

# The Hotbox

**May 2017 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](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, 34600 Ardenwood Blvd., Fremont, California.

## **South Pacific Coast Caboose 47 Moves Into the Spotlight**

*Bruce MacGregor, Collections Manager*

**T**he Museum has what would be called in baseball an on-deck circle, which includes cars not yet fully funded or staffed for restoration. These cars are placed in a preparatory “study phase.” This status encourages research, detailed study, and the writing of a preliminary Restoration Assessment that will eventually, with Board approval, lead the car to full status as an active restoration project.

Caboose 47, the first car acquired by the Museum in the late 1970s, has definitely reached study phase. (Read about 47's history in the February 2016 Hotbox available on our website.) In fact, this historic car has been under study for more than a year, and the results of this effort are being routinely documented. In a future issue of the *Hotbox*, we'll begin with the results of a study on 47's unique trucks.

In addition, caboose 47 and two other Carter Bros. cars will benefit from  
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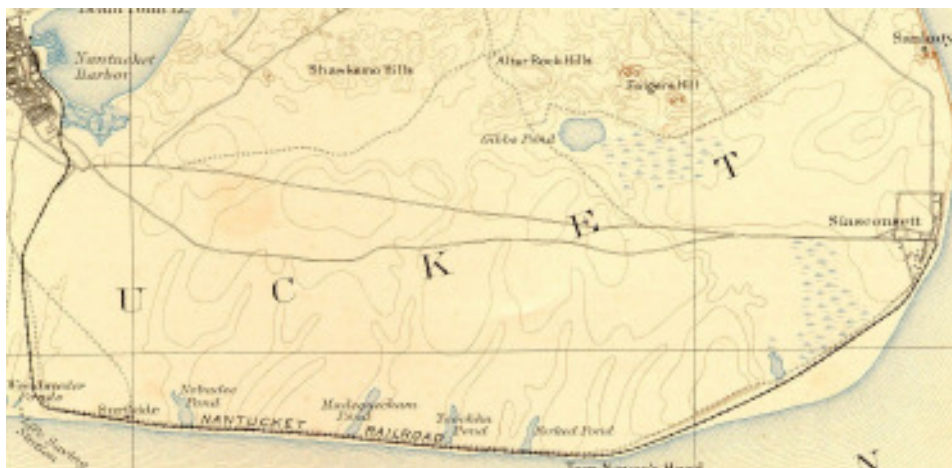


Caboose 47 - Last narrow gauge train at Agnew, 1906. Bruce MacGregor collection

# Curators Corner – Musings on an Island Narrow Gauge: The Nantucket Railroad

*Kevin Bunker, Curator*

I have just returned from an opportunity trip to a place I'd never been—Nantucket, Massachusetts—an island that sits about 30 miles out in the Atlantic, roughly due east of Providence, RI and Hyannis, Massachusetts. The 45-square-mile island was home to the Wampanoag tribe before English settlers staked claim to the place in 1641. Among those earliest settlers were, coincidentally, some of my great-great-great paternal uncles and aunts, a point which made my sojourn that much more interesting. The first weekend after my arrival my hosts took me off to one of the numerous old cemeteries where we quickly located dozens of long-ago Bunkers. I even learned that my family married into other prominent Nantucket families, among them the Macys (yes, the same Macy family that spawned a major department store we all know) and the Folgers (of coffee fame).

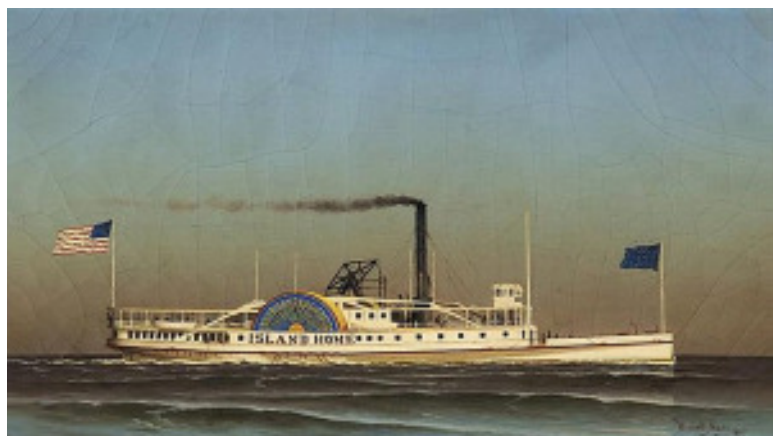


The Nantucket Historical Association's Whaling Museum sits in the heart of town, and is an absolute state-of-the-art gem among small museums. In addition to a wealth of exhibits on the 18th and 19th centuries whaling industry of New England and Nantucket specifically, the museum holds thousands of cultural artifacts, among them a few beautiful things made by some of my forebears: a silver tea service from the 1780s and a very early 18th century tall case "grandfather" clock made around

1830. The collections center also stores a rectangular case oil headlamp used on one of the locomotives formerly used on the Nantucket Railroad. Yes, the island had its own narrow gauge pike!

The Nantucket Railroad was not long-lived but it thrived most of its years, if only out of sheer necessity. Nantucket made its initial fame as one of the earliest and most successful whaling ports, sending ships out across the world in search of Right Whales and Sperm Whales, and returning home—when and if they did (for whaling was a highly hazardous business) with much prized whale oil, baleen and ivory. The oil lit lamps around the modern world—at least it did until kerosene was introduced—and was also converted into spermaceti candles. The baleen (large fibrous strands in a whale's mouth that filter fish and microorganisms into their digestive tracts) became all manner of consumer goods, but especially was refined into highly flexible "stays" for ladies' corsets and hats. The ivory made from whale teeth likewise became popular, most often as intricately incised or carved "scrimshaw" and could be shaped as pie-crimpers, rolling pins, figurines of many sorts and even buttons. But mainland whaling ports gained sway and left Nantucket in the lurch by the early 1840s.

The California Gold Rush siphoned off many of the whalers and their ships, a good many of those vessels were then abandoned and grounded in San Francisco after their crews and passengers dispersed into the goldfields and beyond. Nantucket then began to die even though a number of the "first families" members who ventured West for gold came back filthy rich from selling goods to miners. And those heartier founding families were not ready to give up. They struggled on into the 1870s and gradually found that tourists would come for extended stays seeking fresh air and



"The Island Home" painted by Wendell Macy 1896

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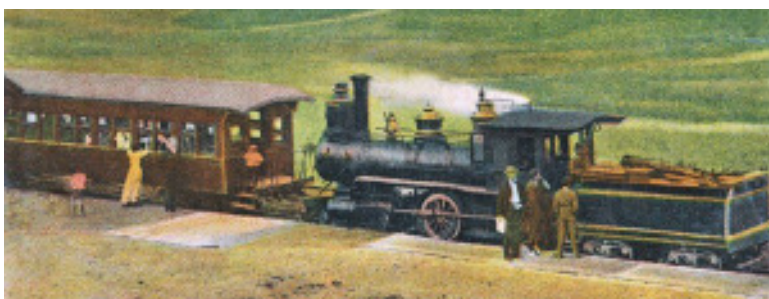




First No. 1, the Mason Bogey



American Baldwin locomotive Dionis at Surfside Station 1881  
Credit: Nantucket Historical Association Library



Hand-tinted postcard of with the second No. 1, a Hinkley Locomotive Works 4-4-0, at Tom Nevers Head station



American Locomotive Company 2-4-4, presumably the third No. 2.  
Credit: Nantucket Historical Association Library

relaxation away from Boston, New York and further. On that tourism they built a new industry, and one that lasts. In fact, tourism now drives the island's economy and has made it one of the most expensive, tony places to live "in season" and year-round, too. Homes that once sold for five or ten thousand dollars in the 1950s have lately been selling for a great deal more. \$1 million homes built twenty to thirty years ago are not uncommon; older homes draw even more. A newly built "Cape Style" home with a prime view last year brought in a whopping \$28 million! None of this would have developed without the establishment of a tourism economy or the railroad that initially fed it.

The Nantucket Railroad was built as a cog in the tourism wheel. Grand side-wheel steamers carried tens of thousands of summer pleasure seekers and campers out from mainland Massachusetts, while also bringing the US Mails and express cargoes, and some essential foodstuffs the island cannot generate easily, if at all. Those steamers tied up as the modern ferries do now, right at the northwestern piers on the front edge of town in a way similar to the ferry terminals that once served Sausalito and Alameda. And Nantucket Railroad's trains met all steamers, hustling all of that humanity and bulk cargo into town and beyond.

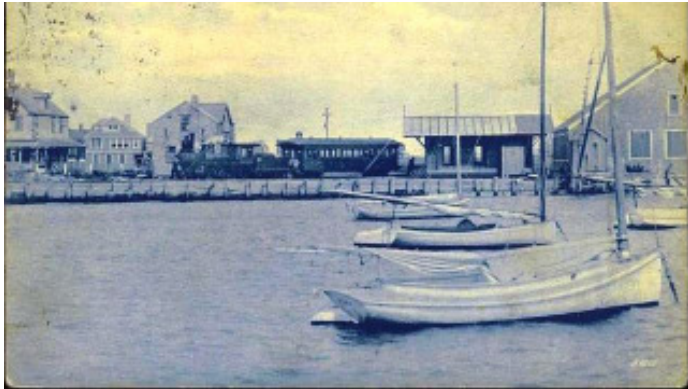
The first equipment was evidently comprised of a couple of day coaches and a handsome Mason Bogey with an 0-4-4 wheel arrangement, and named 'Sconset after the line's northwestern terminus Siasconset, which everyone calls 'Sconset, even now. This came from the Boston, Revere Beach & Lynn railroad and was bought in 1888. It's said the Mason engine wasn't up to the task, so another larger engine was found and bought, a Baldwin 8-14C class engine that was just a wee bit lighter and smaller overall than engines we all know well, NPCRR's "Sonoma" and the Eureka & Palisade "Eureka" among them. This Baldwin 4-4-0 was bought from a defunct Illinois narrow gauge and with little obvious modification was renamed "Dionis" after Dionis Point on the island's central western shore. A hodge-podge assembly of light cars, only a few of which were flat and box cars, was gradually added to the roster. At least one flat car was rigged in a way similar to our own flats at Ardenwood,

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## Curator's Corner - continued from page 3

with side rails and bench seats to serve as breezy open-air coaches pressed into service as auxiliaries to the day coaches.

By the 1890s both the Mason Bogey and the Baldwin 4-4-0 disappeared and were replaced by a second 4-4-0 made by Hinkley Locomotive Works in Rhode Island. Its history is very murky but it was around long enough to have been photographed at least several times. It seems the original coaches, perhaps built by



1908 Postcard of Nantucket station and the 'Sconset Limited Express

Jackson & Sharp, were replaced by larger and more capacious coaches with conventional clerestory roofs abetted by a pair of elegant “breezer” coaches with clerestory roofs and row upon row of transverse walkover bench seats. There then came a final wave of renewal around 1910 with a final set of coaches (one of them a combine) and a small and chunky 2-4-4 Forney-type engine supplied by American Locomotive Company—possibly made from that firm’s Richmond Works. This last engine was presumably the third No. 2.

Service was year-round and essentially for passengers, mail and express haulage, while freight played second fiddle. The satellite villages at Cisco, Tom Nevers, Seaside and 'Sconset had little in the way

of stores, so most folks living afield rode the train into town (or drove their own rigs) to shop for necessities. The service was year-round, but the strongest business ran between early May and extended to early autumn.

While Nantucket can get downright cold, its situation well out in the North Atlantic offers a Gulf Stream effect that makes the place markedly warmer but pleasant in summer or milder in winter than weather on the mainland. Thus, it makes a grand summer getaway place and its shores are lined with storybook-quality cottages all clad in raw cedar shingles that “reek” New England architecture—from “saltboxes” to tonier Gambrel-roofed two- and three-story homes. There are even a few gable-roofed, gingerbread-trimmed “Victorians.” The beaches tend to be long and nearly straight and the surf relatively low in summer. Nevertheless, in winter it can be sharply cold, if not snowy, and it is often blustery. It’s not too hard to imagine the little locomotives struggling against prevailing winds in late-season while trying to move a few cars east from downtown Nantucket to remote Tom Nevers’ Head and 'Sconset.

Unfortunately for the railroad’s owners, automobiles sapped the line’s lifeblood here, too, as early as 1912, and by 1915 things were looking bleak. The railroad bought a tiny Fairbanks-Morse gasoline motor car with an enclosed body—this little more than a glorified “speeder”—and equipped it with a similar trailer to haul light freight. Passengers rode inside the motor car, and this formed the off-season public necessity service. The motor car was given a formal name “Siasconset” but everyone called it “The Bug,” naturally enough. Full train service in summer months continued but still dwindled until 1917. The entry of the United States into the “Great War” in Europe forced the line to shut down, in part because the men who would have comprised part of the core passenger traffic base were inducted or volunteered for military duty, and because the Spanish Influenza outbreak then began claiming a great many lives. Also claimed was the Nantucket Central’s 2-4-4 and the rails, too, all shipped overseas to aid the war effort. And “that was that.” The fate of “The Bug” and most of the line’s last rolling stock goes largely unrecorded.



NRCRR 'Sconset' aka “The Bug,”  
Fairbanks Morse motorcar circa 1915

One coach body, however, has survived and was eventually placed in downtown Nantucket where it became part of the “Club Car Restaurant and Bar.” The coach forms the bar portion of the establishment. I regret to say that I didn’t learn of this until just two days short of my departure, so there wasn’t ample time remaining to go check it out. From recent photos, it appears to have been one of the 1880s radial-roofed coaches. Beyond that, little else remains to say there ever was a railway here. The sandy rights-of-way have all long since been reclaimed and altered or almost fully weathered down.

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## ***Caboose 47 Moves Into the Spotlight - continued from page 1***

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the fund-raising campaign to purchase old growth redwood (from salvaged logs) for siding three car restoration projects: SPC caboose 47, M&SV box car 253, and Pajaro Valley box car 444.

Expect new installments on 47's study phase, including the results of paint research, archeological study of the remaining body, and a fully developed restoration proposal. 🗨️

### **Want to help? Donate to our “Restoration for Redwood” fund**

We are requesting help to purchase a limited supply of “old growth” redwood which will be used as siding on three of our historic cars.

The PayPal link included in last month's *Hotbox* article, “Redwood for Restoration, an Update” may not work. Instead, we recommend that you either use our “Donate” button on Facebook at [www.facebook.com/SPCRRmuseum](http://www.facebook.com/SPCRRmuseum), or use the following directions:

- Log-in to your PayPal account.
- Click on the “*Donate to Your Cause*” button at the top of the page.
- Click on “*Find Your Cause*,” type in SPCRR, and click enter.
- On the next page click on the “*Donate*” button, then choose the amount you would like to donate. Once you make your donation, you can print a tax receipt (SPCRR is a verified 501[c][3] non-profit corporation).

If you wish to make a donation by check, please make it out to SPCRR and mail it to: SPCRR, PO Box 783, Newark, CA 94560. A donation acknowledgment letter will be sent to you for tax purposes. If you have any questions, please email [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557.

## ***Curator's Corner - continued from page 4***

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As a final aside, I'll add that the Nantucket Historical Association also has a bell in its collections that was, until last month, presumed to have been from the Baldwin 4-4-0 “Dionis.” I looked it over carefully, and its shape and other details just didn't align with known Baldwin practice. I raised my concerns with the NHA's curator, who was grateful for the extra data they lacked. The bell had been bought from a dealer many years ago, and supplied with pretty scant credentials and a support frame that is little more than blacksmith-

forged iron brackets that in no way resemble locomotive bell frames. Now the NHA can decide whether they have something that may not be as initially claimed and can make a better informed decision about how to regard the “artifact.” Like so much else that's old, one has to know or be able to recognize signature traits of manufacturing style and form, or how to see if a commercial manufacturer's “mark” is present to verify authenticity. At least the NHA's headlight is legitimate, although it may have come from either the Dionis or second No. 1; both engines were fitted with the same type of lamp if not the very same lamp, perhaps moved from one to the next.

I hope you enjoyed looking back with me at another sort of narrow gauge that ran in a place rich with American history and having some similarities to our own smaller West Coast 3-foot gauge pikes. Until next time, keep the faith and stay tuned! 🗨️



The “Club Car Restaurant and Bar -  
Credit: Nantucket Preservation Trust

# Car Barn Fumigation

*Jack Burgess, Vice President*

From physical evidence inside many of our historic wood cars, we have known for some time that we have termites. Our first choice to get rid of the termites was to use “orange oil” since it seemed more environmental friendly. However, after meeting and talking with a representative of a fumigation company which uses orange oil, we learned that they needed to drill holes to “inject” the orange oil into the wood to be treated which couldn’t be done with our historic cars. So we contacted a “traditional” local fumigation company.

Due to the volume of the Car Barn and knowing that the volume of the pesticide gas controlled part of the fumigation cost, our request was for a quote to tent and fumigate just four of our cars—SPC caboos 47, M&SV box car 253, SPC box car 444, and SPC box car 472. An inspection of these cars showed evidence of termites and powder post beetles in all four cars. But the company representative told us that the cars could not be tented and fumigated inside the Car Barn due to regulations, but they could be moved outside the Car Barn and tented and fumigated. The alternative was to tent and fumigate the entire Car Barn which was about twice the cost. However, moving the 47 and 253 would be difficult, especially with caboos 6101 in the way which is currently being restored. On the other hand, tenting the entire building let us put all of our wood cars in the Car Barn and allow us to also fumigate even those cars which were not inspected.

One of the requirements before the fumigation could be scheduled was that everything that was stored outside the building needed be moved at least 24” away from the building. Gene Arrillaga, Andy Cary, Jay Martinez, Ken Underhill, David Waterman, and I meet up on Saturday, April 15 and had it finished by 5 p.m. While some of the smaller (lighter) items were moved by hand, a majority of the stuff was stored on ties and was moved by hooking a snatch block (a type of pulley) to the far rail on Track 4 and running the wire rope from the winch on my van through the pulley and connecting it to chains around the ties. It was then a simple matter to slide the ties with everything on them 3 feet or more from the wall using the winch. There was also a large amount of wood “cribbing” (for supporting railroad cars after rolling out their trucks) on the south side of the building. Some of that wood was infested with termites (and set aside) but a good portion of the cribbing of various sizes was loaded onto our trailer and was moved into the Car Barn so that wood could also be fumigated.

The fumigation is scheduled to start on Thursday, May 4 and we will be able to get back into the building after Tuesday, May 9. During that time, the building will be locked and tented with “Do Not Enter” signs. Even if you just need a tool left in the building, don’t even think of going inside. The fumigation gas they use is just as deadly to people as it is to termites. But once the building is opened up, there is no risk in going inside. ✪

## Workday photos taken by our volunteers...



David Waterman finished up Deer Park's new walkway. Photo: Barry Lependorf



John Stutz replacing ties removed by EBRPD's contractor. Photo: Andrew J.L. Cary



Double-header. Photo: Barry Lependorf

# President's Report

*John Stutz, President*

**A**fter more than three years of discussion, the Car Barn fumigation is a go! The Car Barn will remain inaccessible for 5 days beginning Thursday, May 4—we will be able to re-enter the building after 5 p.m., Tuesday, May 9. The initial preparations, primarily moving everything that was up against the outside of the building to at least two feet away, was completed on April 15. We still need to swap out the last cars and also get all track tools out of the Car Barn and into temporary storage in our Corp Yard container. **If you have any personal items in the Car Barn that you need to use, be sure to remove them by Wednesday, May 3.**

If you looked over the Agenda Summary for the April 8 Board meeting that was posted to the Yahoo members group on April 11, you will recall that Jack is distributing sections of Bruce MacGregor's proposed Interpretive Master Plan (IMP) for review. Some of us who have relevant knowledge of one or more sections of the IMP were volunteered to look over those sections, but anyone who is interested should request a copy of the relevant section(s) from Jack. Take a look at the Yahoo group post.

Many thanks to Jack Burgess for supervising the contractor who was trenching across our track and the Siward gate fire road. This could have been a severe disruption to our operations had the contractor proceeded with his original plan. Jack was a city engineer at Newark for 40 years, so he gave the contractor an option to not remove the rails and trench under the rails instead. It looks like we will have our track back in shape by the time this *Hotbox* is distributed.

We have been having a problem with locking the Siward gate, with one of our locks being placed where it cuts out the other locks. This completely locks everyone out except for ourselves, and sabotaged the purpose of a chain of locks. I am sure this wasn't done on purpose by any member of our group, but it has disrupted the use of the gate to the extent that our keyed lock has now been totally removed while the PG&E contractor is installing the Park's new Deer Park power supply line. We need to be diligent about ensuring that when we lock the chain, we do so in a manner that allows every other lock to unlock the chain. This means that we make a chain of locks, never leaving any lock out of the chain. If you have questions on how the chain of locks operates, please contact another member and they will be glad to show you how it works. Until the contractor is finished with their project, we have a combo lock on the Siward gate so that anyone can remove it if it is placed in the wrong manner. Contact a project manager if you need the combo to the lock. (Manager's contact information is in the Weekly Workdays section of every *Hotbox*.)

As I write this report, Brook Rother is back home after a visit to emergency room for suspected pneumonia. It turns out the final diagnosis is instead a bad lung infection and the flu. We hope that he is over the worst of it by the time you read this, but this problem can be disconcertingly persistent. I missed a couple of weekends with something similar, albeit a far lighter case, and can testify to how debilitating the current version is. This version of the flu wasn't part of this year's flu vaccination, so everyone be aware. Many in our group have reached the age where we are more susceptible to such infections, and I encourage everyone to be aware of the issue. If anyone isn't feeling well, please stay at home—it's better to skip a workday or two than to make someone else sick. 🚫

## Report on April 2017 Board Meeting

*Gene Arrillaga, Secretary*

**Interpretive Master Plan:** Although the draft Interpretive Master Plan (IMP) has been accepted by the Board, it is not cast in stone and a number of members have been asked to review sections of special interest and make suggestions for improvement. All input is due by May 31 for final Board review

**Restoration Priorities:** Although we are currently working on cabooses 6101 (it will be completed before beginning another full-car restoration) there are other cars waiting their turn: Box Car 472's roof, trucks for cabooses 47 (the car that started our group), Sorenson flat cars, and caboose 47 itself. The Board approved this list of priorities for preparation of restoration reports, the first step in the process.

**Deer Park Tie Replacement Project:** Deer Park tie replacement is basically complete including improvements to the loading platform, and it was completed under budget.

**Sale of Rusty Mary, a 1920s Plymouth:** The Board accepted Randy Hees' offer to purchase the engine for \$5,000 and remove it from Ardenwood within 90 days. This was the only proposal received.

**Locomotive #1 Improvements:** The Board has decided to get cost estimates for replacing the gasoline engine in Katie with a diesel engine, and adding an air compressor and related air brake controls.

**Fumigation of the Car Barn:** This project will be scheduled as soon as a path is cleared around the Car Barn to facilitate placing the tarp. (Update: fumigation begins on May 4.)

**Mechanized Weed Control:** John Stutz and Andrew Cary have been asked to develop a proposal recommending equipment to mechanize weed control.



# What is Katie Train Activities Day?

## *Promotion and Advertising Committee*

Last year, the new Promotion and Advertising Committee came up with a new fund raiser to replace two of our Railroad Adventure Days. Traditionally, RADs consisted of just a train ride on four Saturdays each year (we don't usually operate on Saturdays). At the time, Andrew Cary and his volunteers had just completed the makeover of Katie, and we had noticed an increased interest in Katie from young children. The new fund raising event, Katie Train Activities Day, was aimed at children 6 years and under. In 2016 we held the event in May and again in June. In May we sold 229 tickets... not bad. But at the June event our attendance doubled and we made over \$1,500! The main reasons for the increase were due to newspaper publicity plus publicizing the event on six popular Bay Area parent/child websites. We received such great feedback from parents and children that we decided to make Katie Train Activities Day an annual event. The following is a sample of publicity for this year's event:

## Hope to see you at Katie Train Activities Day on Saturday, June 17



Photo: Bruce MacGregor

Join us on the Saturday before Father's Day for our once-a-year celebration of "Katie," our little green locomotive. **RIDE** the Katie Train to the lawn at Deer Park and enjoy special train activities created for children ages six and under. **BUILD** a wooden train layout with our collection of track and trains, **CREATE** a town with wooden blocks, **BLOW** bazillions of bubbles, **PLAY** engineer and run a locomotive around the SPCRR wooden train layout, **READ** books and **ENJOY** a Storytime at the Train Book Library. **TODDLE** through the Toot-A-Loo Tunnels, **TOSS** beanbags into gondola cars, and **POSE** for a photo with our wooden Katie.

In addition to the SPCRR sponsored train activities at Deer Park, you can also enjoy tours of the Patterson House and the following Park sponsored activities: Animal Feeding, Walk with a Goat, We All Scream for Ice Cream, Rope Making, Hay Hoisting, and Victorian Table Top Games.

For more information on Katie Train Activities Day, please visit [www.facebook.com/spcrrmuseum](http://www.facebook.com/spcrrmuseum), [www.spcrr.org](http://www.spcrr.org), or email [info@spcrr.org](mailto:info@spcrr.org). For more information on Ardenwood Historic Farm visit [www.facebook.com/ArdenwoodHF](http://www.facebook.com/ArdenwoodHF), [www.ebparks.org/parks/ardenwood](http://www.ebparks.org/parks/ardenwood), or call call 510-544-2797.

## **GREETINGS FROM THE PHONE COMMITTEE!**

We're expecting a very large crowd at Katie Train Activities Day on June 17.

If you would like to volunteer to fill any of the positions listed below, please give us a call at 503-657-3992 between the hours of 9:00 AM and 9:00 PM. We will begin calling volunteers on Friday, May 5th. Please note that people wishing to volunteer as engineers and brake people must be certified.

\*Engineer (1)

\*Conductor (1)

\*Brakepeople (2)

\*Deer Park Children's Activities Supervisor (3)

If you are interested in becoming certified, contact Bob Pratt at 510-421-7483 or email [prattrobertd@sbcglobal.net](mailto:prattrobertd@sbcglobal.net)



# ANOTHER WAY TO RAISE FUNDS FOR RESTORATION

*Promotion and Advertising Committee*


**V**olunteering at SPCRR special fundraising events is another way to help raise funds for restoration projects. This year the same number of SPCRR volunteers will be asked to spend the same number of days staffing our SPCRR special event fundraisers, but this year these six events are positioned to raise more money for restoration. Here's why...

**Price Increases for Katie Train Activities Day and Rail Fair:** Ticket prices have been increased by \$2 per person for both events in 2017. This sounds like a small amount, but it will increase our revenue for both events by 60%!

**New Haunted Railroad Ticketing Policy:** This year tickets for the Haunted Railroad will be sold for one price, \$7. Tickets for any seat on every train will be available for purchase with no distinction made between seats for adults and children. (In prior years there was a discounted rate for children.) We expect these changes to result in higher ticket sales and more revenue.

**More Online Publicity:** Online publicity increased attendance at all of our special events last year. Posting our events on parent/child websites brought in visitors from all over the Bay Area, and we will be posting on even more sites this year. The SPCRR Facebook page created by Jay Martinez was instrumental in promoting our fundraising events last year. There will be a new selection of event photos and activities posted on Facebook this year too. SPCRR's website [www.spcrr.org](http://www.spcrr.org) now has a new link on the home page titled "Events Calendar" that takes visitors to a listing of our special event fundraisers.

**Strategic Scheduling:** Based on his observation last year that attendance at the Park was very high in October, Bob Pratt suggested we drop our Railroad Adventure Day in April (a low attendance month) and replace it with a Railroad Adventure Day on a Saturday in October when the Park is crowded due to Perry Farm's Pumpkin Patch. Great idea!

**Good News:** Volunteer train crews will only be needed to operate the train at SPCRR special events this year. Employee train crews will operate the train at the Park's special events. SPCRR volunteers will be asked to cover Station Agent positions at SPCRR and Park sponsored special events. 

## Thirteen Opportunities to Raise Funds for Restoration in 2017

May 20 - SPCRR Railroad Adventure Day #1

June 17 - Katie Train Activities Day (Saturday before Father's Day)

July 15 - SPCRR Railroad Adventure Day #2

September 2,3,4 - Rail Fair (Labor Day Weekend)

October 21 - SPCRR Railroad Adventure Day #3

October 20, 21, 22  
Haunted Railroad (evening hours)

October 27, 28, 29  
Haunted Railroad (evening hours)

**SPECIAL ANNOUNCEMENT:** Instead of the regular General Meeting this summer, we have something special planned! On the evening of **Friday, June 9th**, all SPCRR members and volunteers are invited to the Edison Theater/Essanay Museum in Niles where we will be entertained by railroad-themed silent movies. It should be lots of fun and we hope that everyone can attend. The theater is located at 37417 Niles Blvd, Fremont, CA. The actual time and movie titles will be announced in the June issue of the *Hotbox*. For more info email [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557.

# Weekly Workdays

## Track, Restoration & General Maintenance

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*Ken Underhill*

**Date(s):** Thursdays and Saturdays

**Time:** Email or Call (see below)

**Meet At:** Car Barn - See "Directions" on the last page

**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:**

#### **Caboose 6101 Project: Project Manager - Gene Arrillaga**

Restoration work on caboose 6101 has been moving along reasonably well this month considering that every time we complete one task we discover some new problem which needs to be remedied before we can proceed with the next job.

For example, Andy had been carefully cutting rotten wood from the ends of some of the vertical and diagonal braces and replacing it with new wood. Then we discovered that the sides of the car were not vertically parallel, even though before we removed the plywood from the car we built internal braces to make up for the rigidity we thought we might lose when we removed the non original siding. Now we need to again level the frame front to rear, left to right, and remove the side sill sag—the result of previous work done on the car. We made an important discovery... butt joints, even when re-enforced with thick steel plates and lots of carriage bolts, do not make a good side sill on a wooden car. We are hoping that things will level out once we re-install the needle beams and queen posts, get the truss rods working, and add support under the body bolsters. Then Andy can get back to work removing rot and we can install the new horizontal nailing strips and think about siding.

Despite the problematic discoveries, we are still making progress. The A end platform pieces are cut and installed, the tenons fit the mortices, the end beam fits plus we have solved the problem of the railing posts being too long. They aren't—we just have to add the post bases cast from the pattern that Brook found last work day. With the education we gained working on the A end, the B end is also coming along nicely.

On April 20 we finally got the west side sill of 6101 straight and level. It took 5 stacks of cribbing and several wedges to do the job—one stack at each end of the sill, one stack at each of the butt joints, and another in the center of the sill. Remember, those steel reinforcing plates don't do much good. However, now the west side is good. On the April 27 workday we expect to work the same magic on the east side sill. Once that is accomplished, we hope that it will be easier to keep everything straight and true. Special thanks to the Thursday restoration crew: Gene Arrillaga, Gene Bobik, Andrew Cary, and Tony Peters!

Workdays/Volunteers:

3/16/17 Gene Arrillaga, Gene Bobik, Tony Peters

3/23/17 Gene Arrillaga, Gene Bobik, Tony Peters

3/30/17 Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters

4/6/17 Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters

4/13/17 Gene Arrillaga, Gene Bobik, Andrew Cary

4/20/17 Gene Arrillaga, Andrew Cary, Tony Peters

#### **Historic Parts Collection and Inventory Project: Project Manager - Jay Shellen**

The workday on 4/27/17 will be reported in the next *Hotbox*.

#### **Locomotives: Project Manager - Brook Rother**

Replaced part of the drive chain. Removed the sprocket for repair.

4/08/17 - Volunteers: David Waterman, Brook Rother

#### **Track Work: Project Manager - John Stutz**

Repaired damage resulting from the construction job that crossed our track by Siward Gate Crossing.

Replaced and reballasted ties removed by the Park's contractor laying the new underground powerline to Deer Park. The contractor initially planned to remove two, 30-foot pieces of rail and associated ties.

Fortunately, Jack Burgess gave the Park's contractor a simpler option of removing four ties, digging the trench and refilling the trench with a cap of concrete slurry to about 12" below the base of the rail.

*continued on page 11*



## **Weekly Workdays - continued from page 10**

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### **Track Work - continued:**

We reused two of the ties and replaced the other two with new relay ties. The ties were ballasted and spiked into place and the new bed tamped and then filled with loose ballast. The contractor has been told that he needs to restore the crossing to the "before" condition. The track has been re-opened from Deer Park to the Car Barn.

4/22/17 - Volunteers: Andrew Cary, Bob Dike, John Stutz

### **WORK PLANNED FOR NEXT MONTH**

Join our Yahoo SPCRR\_members group for the latest information! Details how to join are shown in the blue box on page 12.

- **Thursdays and some Saturdays - Miscellaneous Projects.** For more information contact Ken Underhill at 925-373-6884 or email [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com).
- **Thursdays and some Saturdays - Caboose 6101 - Project Manager: Gene Arrillaga.** For more information contact Gene at 510-657-8733 (home) or email [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net).
- **Some Thursdays & some Saturdays - Tie Replacement & Track work - Project Manager: David Waterman.** Schedule either a Thursday or Saturday to join David at the Park. For more information contact David at 415-602-7377(cell) or email [steamfreak22@gmail.com](mailto:steamfreak22@gmail.com).
- **Various Days - Flat Car 222 & Locomotives - Project Manager: David Waterman.** Work will continue on flat car 222 and the locomotives. See previous notice for contact info.
- **2nd Saturday of Every Month - Monthly Restoration Saturday - Project Manager: Brook Rother.** Work on current projects, including wooden car restoration and/or locomotives. To find out this month's projects, contact Brook at 530-559-4249 (cell) or email [brookrother1@gmail.com](mailto:brookrother1@gmail.com).
- **APRIL 29, 2017 - Historic Parts Collection & Inventory Project - Project Manager: Jay Shellen.** **URGENT need** for people to help move heavy wood beams and parts from the old reefer to the new container. Contact Jay at 510-754-5311 (cell) or email [hoosierdadee@gmail.com](mailto:hoosierdadee@gmail.com).

**All dates and changes will be announced on the Yahoo SPCRR\_members group.** See blue box on page 12 for instructions on how to join. Call Ken if you have trouble at the number/email below:

**Contact:** Ken Underhill  
**Email:** [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com)  
**Phone:** 925-373-6884

#### **Notes:**

- Everyone over the age of 14 is welcome.
- Thursdays focus on restoration work.
- 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.

### **Directions For Most 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 BEFORE the workday so he can arrange to let you in. 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.

## CALENDAR: May-July 2017

**CALENDAR OVERVIEW:** Restoration Workdays are held on Thursdays and some Saturdays. Call or email Project Manager Gene Arrillaga to check dates that he will be at the Car Barn. His email is [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net) or phone: 510-657-8733. **NOTE:** If you are a new volunteer, call or email your project manager **BEFORE** the workday to get instructions for entering the Siward gate (emails and phone numbers are shown below as well as in the *Hotbox* articles). Any changes in dates or times are posted on the Yahoo SPCRR\_Members group. See instructions for how to join the group at the bottom of this page.

**Good News!** Volunteer train crews will only be needed to operate the train at SPCRR's special events in the future. Employee train crews will operate the train at the Park's special events. Volunteers will be asked to cover Station Agent positions as needed at both SPCRR and Park sponsored special events.

**Sat, April 29 (10-5) - Historic Parts Collection & Inventory Project workday led by Jay Shellen, Project Manager** (email: [hoosierdadee@gmail.com](mailto:hoosierdadee@gmail.com); cell: 510-754-5311. **IMPORTANT! We desperately need volunteers to move large beams and large parts.** Meet at 10 am at Car Barn. Enter at Siward gate (*directions on page 11*).

**Sat, May 13 (10-5) - Monthly Restoration Day led by Brook Rother** (call Brook at 530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 11*).

**Sat, May 20 - SPCRR SPECIAL EVENT: Railroad Adventure Day (Train Rides).** **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station. If you can volunteer, email [vice-president@spcrr.org](mailto:vice-president@spcrr.org), or call 510-797-9557.

**Wed, May 24 (5:30-8 pm) - EBRPD Volunteer Recognition Dinner** (Cull Canyon). Invitations were mailed to all volunteers who reported 25 hours or more in 2016. If you didn't receive an invitation, email [info@spcrr.org](mailto:info@spcrr.org).

**Monday, May 29 - PARK SPECIAL EVENT: Memorial Day & FREE Park Open House** (Train Rides). Employee Train Crew. **Need one volunteer Station Agent.** Meet at 9:30 a.m. at Ardenwood station. If you can volunteer, please email [vice-president@spcrr.org](mailto:vice-president@spcrr.org), or call 510-797-9557.

**Fri, June 9 (est. 5-7 pm) SPECIAL GENERAL MEETING for Members and Volunteers - SILENT MOVIES (with trains!) at the Edison Theater/Essanay Museum**, 37417 Niles Blvd, Fremont, CA. Actual time will be announced in the June Hotbox. For more info email [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557.

**Sat, June 10 (10-5) - Monthly Restoration Day led by Brook Rother** (call Brook at 530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 11*).

**Sun, June 11 - PARK SPECIAL EVENT: Historic Hay Harvest** (Train Rides). Employee train crew.

**Sat, June 17 - SPCRR SPECIAL EVENT: "Katie Train Activities Day"** (Train Rides and Children's Activities). **Need Volunteer Train Crew, 2 Station Agents, plus 5 Volunteers for kids' activities.** Train Crew: meets at 9 am at Ardenwood station. Event Volunteers: meet at 9 am at Deer Park--look for pop-up tents (closest volunteer parking is at the front parking lot). If you can volunteer please contact Kathy MacGregor at 503-309-4701 (cell) or email [macgregork@aol.com](mailto:macgregork@aol.com).

**Tuesday, July 4 - PARK SPECIAL EVENT: Independence Day at Ardenwood** (Train Rides). Employee train crew. **Need one volunteer Station Agent.** Meet at 9:30 a.m. at Ardenwood station. If you can volunteer, email [vice-president@spcrr.org](mailto:vice-president@spcrr.org), or call 510-797-9557.

**Sat, July 8 - Monthly Restoration Day led by Brook Rother** (call Brook at 530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 11*).

**Sat, July 15 - SPCRR SPECIAL EVENT: Railroad Adventure Day (Train Rides).** **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station. If you can volunteer, email [vice-president@spcrr.org](mailto:vice-president@spcrr.org), or call 510-797-9557.

### How to sign up for the YAHOO SPCRR\_Members group to receive announcements and updates!

We post announcements and workday updates on the SPCRR\_Members group on Yahoo Groups. It is free to join. You just need a free Yahoo email account. To join & receive emails, send an email to "[spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com)" and include your name and your Yahoo email address. If you have any problem, call Ken Underhill at 925-373-6884 or email [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com).