

The Hotbox

December 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.



A special dinner and presentation to thank all of our wonderful volunteers!

The annual Christmas Dinner, General Meeting/Election of Officers, and Special Program by Don Marenzi (*the photo at the right is just a teaser*) will be held on a new day this year... **SUNDAY, December 11 at 6:00 p.m. in the Granary at Ardenwood Historic Farm. Please RSVP** (*contact info below*.)



D&C flatcar #64 rests on a remote ridge in the Sierra Nevada mountains. Abandoned and about to fall into a canyon, it awaits rescue. A small group of SPCRR volunteers managed to save it from the collapsed trestle hanging out into space - Don Marenzi photo

Our good friends, Dino's Grill, will be providing a wonderful dinner, which will begin at 6 p.m., followed by a short General Meeting and election of the 2017 officers.

Next comes the best part! Don Marenzi has been a member of SPCRR since the very early 1980s. Don is also a noted railroad historian and photographer. Don was there to document the retrieval of our historic cars, rail, and artifacts throughout the years, as well as our accomplishments. Don has created a fantastic photo show called "A Mosaic of SPCRR's Accomplishments" which will begin immediately after the brief general meeting. Don estimates the show will last 20 minutes. I highly recommend that you stay after dinner to see this show--you will be amazed!

Want to contribute? Bring an appetizer, dessert or drinks—it would be greatly appreciated. **Please RSVP so we know how many dinners to order:** email publicity@spcrr.org or call 510-797-9557. Thank you!

Cleaning up our Attic

Bruce MacGregor, Collections Manager

The winter operational shutdown is the perfect time to clean house at the Museum. This year we had an additional motive. The reefer, a 1930s standard gauge refrigerator car body that holds our historical parts collection, was rapidly deteriorating. Its doors were literally coming off their hinges. Along with the decomposing reefer, the surrounding outdoor storage area in the corporation yard had become a dumping ground for both historically valuable parts as well as for... well, junk. After spending



Brook Rother operated the Bobcat to move heavy rail, ties, wheel sets, and much more to clean up and organize the outdoor area in the corp yard, with the help of David Waterman (left) and Jay Shellen.



Gene Arrillaga checks the placement of the new container. The container was dropped to the right of this location, then moved laterally - Bruce MacGregor photo

some 30 years collecting parts, patterns, tools, documents and artifacts from California narrow gauge railroads, the Museum's collection was in dire need of new housing, better organization, and better security.

At the same time, Museum storage in general had become a growing concern. We have entered a period of accelerated growth (spurred in part by activity in and around the new Car Barn), but in the process we have left a debris trail that had begun to impact and limit our own activity. For example, the Car Barn—constructed to house the Museum's historic rolling stock collection—was becoming impacted with all the special event props and supplies needed for the Museum's fund raisers. The ability of the structure to house our historic rolling stock collection (its reason for being) was being impacted, and not in a good way.

The answer to all these issues: implement a new strategy for museum storage. This November the first phase of that strategy went into high gear. The strategy wasn't so much creating new storage, as it was re-engineering existing storage.

On November 10, a massive clean-up campaign was launched in the Park corporation yard. Over a dozen volunteers participated, including Gene Arrillaga, Gene Bobik, Jack Burgess, Andrew Cary, Stuart Guedon, Bruce MacGregor, Rich Nealson, Tony Peters, Brook Rother, Jay Shellen, John Stutz, Ken Underhill, and David Waterman. In the process junk was thrown away and metal parts were recycled. Wheel sets, overhead shafting, pulleys and truck parts were condensed, organized and neatly stacked. With warm and dry weather aiding the effort, on November 12 a refurbished 40-foot-long storage container was delivered to the corporation yard. The original plan was to place the container directly where we wanted it to go, which was graded with a rented Bobcat. We then placed some ties to mark the location and had a truck load of drain rock dumped between those ties. But once the ties and rock were in place, we realized that the driver of the truck delivering the container would not be able to place it exactly where we wanted. Brook came up with an alternative plan which involved placing a couple of ties next to the permanent location, sliding the container off onto those temporary ties, and then using sections of 2" diameter pipe to "roll" the container sideways onto the permanent ties. In the end, Brook simply

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Cleaning up our Attic - continued from page 2

used the Bobcat to move the container sideways. It ended up exactly where we wanted it and level in both directions.

Next step was to install high capacity steel shelving. For the following three days, parts stored in the reefer were removed, inventoried, and transferred to the container. It will take several months to complete this task, but when it's finished thousands of artifacts from our collection will have new protective storage and a new inventory system.

Then comes Phase Two... in the March 2017 time frame, the old reefer will vanish (as we speak, we're looking for a museum interested in acquiring a 1930s-era Western Pacific Railroad refrigerator car).

Hopefully in its place will be a second refurbished container, also equipped with steel shelving like the historic parts container. The new "Events Container" will hold event supplies and props which are now stored in the Car Barn. If possible, the completion of Phase Two will be accomplished before the our operating season begins in April 2017, allowing an easier flow of supplies and materials to special events without impacting already overburdened space inside the Car Barn.

Critical to the success of the new storage strategy is a collections management inventory. The Board has tasked a team with making the inventory accountable for the thousands of parts and artifacts in the Museum collection. This step builds on an existing foundation. A digital form of this inventory was begun and actively maintained in the period 1985-1996, but then fell into a period of disuse and neglect. That inventory formed the starting point for the Phase One inventory this November. Historic artifacts in the reefer still carried their old inventory numbers. As they were moved to the new storage container, the old inventory was updated to track these parts, documents, and patterns. In 3-days time, over 40% of the collection was inventoried, and the remainder (along with hundreds of new parts) will be added to the digital database over the next 3 months.

A separate *Hotbox* article is planned to describe the collection, the new inventory process, and several exciting ways that these resources will be shared with the public. For example, a web-based online version of the inventory, in searchable form, will allow other museums to look up historic parts or patterns that might help their own restoration projects.

For now, Collections Curator Bruce MacGregor and Collections Project Manager Jay Shellen will team up to complete the inventory, and begin the process of adding new artifacts (those collected after 1996) to the database.

Long overdue, this process can no longer be thought of as something happening once every 30 years, but instead as an ongoing, integral part of the Museum restoration program. Instead of an attic left forgotten, gathering dust and cobwebs, the Museum collection needs to be managed as an ongoing resource, from which we routinely draw historical examples, patterns, and practices to assist the restoration work we do daily.

Along with this renewed emphasis on collections comes a variety of volunteer opportunities, requiring skills ranging from library cataloguing to photography to web-based computer applications. If you're interested in helping, please get in touch with Jay (email: jay@shellen.com, cell: 510-754-5311).



Jay Shellen (left) and Stuart Guedon (right) begin installing the shelving inside the new container - Bruce MacGregor photo

Workday to move artifacts from old reefer to new container

The next workday to move artifacts will be held on **SUNDAY, DECEMBER 11 from 10 am-4 pm**. The park will be open to the public that day, so enter at the Seward gate and meet at the Car Barn. At 10 am we will caravan or carpool to the Corp Yard. If you can help, please RSVP to Jay Shellen at jay@shellen.com or call 510-754-5311 (cell). (Note: The SPCRR Xmas Party will begin at 6 pm on that same date—we need volunteers to help setup in the Granary at 5 pm.)

Curator's Corner

Lookout! A Cupola Case Study

Kevin Bunker, Curator

At the risk of folks saying the Curator is overdoing it, I'm nevertheless going to report once again on our Northwestern Pacific narrow gauge caboose No. 6101 because this is an important part of our collections, and the leading restoration effort. More specifically, I'd like to further highlight its cupola. "What could there be to know? A cupola is a cupola," I hear you say. I think many of you may be surprised that all is not what it seems, especially with this obvious element of the car.

Having spent a very large number of hours over this last year gathering research materials on this absolutely one-of-a-kind caboose, and then assembling that material into the Preliminary Restoration Analysis, I have developed a much stronger interest in the car than I ever had before. This caboose and I have

some shared history dating back to 1977, when I first ran a far lighter study paper on it for its last owner, the California State Railroad Museum. This next January will mark the 40th anniversary of my ties to the car, which is fairly sobering when I stop to think about it!

But let's get back to the cupola. As *Hotbox* readers know, we have been drafting detailed plans of the caboose as part of its permanent restoration record and for use as a guiding tool in making replacement parts. Some parts are copies of extant, worn-out components—others are parts that were known to exist (but long since missing) in the caboose when it was about 8 to 10 years old in 1910-12, the "interpretive" historic period



Inside of Bethlehem rebuilt cupola - Kevin Bunker photo

which we have chosen as our restoration target. Still more components are identified for replication because what was "replicated" in 1969 by Bethlehem Shipyard in San Francisco was done inaccurately or, at least not as thoroughly as we expect today, armed now with greater awareness of wooden car-building practices, traditions and definitive historic resources found in more recent years. The current cupola is mostly a Bethlehem "copy," and is one of the elements in need of nearly complete replacement that must be made to the highest level of accuracy.

From what little information we have, we can deduce only somewhat how Bethlehem Shipyard carpenters redid this car from a tragically tattered hulk (there are no written records of the work and no in-process or preliminary photographs known from that period). The cupola Bethlehem fabricated was a fair-to-middling copy of what the caboose had when it arrived at the shipyard. The original cupola was—like so much else torn off the hulk—thrown away before or after the renovation work was completed, leaving us to laboriously puzzle out what the shipyard started out with versus what was present in 1910. We can still applaud the craftsman who made the replica roof for the caboose, which is almost perfectly made and can be re-used. The rest of the cupola structure though is inferior stuff. Only its central tongue-and-groove side panels are old, along with two small profile "sticks" located down in the sliding side window tracks. The core structure is just not "right."

We have learned that the caboose was, at least as early as 1910, fitted with a scaled-down clone of a "Common Standard" (CS) cupola of the type preferred by the Central and Southern Pacific railroads from about 1893 to 1921. Beyond any shadow of doubt, Southern Pacific Company was in one way or another

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already exercising influence over the NWP predecessor company, North Shore Railroad, as early as 1902, and was co-partner in forming the Northwestern Pacific Railroad in 1906. Hence, the NWP used virtually identical “CS” designs in its home-built and commercially-built standard gauge wooden cabooses. Notably, these slope-sided cupolas were expressly made to accommodate tighter “clearance profiles”—older tunnels and snow sheds, mostly—on the CP/SP “Pacific Lines” system. While the North Shore Railroad had no snow sheds, it did have a number of wood-framed tunnels inherited from the North Pacific Coast Railroad. The framing timbers of 19th century tunnels tended to shift slightly (sometimes too much), and in earthquake country—which caboose 6101 inhabited all its operating life—shifts can be sudden and hard to detect until it’s too late. When passing through a bore, the crew could only hope the cupola would not be snagged by a displaced roof timber and be torn off the car. Such an event would be bad enough for the “rear end crew” but could also cause a derailment. Derailments inside tunnels or bridges rank among the more unpleasant forms of railway accidents, given the problems involved in righting and re-railing rolling stock, assuming that the derailment does not cause a tunnel or bridge collapse, which has happened more than once on some lines. By the 1920s, SP adopted cupolas with vertical “square” profiles, by which point their roadway clearances had also increased. But the NWP narrow gauge, short-lived as it was, never got to fully “grow up,” so to speak. In the 1920s the line was already facing complete elimination and its equipment and infrastructure witnessed precious little upgrading.



**Caboose 6101 at Monte Rio -
NWPRRHS Collection**

So we are now studying the cupola in all its aspects, weighing what we know of our smaller version against the highly detailed plans of the standard gauge versions. We already have nearly complete digital plans drawn, and are aiming to settle the few nettling dimensional and detail questions that remain. Chief among those is determining how it was originally framed and exactly how wide the structure initially was at its top and base. Our questioning stems from discovering that we could not fit hinged rectangular casement-type windows in the front and rear corners of the present cupola’s “footprint” despite the fact that we know they were present in the cupola of 1910-12. One of the photographs taken at Monte Rio in 1910 is our proof, showing one front window swung open to admit fresh air. This suggests that Bethlehem botched the uppermost dimensions of their cupola copy, while masking their error with installations of non-opening front and back windows. We will soon arrive at the ideal solution(s) and finalize the drawings, then we can estimate the costs of making our best-possible replica cupola, complete in every detail. That done we can set to building the complete replica cupola as a workbench project. Furthermore, we will soon tackle the reverse-engineering of other furnishings such as the elevated platforms beneath the cupola, those doubling as storage cabinets and (perhaps) as observation seat mounts, and the ceiling-hung bunks that allowed past train crews a place to rest through the night. We also have recently received an offer from two expert tinsmiths in Marin County (affiliated with the Northwestern Pacific Railroad Historical Society) who would like to bid on manufacturing new roof vents for 6101 and especially the highly complex and illuminated train number indicator units mounted inside the cupola. More information on all that and related topics will follow in future columns here.

So, stay tuned! 🗨️

Interpretive Master Plan Update

Bruce MacGregor

One year after the Board requested the creation of an Interpretive Master Plan (IMP) for the Railroad Museum at Ardenwood, a draft document was delivered to the Board on November 12.

What is an IMP?

To quote the IMP itself, the Interpretive Master Plan is a formal way of communicating the value placed on historical events or artifacts, through stories, to a modern audience. An IMP is the story or stories a museum wants to convey to its target audience, and the means it uses to convey them.

Why is an IMP needed?

For 30 years, The Railroad Museum at Ardenwood has collected relics, stories, pictures, and other artifacts from California's narrow gauge railroad era, roughly 1870-1910. From these ingredients, it has built a working re-creation of a narrow gauge railroad and operated it for the public. But it has never, in this time period, created or employed an interpretive plan to effectively communicate the meaning and value of its collection to the public. This document is a first attempt to do so, and should be considered a first draft of a revised, complete, and ratified IMP. - *continued on page 7*



**Fran Foley engages some young visitors in the Museum car -
*Bruce MacGregor photo***




**George Koerner watches the train roll by Jack's curve, taken on July 4th around the year
2000 - *Bruce MacGregor photo***

Interpretive Master Plan Update - continued from page 6

The result is a 140-page manuscript that covers virtually every phase of the Museum's mission, including public train operation, car restoration, and an emerging program to routinely operate historic steam locomotives. When the Board of Directors received the manuscript, it created a review process, beginning a detailed and careful process of ratifying the document within our own group.

Once the Museum ratifies the document, the process of working with (and refining) the IMP will continue with our partners, including East Bay Regional Park District and City of Fremont, and ultimately with funding organizations willing to invest in a museum judged to be valuable to the community it belongs to. Making this case to the widest possible audience is the purpose of the IMP.

At the November 12 meeting, the Board accepted the draft document and a plan to have SPCRR member "stakeholders" review different sections of the draft report. Once those reviews have been completed and the comments delivered to the Board, the suggestions, recommended changes, and ideas will be reviewed and considered by the Board. Changes can then be made to the IMP and the final IMP accepted by the Board.

Over the next couple of weeks, small committees will be formed to review different aspects of the Plan. If you are interested in participating in this effort, contact Jack Burgess by email at jack_burgess@spcrr.org. 

A Totally Unique Donation: the hoof beats of time

When I was a kid growing up in the Centerville District of today's Fremont, a handful of residents still remembered the narrow gauge Centerville Branch of the South Pacific Coast—the three-mile-long narrow gauge spur track that ran from Newark to Centerville, completely powered by horses for the 27 years it operated (1882 to 1909). Occasionally the local newspaper would interview one of these residents and run a short article on the branch line and its colorful history. I did informal interviews of my own, and began to collect the few photographs and memories that remained. On the scale of things, for a three-mile-long branch line that had vanished more than half a century before, the Centerville line had captured its fair share of the popular imagination. And mine too.

Sometime in the mid 1960s, I first heard stories of the "three Centerville ties." Dug up in the 1920s on the site of the James Graham stove works in Newark, the six-foot-long ties were remnants of the Centerville branch and just about the only physical artifacts remaining. How would anyone ever know for sure that these ties were authentic? The evidence was convincing: the ties showed the totally unique wear pattern of 27 years of horse hooves grinding over the ties as horse-drawn trains ran three times each day, on a timetable.

Over the years, the iconic ties found different owners. I located two of them: one was mounted to the outside of a storage shed in Niles; another belonged to a rail enthusiast and collector named Wesley Hammond who was living in today's Irvington District of Fremont. As time moved forward, the shed was torn down and any record of its tie lost. The third tie was never found. But Wesley Hammond carefully preserved his tie in his own collection. Following Wesley's passing in 2003, his son Kirk understood the value of the tie and continued to protect it and value it.

Fast forward to November, 2016. Just a year earlier our Museum had discontinued its own horse program after 30 years of continuous operation. During this time, the Museum used its horses to re-create the Centerville branch and gave tens of thousands of visitors the opportunity to experience what the

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Bruce MacGregor



Kirk Hammond (Wesley Hammond's son) generously donates the only remaining tie that exists from the horse-drawn Centerville branch (see the wear from the horses) - Bruce MacGregor photo

President's Report


John Stutz, President

First, congratulations to all involved on the operations side for completing a very successful season, I believe it was the best in recent years. Special thanks to Jack Burgess and Bob Pratt for organizing and supervising this year's operations. It is no small feat to keep the trains running smoothly on schedule, yet they managed to get the job done. As anyone can testify who volunteered at Railroad Adventure Days or our other special events, this is no small task.

Second, my appreciation to all who helped make the Haunted Railroad such a success, especially for Andrew Cary's organizing efforts. In fact, 2016 was our best year ever, despite losing the last three trains of the night to rain. Kathy MacGregor's innovative campaign to pre-schedule volunteers for the train crew and schedule all performers worked very well, largely eliminating the traditional Sunday shortage of volunteers, so we were able to put on a very good show for all of our guests. And special thanks to all who stayed late each night, and especially that last Sunday to help pack up the props and get everything out of the rain.

November saw excellent progress on the conservation and reorganization of the once chaotic collection in the Park's corporation yard. A great deal of scrap, both steel and wood, has been removed. The remaining artifacts requiring outdoor storage have been compactly re-arranged. Bruce MacGregor, Jack Burgess, and Brook Rother organized the four-day cleanup and reorganization in conjunction with installing a reconditioned 40-foot ventilated steel container for artifact storage. This will replace the wooden refrigerator car body that has served as storage for over 30 years. Jay Shellen and Bruce MacGregor are now in the process of moving and recataloging the collection. We are sending out letters to various historical groups to see if they are interested in the Western Pacific Railroad refrigerator car. If no historical group is interested, we will be looking for anyone to take the refrigerator car body. Please notify Bruce MacGregor if you know of anyone who would be interested in the reefer. By next March we will be obtaining an additional reconditioned container for all of the props and displays for our fund raisers, as well as document storage, which has been stored all over the Car Barn.


Bruce MacGregor has also led a major effort over the past year to create an Interpretive Master Plan, intended to guide where we will be directing our efforts over the next couple of decades. Over the next couple of weeks, small committees will be formed to review different aspects of the Plan. If you are interested in participating in this effort, contact Jack Burgess by email at jack_burgess@spcrr.org.

Please note the new date for our Christmas meeting and the election of officers. We could not schedule the Granary for Saturday night, so the event will be held instead on **Sunday, December 11 at 6 p.m.** The ballots have already been delivered to all eligible voting members. If a member cannot attend, they can send in their proxy prior to the so your vote can count. For those who can attend, we expect an excellent dinner catered by Dino's, and a wonderful presentation by Don Marenzi. You won't want to miss it! 

Unique Donation - continued from page 7

original line was like to ride. At least two restored pieces of Museum rolling stock had operated on the Centerville branch, adding even more authenticity. During that time, our Museum could claim the title of the only horse operated railroad in America. When economics finally forced us to discontinue the program, everyone was saddened to give up this unique living history experience.

Our Museum still interprets and preserves the history of the Centerville Branch. Kirk Hammond was kind enough to recognize our unique relationship to the Centerville line, and, on November 14, generously donated the wonderful old tie to the Museum in his father's memory. Our sincere thanks goes to Kirk and Wesley Hammond for recognizing and preserving this surviving relic of a legendary branch line.

Ironically, our re-creation of the Centerville Branch lasted three years longer than the total life span of the original branch line. And even more ironically, the unique wear pattern in Wesley Hammond's tie can still be seen ground into the surface of just about every tie on our railroad...the hoof beats of time...the legacy of three decades of our unique living history program as a museum. 

Report on Donations Received during the last quarter of 2016

\$500.00 - Ken Underhill
\$ 66.63 - Amazon Smile

A sincere thank you to Ken Underhill and all of those who signed up for Amazon Smile!!!

REMINDER... It is almost the end of the tax year. All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) non-profit organization and we will provide each donor with a letter that has all of the information you need for the IRS. **It's a WIN/WIN for you and SPCRR!**

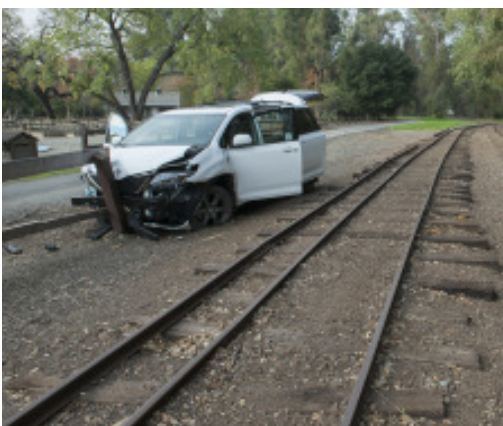


Earn money for SPCRR at NO Cost to you!

For the past year, SPCRR has partnered with Amazon Smile to receive funds from purchases made at Amazon. This year we received \$66.63. This isn't much because this was mainly purchases made by just two SPCRR families. I want to remind everyone to please sign up and use www.smile.amazon.com. There is **NO COST** to you. Just go to www.smile.amazon.com instead of using the regular Amazon.com website. The prices are exactly the same... the difference is that Amazon Smile will give a portion of each purchase to our Museum.



The Ardenwood Police Blotter - November 12, 2016



Early-arriving SPCRR volunteers coming in to the Park to help out with the cargo container delivery on Saturday, November 12 were flabbergasted and befuddled by the spectacle they saw...the Park front gate near Joe Perry's vegetable stand had been smashed open, as had the black wrought iron vehicle gate next to the Ardenwood station ticket window. The obviously inebriated driver continued into the Park, turning left at the wye leading to Deer Park. Instead of turning right just past the Deer Park concession area, he instead continued straight leaving the paved road, plowed through the grass, bounced across our railroad tracks, and then slammed into the West Deer Park switch stand, partially knocking it down. From there, the driver somehow managed to cross back over the tracks and when he saw the end of our wood fence across the tracks from the Deer Park station, he apparently took direct aim at the fence, knocking out two 4x4 posts before finally coming to a stop. When a police officer asked the only slightly-injured driver if he had been drinking, he reportedly said something to the effect, "You better believe it"!

Rumors around the Park suggest that the driver was playing "Don't Fence Me In" on his car radio the entire time of the incident.

Bruce MacGregor photos



The Railroad Museum at Ardenwood

POLICY FOR PRIVATE USE OF SPCRR EQUIPMENT AND TOOLS

The purpose of this policy is to establish rules for the private use of SPCRR equipment and tools including but not limited to hand and power tools, trailers, and mowers.

Over the years, our group has acquired a large number of hand and power tools together with some special-purpose equipment including a riding mower and a trailer. Some of these tools, such as the riding mower and trailer, might seem rarely used and therefore borrowing them for personal use might seem fine. However, no one can know what projects SPCRR volunteers might be working on and they might need to use such tools or equipment. Likewise, volunteers might be expecting to work on a restoration project but then find that someone has “borrowed” a power tool or track jack which is needed to meet their goals that day.

While SPCRR has liability insurance as required by East Bay Regional Park District, fire insurance for our Car Barn, and insurance to cover our volunteers, we don’t have insurance for any of our railroad equipment or tools, or our trailer. If someone “borrows” our trailer for their personal use, any damage or loss of our trailer would be charged to the “borrower.”

Given these concerns, there is no benefit for SPCRR to allow members to borrow or use SPCRR equipment and tools such as trailers, mowers, hand and power tools for personal use.

Policy – It is the policy of SPCRR that the private use of SPCRR equipment and tools including but not limited to trailers, mowers, and hand and power tools is hereby prohibited. If a tool is taken out of service for repairs, email the SPCRR Yahoo Members List of the situation with, if known, a date when the tool will be returned. Once the tool has been repaired, email the SPCRR Yahoo Members with the updated information.

Report on the November 2016 Board of Director’s Meeting

Gene Arrillaga, Secretary

The Nominations Committee reported that all sitting Board Members agreed to run again, with Jack Burgess agreeing to accept the position of Vice President. As per the Bylaws, voting members may also nominate willing, qualified members from the floor for any ballot position. The Board has agreed to simplify the Haunted Railroad ticket sales by adopting a one price per seat policy. This will make it easier for families to buy the seats they need on a given train. There will be no more 10 p.m. trains. The draft IMP was accepted by Board. After changes to the draft document have been made, the Board will be requested to accept the final report and forward it to EBRPD. The Board agreed to pay for the Restoration Manager to join a few chosen railroad restoration organizations.

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& the new artifact and parts container

Note from Gene Arrillaga: This has been a month for relearning things I thought I knew. We made some progress on caboose 6101, and helped to install the new storage container which will hold our collection of artifacts, parts and patterns. Finding an adhesive that will cure properly given the temperatures we have to work in is proving to be a challenge. I also discovered that Weldwood plastic resin glue has a much shorter shelf life than I remembered. We will get the job done eventually.

11/3 – Attendees: Gene Arrillaga, Gene Bobik, Andrew Cary, Rob Lenicheck, Tony Peters, and David Waterman; and a visit by Scott Kennedy.

Tried to fit the needle beam to the "B" end... close, but it needed some small, but critical, fine tuning. By the end of the day it fit perfectly. Hung up the Haunted Railroad tarps to dry, and made some space for car storage at end of season.

11/10 – Attendees: Gene Arrillaga and Gene Bobik.

We began the day by helping with the new container's foundation. After that, we went back to the Car Barn and drilled the holes in the ends of the needle beams. Of course that meant we had to first tune the drill press so that the drill bit was perpendicular to the table. Then we discovered that no matter which drill bits we used, they were either too long or too short so we could not drill the hole in one pass—but we finally we got it done.

11/17 – Attendees: Gene Arrillaga and Ken Underhill.

Turned out to be a short day since the usual crew had time conflicts. Gene Arrillaga delivered the wire wheel stand that he had built earlier in the week, and once on-site filled the base with an additional 75 pounds of concrete. While Ken Underhill adjusted the chain on the gate, Gene straightened up the Car Barn.

NOTE: This month's Restoration Day led by Brook Rother will be held on Saturday, December 10 from 11am-5pm. Brook will also be working on various projects on Sunday, December 11.

Work Next Month:

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

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: **December/January**

OVERVIEW: Restoration 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 instructions for entering the Seward gate (*directions below*).

Sat, December 10 (11-5) - Monthly Restoration Day led by Brook Rother, Restoration Manager (cell: 530-559-4249). Meet at 11 am at the Car Barn. Enter at Seward gate (*directions below*). **NOTE:** Brook will also be working Sunday.

Sun, December 11 (10-4) - Workday to move artifacts from old reefer to new container, led by Collections Project Manager Jay Shellen (email: jay@shellen.com, cell: 510-754-5311). Meet at 10 am at the Car Barn-- enter at Seward gate (*directions below*).

Sun, December 11 (6 pm-?) - Holiday Dinner /General Meeting/Elections & Program by Don Marenzi. Dinner begins at 6 p.m. in the Granary, followed by elections and the program. Enter the front gate and proceed to the Granary. **Please RSVP publicity@spcrr.org, or call 510-797-9557.** See article on page 1. Call or email if you have questions.

Sat, January 14 (11-5) - Monthly Restoration Day led by Brook Rother, Restoration Manager (cell: 530-559-4249). Meet at 11 am at Car Barn. Enter at Seward gate (*directions below*).

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 Seward Dr. at Ridgewood Dr. (near the Car Barn). **IMPORTANT: the gate is kept locked, so you must contact the project manager so he can let you inside. See the contact information shown in each workday notice.**

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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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.



SPCRR wishes everyone Happy Holidays and a wonderful New Year