

The Hotbox

November 2016 Edition

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

The Hotbox is 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.

Curator's Corner: Something New!

Bruce MacGregor, Collections Manager

One of the real joys of pursuing California narrow gauge railroads, especially the ones we research at The Railroad Museum at Ardenwood, is finding a historic photo no one knew anything about. It will never be the case that every photograph ever taken of these short lines has been discovered, but over the 60 years that I've been collecting photographs, new ones get fewer and further between. This fact only makes finding a new one all the more exciting.

That's a good reason why Kevin Bunker opened my eyes when he sent me the link to the photograph reproduced here housed in the George Eastman Museum (known informally as the Kodak collection). An inscription on the back of the print simply says "going from Santa Cruz to San Jose," strongly suggesting South Pacific Coast railroad content. If indeed it is a photo of the SPC, it reveals details of a Carter coach never quite seen from this angle—in particular, details of the car's Miller hook coupler, end railings, and grab irons—invaluable details for restoration projects at the museum.

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Photo from the George Eastman Museum



WHOAAAAAAAAA

Do We Thank for **VOLUNTEERING** at the

HAUNTED RAILROAD???

The perfect mix of old and new volunteers!

Over **FIFTY** volunteers, many doing multiple jobs, donated their time and talents to putting on a spectacular Haunted Railroad event again this year. Andrew Cary came out of retirement to once again be the amazing manager of the Haunted Railroad—this was Andy’s 15th year of managing the event!

Bill Ekstrom was narrator on board the “Ghost Train” all six nights of the Haunted Railroad. Bill shared entertaining stories and facts throughout the ride. His narration kept things lively as the train moved through the woods and is an essential part of the Ghost Train experience every year.

Beth Cary reprised her role as the spookiest witch in Arden Wood. Beth has been playing the witch for 15 years. You can hear her “cackle” throughout the haunted woods. **Janet Ekstrom** retired this year as the Ghost Bride, but she appeared for one night in her signature role, and on two nights as a friendly vampire. Janet also found time to mentor 14-year-old **Ashley**, who did a wonderful job as the new Ghost Bride. The Ghost Bridesmaid was convincingly played by 14-year-old **Siret**.

Stuart Guedon once again flew the ghost over the Ghost Train 35 times (during six nights) without hitting a single passenger. “Who ya gonna call?” That would be Stuart.

There were three generations of the Burgess family volunteering at Haunted Railroad this year when seven-year-old **Sophia** donned her ghost costume and haunted for three nights out in the deep, dark wood with her mom, **Julie Boyer**. Her grandfather, **Jack Burgess**, was also there as a brakeperson on the train for all six nights.

Chance Gang regulars **Ken Underhill** and **Robin Frank** were joined on various nights by **Woody Ballard**, **Gene Arrillaga**, **Andrew Cary**, and **Lorrie Dotson**. They held up every train that passed by, yet they are still broke.

John Stutz and his dad, **Bob Stutz** (who is 95 years old!), worked hard in the Haunted Railroad graveyard every night with John digging graves as the grave digger (he dug and re-filled over 18 graves!); and Bob acting “ghoulish” as the graveyard ghoul. At times, John could also be seen acting “ghoulish.”

Kennedy High School student **Joe**, wearing his own professional light costume, was our lone strin person for all six nights of the event. Joe also arrived early each night to help set up the scenes in the woods.

The Pirates of the Ardenwood Forest (a motley crew of pirates indeed) were played on various evenings by **Lydia Smith**; **Paul Gardner**; and **James Gouthier** and **Krie Rivas** with their three little pirates. Seven high school students also volunteered on one or more nights (they receive school service credit).

Miscellaneous characters that dropped by to help haunt the woods were a scarecrow played by **Mark Card** along with his children **Brianna** and **Anthony**; a ghoul played by **Bobby Toomey** and and a clown played by his son **Bobby**. New volunteer **Jamie Ward** played a pirate and her daughter, seven-year-old **Chloe**, played a friendly vampire.

This year our intrepid Ghost Train crew included engineers **David Waterman** and **John Erdkamp**, and brakepeople **Gene Arrillaga**, **Jack Burgess**, **Bob Dike**, **Ray Strong**, **Deepa Karnad**, **Fran Foley**, and our newest brakeperson, **Ron Quilici**. Our train crew members are naturally spooky so they didn't have to dress in costume. Many visitors commented that they looked a lot like the train crew at Rail Fair. Now, that **IS** spooky!

Trudy Frank's family (**Barbara Frank**, **Linda Weathers** and **Robin Frank**) continues Trudy's tradition of service to SPCRR. They turned out to help for all six nights again this year with Barbara announcing train departures, Linda selling tickets, and Robin setting up the sound systems as well as being a member of the Chance Gang. The family has been volunteering since the beginning of the Haunted Railroad 20 years ago.

We were thankful to have **Kathy Krueger** and **Lorrie Dotson** join our veteran volunteer **Donna Arrillaga** in selling Ghost Protectors (glow sticks) at Ardenwood Station. Kathy enjoyed selling glow sticks so much at last year's Haunted Railroad she volunteered for all six nights this year. Kathy also brought her little service dog "Judy Lynn" to entertain the children.

Ruth Wissel Tyson and her husband **Henry Tyson** brought their beautiful carved pumpkins to display at Ardenwood Station both weekends of the event. Ruth and Henry have been sharing their amazing pumpkin art at the Haunted Railroad for over 20 years! This year Ruth outdid herself! She carved a huge castle on the biggest pumpkin we've ever seen, then she carved a carriage with Cinderella and her Prince—at the base were two small pumpkins (for wheels), as well as two more pumpkins with carved horses to "pull" the carriage. The other pumpkins that weekend consisted of dancing ghosts, cats, her famous witch pumpkin, and other new designs. Ruth also brought two beautiful glass lanterns, to which she added a Halloween design.

Even though they live 700 miles away near Portland, Oregon, new Haunted Railroad volunteers **Kathy and Bruce MacGregor** set up a call center and made many phone calls to schedule volunteers. In addition to filling almost every Haunted Railroad volunteer position, they now have a detailed phone tree to help staff future fund raising events. They would like people to contact them if they want to be added to the phone tree, but not if they want to be taken off!

The people behind the scenes who put up the infrastructure in the woods for the Haunted Railroad and did the heavy lifting (literally) for weeks before the event were **Andrew Cary**, **John Stutz**, **Ken Underhill**, **Gene Arrillaga**, **Tony Peters**, **Gene Bobik**, **Stuart Guedon**, and **Jack Burgess**. During the event many volunteers came early to help set things up, and stayed late to take things down—thank you for all of your extra help.

And...

Many thanks to Andrew Cary as well as other members of the Haunted Railroad Committee; and to all of the Volunteers, old and new, who made the Haunted Railroad such a success again this year!

We hope you enjoy the following photos taken of many of our volunteers at the Haunted Railroad. Unless noted otherwise, photos were taken by the Hotbox Assistant Editor. Special thanks to Bruce MacGregor for editing the photos to correct lighting issues.

Haunted Railroad Facts and Figures

This year's Haunted Railroad is officially the most profitable to date despite the rainout losses. Glow Stick revenue was also at an all-time high. Way to go Volunteers!!!

Number of trains:	35
Number of riders:	2,800
Net Revenue:	\$16,500
Glow Sticks Revenue:	\$1,500

Just three special events—the Haunted Railroad, Rail Fair, and Railroad Adventure Days—fund a large part of our museum's car restoration program. (The rest comes from individual donations and grants.) Without fund raising events put on by our volunteers our museum would not have the monies in which to save, restore and operate our 100-year-old collection.



Train Announcer Barbara Frank (left), and Ticket Salesperson Linda Weathers (right)



Ghost Protector Salespeople Donna Arrillaga (right) and Kathy Krueger (left), and Service Dog "Miss Judy Lynn"



Brakepeople Gene Arrillaga (seated) and Jack Burgess (in hat), Engineer David Waterman (in coveralls), and Haunted Railroad Manager Andrew Cary (green shirt)



Engineer John Erdkamp



Narrator Bill Ekstrom



Chance Gang members Andrew Cary (left) and Woody Ballard (right)
photographed by Thomas Hsu



The Witch played by Beth Cary
photographed by Thomas Hsu



Ghosts in the Pumpkin Patch played by Julie Boyer and 7-year-old Sophia
photographed by Thomas Hsu



The Gouthier Family pirates: James, Kriie and children



Motley crew of pirates: Paul Gardner in white shirt, ghost flyer Stuart Guedon in black coat, and students from Kennedy High School



New Ghost Bride Bridesmaid



Veteran ghost bride Janet Ekstrom
photographed by Thomas Hsu



“Tigger” (Lorrie Dotson) sold ghost protectors one night; and played a member of the Chance Gang with “Slim Chance” (Ken Underhill) on another night



Some of the pumpkins carved by Ruth Wissel Tylson

Joe the "String Man"



Robin Frank, membr of the "Chance Gang"




John Stutz the “grave digger”



Bob Stutz the “graveyard ghoul”

Something New! - continued from page 1

I said “if” because in spite of the inscription on the back of the photo, the location of the image remains a mystery. This is where the thousands of existing photographs of the South Pacific Coast should be coming to our rescue, providing companion views of locations long ago identified and providing details that the Eastman Museum photo also contains. Unfortunately, no such luck (yet). Some of the locational details in this photograph—like the depot at the right and the business block at the left—suggest the Washington Street area in Santa Cruz. Some of the details suggest the San Jose arcade depot area. But no extant photograph matches up exactly with the Eastman Museum photo.

So let’s crowd-source this investigation. If anyone has any convincing evidence arguing for a location, we’d love to hear from you! Send an email to: publicity@spcrr.org. 

President’s Report


John Stutz, President

Once again, congratulations and thanks to everyone who turned out to make a success of an special operation, this time the Haunted Railroad. We completed six days of our performance with heavy attendance on the train until the rains closed us down half way through the last night. My own part has been digging a grave and trying to sell tombstones down at the grove’s west end, so I didn’t get a chance to visit east of the Village, but I have heard that we have had a very effective set of performers on the eastern end.

As anyone who has helped set this up can testify, there is a good deal of labor involved in setting up and tearing down the staging for what amounts to a Halloween play. Special thanks to all who helped set it up, and to anyone who joins us this **Saturday, November 6 at 10 a.m.** to help tear it down and put the items away (see *Calendar on page 14 for more information*).

In October, we ran trains for the Harvest Festival... we ran trains back-to-back on both days, to the tune of 14 round trips on a 30 minute cycle, for about 7 hours of operation. We ran with volunteers on Saturday and paid crew on Sunday, moving about 1,000 one-way passengers each day. My thanks to all who turned out to help at the Festival.

We did have one non-injury accident during Harvest Festival: on the last trip our engineer ran Katie completely off of the front crossover switch, which was set for the crossover. (I’ve been there and done that too, with one of the flat cars years ago.) On the bright side, when several of us gathered to rerail Katie the following Monday, we found her already back on the track! David Waterman found her on the ground that morning and rerailed her all alone. Congratulations to David!

David has also been working on returning Rusty Mary to operation, and is now done with the mechanical side of things and has test-driven it. The plan is to sell or trade the locomotive to another museum since it is not safe to operate our railroad cars with it, and therefore it is surplus to our organization. 

Video of Rail Fair

Videographer John Abatecola and partner Dan Cortopassi visited Ardenwood on Saturday during this year’s Rail Fair and shot video all day and also interviewed several SPCRR members.

Here is the link to their TSG Multimedia Podcast: https://youtu.be/Og_owKZuxbk

The Ardenwood Rail Fair segment starts at about 9 minutes into the video and lasts about 20 minutes. They will give us a link which starts right at the Ardenwood segment which we will be able to use for publicity next year!

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:

NWP Caboose 6101-

Oct 6 - Gene Arrillaga, Andrew Cary, Tony Peters, and Ken Underhill continued work on the nailing strips and other caboose-related tasks.

Oct 8 - Gene Arrillaga, Brook Rother, Rich Neelson, Andrew Cary, Rob Lenicheck, Tony Peters, Bruce Sorel Ken Underhill and David Waterman did general work on caboose 6101, continued research on the cupola, and developed a to-do list. Some time was spent on the Rusty Mary—it was decided that the clutch disks weren't all that bad, but needed some adjustment.

Oct 13 - Gene Arrillaga filled knot holes in the needle beams and designed locator pins for holes in the ends of the needle beams.

Oct 27 - Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters and David Waterman located and reconditioned the bolts for the needle beams (wire brushed, chased threads and straightened). Fitted the the A end of the nailing strip east side, fitted A end needle beam, and bored four 3/4" holes and located the outboard holes. David Waterman has Rusty Mary running on all four cylinders and with the addition of a new clutch filler piece he fabricated.



Photos: New needle beams cut by Bill Wissel

Work Next Month:

- Work will continue on miscellaneous projects on Thursdays and some Saturdays.
- Work will continue on caboose 6101.


NOTE: The Restorations Manager will not be leading a workday in November.

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@yahoo.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: **November/December**

Workdays are held on most Thursdays and some Saturdays. Call or email Gene Arrillaga to check dates that he will be at the Car Barn. His email is arrillaga@sbcglobal.net or phone: 510-657-8733 (h) or 510-690-4687 (c). NOTE: If you are a new volunteer, call or email Gene to get instruction for entering the back gate.

Sat, Nov 5 - Dismantle Haunted Railroad buildings, and move tables and benches. Meet at 10 am at Car Barn.

Sun November 20 - Last Day of Regular Operations for the season

Sat, December 10 - Restoration Day led by Brook Rother, Restoration Manager . Meet at 10 am at Car Barn.

Sat, December 10 - Holiday Dinner / Elections/General Meeting. Program by 30+ year member Don Marenzi.

Dinner begins at 6 p.m. in the Granary, followed by elections and the program. More info will appear in the December *Hotbox*.



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). **IMPORTANT:** the gate is kept locked, so you must contact the project manager ahead of time so he can let you inside. See the contact information shown above at the top of the Calendar.

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 October 2016 Board of Director's Meeting

Gene Arrillaga, Secretary

After a busy day of providing Harvest Festival train rides and restoration work on caboose 6101, the Board members got down to business. The Board has almost finished a written policy for the private use of SPCRR property; after approval it will be published in the *Hotbox*. Haunted Railroad sales are going nicely, thanks to help from the internet and "EventBrite." The Board has decided to retire our toll-free 800 phone number after this year's Haunted Railroad since it is not used by the public anymore—this will result in savings of \$360 a year. Because of the time constraints of the Haunted Railroad schedule, we will have to return to our a push-pull mode of operation—to enhance the safety of the crew and public we will order and install a low light TV camera on the non engine end of the train.