 person to refill generators, glow stick sellers, pirates, cowboys, ghosts, and more. Meet at 6pm in woods. Some costumes available. See page 1 of this *Hotbox* for more info.

Mon, Oct 31 - Sat, Nov 5: HAUNTED RAILROAD TAKE-DOWN. Meet at 10 am at Car Barn.

Sun November 20 - Last Day of Regular Operations

Sat, December 10 - Holiday Dinner / Elections/General Meeting & Program

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 September 2016 Board of Director's Meeting

Gene Arrillaga, Secretary

Thanks to the cooperation of the park staff working with their tree removal contractor, the Car Barn fire alarm is again working properly. Kevin Bunker, Curator, has presented the 120-page Preliminary Restoration Analysis of NWP 6101. A copy will be available in the Car Barn (see article on page 2). The Curator requested permission to apply for a grant from *Trains Magazine* to complete the trucks for caboose 6101--given the typical grantor's requirement of completing the purposed work within a finite time limit, the Board decided that it was too early to apply for grants. The Board agreed to lend a limited number of patterns and parts, at no cost to the SPCRR, to the Nevada State RR Museum. This loan will follow SPCRR's Loan Agreement for Historic Patterns and Parts dated 9/3/16. During the brief amount of time available to work on the continued restoration of boxcar SPC 472 during Rail Fair, there were additional problems discovered that must be remedied before the restoration can be considered complete. The Board agreed to purchase a refurbished cargo container to be placed in the Park's Corporation Yard as a replacement for the deteriorating refrigerator car.