

## July 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.

## Historic Parts Inventory: An Update

*Bruce MacGregor, Collections Manager*

Six months have passed since the Museum launched an initiative to improve the housing and security of its historic parts collection, and at the same time take a new inventory of the several thousand parts that make up the collection.

### A Quick History

Beginning in 1985, the Museum's car restoration program shifted into high gear. As cars were restored, literally hundreds of historic parts were acquired and began to fill in a giant jig-saw puzzle. Like a giant jig-saw puzzle, we tried to find samples of parts that related to cars close to our collection scope: Carter Brothers and other western narrow gauge car builders.

To keep track of these parts, a database was created; parts were given tracking numbers and were carefully placed in a secure, controlled storage—a 1930s PFE (Pacific Fruit Express)/Western Pacific refrigerator car. The collection became a unique kind of library, one that other museums and railway preservationists visited to borrow parts for their own projects. Replicas of some of our parts are on display today at the California State Railroad Museum in Sacramento, incorporated into CSRM's world-class car restorations.

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Historic wheel sets, some used by Carter Brothers, are now numbered and inventoried, and stored in the Museum's historic parts collection. Photos in this story by Bruce MacGregor.

The Museum's collection was maintained and managed (and continued to grow) for a period of about 15 years (roughly from 1985 to 2000), paralleling the Museum's most active period of car restoration. For a variety of reasons, during the next 15 years (roughly from 2000 to 2016) the collection and the management



Collections Manager, Jay Shellen, loading parts into the new storage facility.

of the collection became stagnant. One reason was a slow-down in restoration work; another was a nearly 10 year campaign to erect the Car Barn, taking up huge amounts of volunteer time and resources. These factors combined with weather to slowly degrade the storage facility, and our ability to add to and manage the collection. One other factor contributed to the stagnation: entropy, the random drift of historic parts from their original location to other parts of the Museum, and beyond.

A year ago, we committed to attacking and reversing most of these factors (we

couldn't do a lot about the weather). In November 2016, a new storage facility was put in place and equipped with steel shelving. Volunteers began to empty the old collections storage facility and take a new inventory of the historic parts collection. Now, six months into that process, here are highlights of what we've done so far:

1. We have found and verified 70% of the original collection, and are by no means finished looking. Some of the parts were found in the new Car Barn; others were found on loan to foundries; still others in private homes. We believe we can top 90% recovery with continued work (please see "what you can do to help" at the end of this article).
2. Some wood parts in the collection are badly deteriorated by rot. We are identifying volunteers with 3D CAD drafting skills who can do a "digital rescue"... documenting such parts in detailed mechanical drawings if the originals are beyond saving. The mechanical drawings will be given catalog numbers and entered into the database, just like the original.
3. We have begun to inventory new areas of the collection, for example original parts removed from caboose 6101, and add them to the inventory. The goal remains to use the collection and inventory to stay current with ongoing restoration projects, covering not just every car in our collection, but related cars all but lost due to scrapping, vandalism or neglect.



Transparent, etched-glass clerestory window used on an 1879 Carter coach with duck-bill roof.

Credit for this labor-intensive project goes to numerous people, but Jay Shellen (Collections Manager), Jack Burgess, Don Marenzi, Stuart Guedon, Brook Rother, Ken Underhill and Andrew Cary deserve special mention.

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Post & Co. window latches, used on an 1879 Carter coach with duck-bill roof.



### What you can do to help

First, **come out to the next work day, TUESDAY, JULY 18**, at the Corp Yard in Ardenwood Park. Jay Shellen will be leading the effort to continue to empty the reefer of parts, catalog them and move them to the new collection's storage unit. This is hands-on learning at its best: by helping to move parts you'll learn the actual railroad name for the part, how the database is organized, and how the parts are organized and re-shelved in the new storage facility. Second, **keep your eyes peeled for any loose part** with a nine digit number: the first six digits are the original log date; the last three digits are the order the part was recorded. A simple example: 062687001 is a wheel-axle set from a Carter disconnect log car, donated to the group in 1987. This part is safely in storage in the Corp Yard.



Original pattern and couplers (background) and replica pattern and coupler (foreground), now logged into the historic parts database.

The parts you are looking for could be wood (larger frame timbers or small decorative parts), castings, metal fabrications, glass, or possibly paper (in the form of drawings, or books). If you find any such a parts, please let me (Bruce MacGregor 503-539-7496 or email [bruce.alan.macgregor@gmail.com](mailto:bruce.alan.macgregor@gmail.com)) or Jay Shellen (510-754-5311 or email [hoosierdadee@gmail.com](mailto:hoosierdadee@gmail.com)) know what you found. They may well be the missing parts that finish the jig saw puzzle.

Thank you for helping us look for the missing artifacts and documents! 🚂

## Have you heard about the new Farmyard Café?

There is a new food concessionaire at the Park and her name is Lindsey. You can meet her at the Farmyard Café, Lindsey uses organic ingredients and bases her menus on the availability of fresh ingredients. Lindsey has decorated the Café with train items, which is really fun.

The day we were there, we had a chicken salad sandwich... the chicken salad was delicious and the lettuce had been picked that morning from the field. And to top that off, it was made with homemade wheat bread.

Lindsey is offering **special discounts and perks for all volunteers/employees**. If you are working at the Park, wear your name badge when you go to the Café and you will receive one free soft drink and 50% off any "hot" entrée (cold foods are regular price). She also has train shaped candy and a few train toys for sale, as well as ice cream. 🚂



David Waterman tries out one of the train lollipops

# Curator's Corner - A Bad Day at Moss Landing

*Kevin Bunker, Curator*

Your Curator is stretching to fill this month's column. Not a great deal has been going on in the restoration and research side of things (with apologies to Gene Arrillaga for doing as much as he can with our NWP caboose project). On traipsing through my reference files, I decided to do a short column about these two pictures since they do offer a link of sorts with one significant car in our collection. That would be the age-tattered carcass of our Pajaro Valley Consolidated Railroad box car 215. You'll note that its sister car 216 is the indirect subject of these two photos (and detail enlargement).

The event was the "Great Earthquake" of 18 April 1906 which did great harm all over coastal Northern California and inland, too. The location where these photos were made was Moss Landing in Monterey County where Pajaro Valley Consolidated Railroad had a freight transfer pier and warehouse that allowed them to receive freight and transship sugar made at the affiliated Spreckels mill at Spreckels. Because Moss Landing was on an aluvial river plain and also because the Salinas River is an inundated feeder fault to the greater San Andreas Fault, the upheaval in this region was very sharp.

Note in the view to the right how the rails atop the trestle buckled vertically, a result of the extremely powerful seismic thrusts that ran north-to-south in this particular earthquake. The trestle shifted partly to one side while the railroad tried to go past itself, so to speak, about six to seven feet in length. That much force also caused nearby track on approach pilings to drop when the sandy soil and muddy river bank first began to "boil" at the height of the tremors, and then collapsed outright taking any structures downward too. Amazingly, neither of the two box cars flipped over—unlike a certain Northwestern Pacific narrow gauge caboose that "played dead" in the same moments up at Duncan Mills, nearly 185 miles to the north.



Bancroft Library

And the Spreckels Sugar mill? Being made of red brick, it was also badly damaged. Operations of both the mill and its railroad would be delayed until the repairs could be effected. Even the Spreckels mansion and the towering Spreckels Building (a.k.a. the "Call Building") on Market Street in San Francisco were among those structures burned out in the calamitous fire that swept through much of the "City" between April 18-22 after the main earthquake.

Finding any clear "in-service" photographs of Pajaro Valley box cars—built by Hammond's California Car Works—is a chore, which makes these two images especially valuable to our museum. A few details from what is visible are worthy of note:

1. Little to no lettering is on the cars since the PVCRR did not interchange rolling stock. It only needed numbers to differentiate its cars from one another.
2. The 1906 date predates most of the wealth of Master Car Builders Association and Interstate Commerce Commission safety appliance laws promulgated in the late 1890s and beefed up shortly after the turn of the century.
3. These cars have received roof corner handholds, or "grab irons," set on the diagonal in the two opposing corners, and had yet to be fitted with any side grabs.
4. The roofwalk is narrow on these cars—two boards wide and set low to the roof on very stubby cleats.
5. The stirrup steps are short—a hazard for brakemen, especially since there are no handholds directly above them.

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## ***Moss Landing - continued from page 4***

6. Link couplers are still present; automatic knuckle couplers were about six years in the future for PVCRR rolling stock.
7. No air brake hoses are evident, either, so braking was still a hands-on affair.
8. The brake staff and its associated wheel is set quite close to the roof, suggesting that brakemen had to kneel in order to set or release tension, with or without a hickory brake club. This, too, would be quite hazardous.
9. The arch bar truck barely visible in the cropped detail view prove that Hammond's design was quite similar to that of Carter Brothers, and probably of a 10-ton capacity rating and fitted with outside hung brake shoes.
10. The loading door on car 216 is similar to that on our SPC 472, with two horizontal wooden strengthening cleats forming part of its structure.

A final comment on the two “harp” switch stands visible in the first photograph. Both appear to be Carter Brothers-supplied and both are in shockingly unsafe locations. The one closest to the camera is hard-by the trestle anchorage, and the other is suspended on two timbers projecting from the river trestle with (it seems) no surrounding board-clad walkway or footing. One wrong move and you're in “the drink!” This makes for some marvelous scale railroad modeling but, to my way of thinking, must have made some trainmen nervous. But back then there were plenty more nerve-wracking set-ups and situations, so maybe they just took it in stride. A job was a job, after all.

If any of you have or know of more photographs of PVCRR box cars, please let me know. We have next to nothing on our car 215 with which a restoration research report can be built around, and raw conjecture without visual historic evidence is not to be encouraged. Scrape around and ask your friends and colleagues. We would appreciate any contributions as loans or gifts to SPCRR. Thank you in advance! 🚂



Both Photos: USGS Collection



# Katie Train Rides and SPCRR Children's Activities - A Compelling Combination

*Kathy MacGregor, Promotion and Advertising Committee  
Photos by Bruce MacGregor*



**D**espite the high temperatures, the Alameda County advisory warnings to stay home, and a higher ticket price, people came out in record numbers to attend Katie Train Activities Day (KTAD) on Saturday, June 17. A total of 743 people paid \$5 each to ride the Katie Train and participate in the SPCRR Children's Activities. This was a 40% increase over the attendance at last year's KTAD. To have this kind of increase in attendance at the second year of an event, under less than optimal conditions, can only mean one thing—this is a popular event! We need to order more layout tables!!!

We are more than grateful to the SPCRR volunteers who organized, publicized and showed up to support this fundraising event. Here is our KTAD honor roll:

## **Preparation Before Katie Train Activities Day:**

Gene Arrillaga built six layout tables and twelve saw horses. Jack Burgess made and attached signs to three “gondola cars” for the Beanbag/Gondola Car Toss. He also made four PVC frames for the Toot-A-Loo Tunnels. David Waterman, Brook Rother and Gene Arrillaga worked up until the last minute to complete the third flat car for the event.

## **Set-up and/or Clean-up Friday and Saturday:**

Jack Burgess, Bruce MacGregor, Stuart Guedon, Julie Boyer, Woody Ballard, John Stutz, Bob Pratt, Brook Rother, David Waterman and Jay Martinez.

## **Train Crew:**

John Stutz and David Waterman traded off engineering duties for Katie Train Activities Day. Ron Quilici was the conductor and Bob Dike, Jay Martinez, John Stutz and David Waterman were brake people. Jack Burgess and Stuart Guedon were station agents.

## **Children's Activity Supervisors:**

Barbara Anderson - “Building” Activities, Alice Evarts - Katie Coloring Activity, Deepa Kanard - Bubble Table, Woody Ballard - Train Layouts, Ken Underhill - SPCRR Wooden Train Layout, Julie Boyer - SPCRR Train Book Library. Julie also conducted two story times—a new feature at KTAD.

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Barbara Anderson observed children “building” with hammers, golf tees and Styrofoam. Some were ballerinas!



Woody Ballard watched over two Train Layouts.



Julie Boyer read “I Saw an Ant on the Railroad Track” during two story times at the SPCRR Train Book Library.



Deepa Kanard volunteered at the Bubble Table in the morning & brought her son, Prayag, back in the afternoon to play.

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# And Another Big THANK YOU

A big thank you also goes out to the volunteers who worked at the first RAILROAD ADVENTURE DAY on May 20:  
Andrew Cary was the Engineer and Fran Foley was the Conductor. Thank you both!

## More Photos from Katie Train Activities Day 2017...



Katie Train Activities Day - John Stutz pulls Katie up to the Deer Park platform. The brakeperson on the 2nd car is Bob Dike.



This was what it looked like all day. The kids had fun, the volunteers had fun, and our Museum made money for restoration.



This little guy seems to have his sights on our green engine! Thanks to Ken Underhill who volunteered to watch over the rolling stock on the SPCRR Wooden Train Layout.



# ONLY 11 EVENT DAYS LEFT TO RAISE FUNDS FOR OUR MUSEUM

## **July Railroad Adventure Day:**

Saturday, July 15 (9:00-4:00) - **TRAIN CREW SIGNED UP**

## **Rail Fair:**

Saturday, Sunday & Monday, September 2-4 (Time: 9:00am-4:00pm)

## **October Railroad Adventure Day:**

Saturday, October 21 (9:00-4:00)

## **Haunted Railroad:**

Friday, Saturday & Sunday: October 20-22 (Times: Friday/Saturday: 6-10 pm; Sunday 6-9:30 pm)

Friday, Saturday & Sunday: October 27-29 (Times: Friday/Saturday: 6-10 pm; Sunday 6-9:30 pm)

We also appreciate help setting up the displays each night from 5-7 pm; and putting away the displays each night and cleaning up the front passenger area after closing.

Sign-up ahead of time! The phone number and email is shown below...

## VOLUNTEERING MADE SIMPLE

We continue to refine how we work with our special event volunteers. Our goal is always for our volunteers and the public to have the best experience possible at our special events. We think we're making progress. Here's the latest:

### **"No-Bumping" Policy Clarification**

"Drop-by" volunteers are not allowed to bump volunteers who have signed up in advance for a special event days. This policy gives volunteers an incentive to sign up in advance and is the most ethical way to treat volunteers.

### **Scheduling Solution**

A few of our volunteers have work schedules which don't permit them to sign up to volunteer far in advance. They were concerned that other volunteers would fill up all of the available positions and there wouldn't be a spot left for them. We have come up with an equitable solution to this problem and will share it with those people who are unable to sign up when we call them to volunteer.

### **Consider a shady alternative for Rail Fair**

When we call to sign you up for Rail Fair this year, please consider spending half of your volunteer hours in the shade. Last year we set up the "Rail Fair Children's Activities" at the Patterson's former swimming pool site. Volunteers enjoyed sitting down in comfortable chairs in the shade of old redwoods to watch children at play. Many volunteers likened the site to an oasis or Shangri-Lah. This picturesque location is also close to the Farm Yard Café, drinking fountains and bathrooms. Did I mention the comfortable chairs have cup holders?

Watching young children at play is rejuvenating. Just ask Woody Ballard, one of our most energetic volunteers pictured here practicing his bubble blowing technique at the end of Katie Train Activities Day.



**THE PHONE/E-MAIL COMMITTEE (Bruce and Kathy MacGregor) IS STANDING BY  
TO TAKE YOUR CALLS AND E-MAILS**

**We'll contact you to volunteer for our special events, but you can also contact us:**

**Phone: 503-657-3992 (9:00 AM-9:00 PM) or E-mail: macgregork@aol.com**

## NOTICE:

The Rail Fair committee is looking for a folk, blue grass, or country musician/singer (or a music group) to appear at Rail Fair on Monday, September 4th.

We are also looking for a model railroad group to participate on Monday, September 4th. If you know of anyone, please contact the Hotbox Assistant Editor at [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557.

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## Membership Renewal Campaign 2017

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*John Goldie, Membership Manager*

**G**reetings! The annual membership renewal campaign is a bit late this year—letters were mailed last week. Annual “Contributing Member” dues remain at just \$20 per year. Life memberships are a one-time fee of \$250, and you don’t have to pay dues ever again! Both memberships include the monthly emailed newsletter in color. If you would like a black & white printed Hotbox mailed to you instead, please include an additional \$15 to cover the cost of printing and postage.

If you would like to make an additional donation, this year we have just one fund. We are requesting funds only for the “Redwood For Restoration” Fund since there is a very limited supply of old growth redwood available. We are very concerned that it will be sold out if we don’t act quickly. The old growth redwood will be used for siding three of our most valuable, historic cars: South Pacific Coast caboose 47, Monterey & Salinas Valley box car 253, and South Pacific Coast box car 444. There is a space on your membership renewal for your donation, or you can go to our website [www.spcrr.org](http://www.spcrr.org) and click on “Donate.” *Please do not donate to the other funds on your membership renewal form... they have already been funded.*

If you need a replacement membership card, please email me at [membership@spcrr.org](mailto:membership@spcrr.org). Renewal letters were mailed to current 2016 Contributing Members, as well as past 2015 Contributing Members who have not renewed yet. Thank you for your continued support! Online memberships and renewals will be available on our website soon. We will send out a notice. 

### Summary of June 2017 Board Meeting

*Gene Arrillaga, Secretary*

The main business of the meeting was trying to develop an optimal seating system for West Side 222 that could easily be transferred to the other WSL flat cars and/or any other cars we use for revenue service.

We want to be able to load and unload passengers quickly and safely. Plus we need to providing access and storage for strollers, wheel chairs and mobility scooters while allowing the crew to move quickly and safely throughout the train as needed. At a future date we may want to add roofs to more cars. And of course we want, very much, to keep people and wheeled items from falling off of the train. One of the major constraints is that it has to be accomplished without the use of stake pockets. It seems that WSL did not use them on the style of flat car that we have.

We have arrived at a workable solution... the seating shape will be similar to the seats in 1725, but more robustly built and, whenever possible, through-bolted to the floor. The seat frames will be glued together, as well as through-bolted, with metal reinforcement where necessary. They are expected to support the seating surface as well as the car side fences. There was also a discussion about roofs on this and possibly other cars. It was noted that, during summer hotter days, everyone wants to sit in a shaded car while off-season when it is not so hot (or the monarch butterflies are filling the grove), visitors want to sit outside in the sun. One possible solution is the availability of three covered cars and three uncovered cars.

### Correction on the attendance at the EBRPD’s Volunteer Recognition Dinner

It was recently brought to our attention that there was another SPCRR volunteer who was also at the EBRPD Volunteer Recognition Dinner: Jay Shellen and his wife Teri. We apologize for the error.



**T**he biggest event of June was Katie Train Activities Day on the 17th. This event was a major success with 40% more attendees than last year, despite official heat warnings which may have inhibited attendance. There is a full report on page 6, but I want to specially congratulate the principle organizers: Kathy MacGregor and J. Burgess along with Bruce MacGregor and Jack Burgess. Gene Arrillaga also deserves our thanks for building the really nice, low kid-height train tables for the wooden train layouts. But while these folks took on the planning, publicity, preparations and event supervision, Katie Day's success was equally due to all of our volunteers who turned out to help setup and tear down, supervise the children's activities, and operate the train and stations. A very big thanks to all of you! I extend an invitation to any who missed Katie Day to volunteer next year.


Our next big operation day will be the 4th of July. Bob Pratt tells me that due to participation in local parades and family outings, our normal Operations Crew is not available. And with the 4th being on Tuesday, the Park District expects a large turn out. I ask that anyone who will be free, please consider joining us between 9 am-4 pm on that day.

And Rail Fair on September 2-4, a.k.a. Labor Day weekend, is just two months down the road. While the Park's goats took down the grass and 8-foot-high thistles, there is still a lot of clean up to be done along our track to ensure safe operation of Ann Marie steam locomotive. That will be one major effort... another will be insuring our cars are all in shape for the heaviest operation of the year. Please check out the article about volunteering at Rail Fair on page 9 for more information.

All who have been monitoring train operations know that Katie has occasionally been dying in mid-run, cutting off some school rides, and on one occasion resulting in Rusty Mary being brought in as a replacement. This has been a source of continued frustration to all involved. On the 10th a group led by Bob Pratt and Gene Arrillaga finally pulled the gas gauge and took a good look inside the gas tank. To paraphrase Gene, there was enough sediment to make a stream bed, plus there was a plastic gas can spout! So we bit the bullet, and for the first time pulled out the gas tank. Several attempts to flush out the sediment failed, so Bob volunteered to take the tank to his favorite radiator shop for a steam cleaning to boil out and coating the inside of the fuel tank, promising to have Katie up and running by the next school event day. This he did, along with recoating the gas tank's interior. I have had no reports of problems with Katie since the crew got her running again. Congratulations to all who helped fix a major problem that has bedeviled past operations and future planning.

Restoration activities have been ongoing, albeit limited by several factors, not least of which was the recent heat wave. See Gene's work report on page 12.

David Waterman led a group that restored the passenger steps on both ends of one of the covered Westside flats, allowing that car to go into service on Katie Day. Having two covered cars, and loading from the middle uncovered car, proved a great success in motivating passenger movement to the end cars. However, we need to find a way to inhibit the passengers' inclination to use the platform steps. I have proposed a vestibule-style trap door over the steps and side gates at their outer edge, as successfully used on the White Pass for nearly a century. Any other ideas will be welcome, but we need to have something in place prior to Rail Fair.

Out on the line... on Katie Day Stuart Guedon used his free time when acting as station agent at Deer Park station to start improving passenger handling. He has outlined the clear space needed for Ann Marie's operation, but is still looking for the rope fence stakes. The back side ties have been shifted back about 5 feet, just clear of the trees, which now allows the benches to remain in the shade for waiting passengers. Great job Stuart. 

## **WORKDAY NOTICE**

John will lead two special workdays on **Saturday, July 22 and 29**, to start our annual clearing of dry grass and weeds along the right-of-way to prepare for the steam engine's visit at Rail Fair. Don't forget to bring a hat, gloves, water, and sunscreen. Most of us leave the park to have lunch at Dino's Grill. You are also welcome to eat at the Farmyard Café, or bring your lunch.

# 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 or eat at the Farmyard Café if you prefer.

### **PROGRESS LAST MONTH:**

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

**6/1 Volunteers: Gene Arrillaga, Tony Peters (6 hrs)** - As soon as Gene arrived, he was asked to be a crew member on the train. Tony worked on finishing the B end of 6101, as well as trimming a needle beam patch. Gene came back after lunch and added 2 reinforcing dowels to the repaired end of the right side draw timber—a belt and suspenders approach to an important part.

**6/17 Volunteers: Kevin Bunker (8 hrs)**. (Brook's hours are listed under the WSL Flat Car) - Brook delivered the needed, square headed bolts for the needle beams on caboose 6101, worked on one of the covered WSL flats to ready it for the Katie Train event and helped at the special event. Kevin worked on caboose 6101, preparing parts for cataloging/archiving. Everyone helped tear down the Katie Train event.

**Workdays on 6/8 and 6/22 were cancelled.**

#### **Train Tables used by small children at Katie Train Activities Day, Project Manager - Gene Arrillaga**

**6/15 Volunteer: Gene Arrillaga (6 hrs)**. Using plywood, Gene cut and created train tables, and miniature saw horses for table legs to use at Katie Train Activities Day and Rail Fair.

**6/17 Volunteers: Gene Arrillaga (10 hrs)**. Gene worked on hinges for the wooden train table supports, relieved a crew member on the train, and helped at the Katie Train event.

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

**6/15 Volunteers: Jack Burgess, Stuart Guedon, Bruce MacGregor, Jay Shellen, (5 hrs)** *See article in this month's Hotbox on page 1.*

#### **Track Maintenance, Project Manager - David Waterman**

**Volunteer: David Waterman (12 hrs)** - Fixed both switches at Deer Park so they can be thrown during heat expansion; cut rail back and adjusted hardware.

**Volunteer: David Waterman (4 hrs)** - Replaced one length of rail at the William Patterson curve. This rail was a different size from the rest and caused a jerk every time the train went over the rail joint.

#### **Leased WSL Flat Car, Project Manager - Brook Rother**

**Volunteers: John Goldie (8 hours), Jay Martinez (30 hours), Brook Rother (16 hours), David Waterman (36 hours)**. David and Jay cleaned out the journal boxes which were stuffed with dirt. After cleaning them thoroughly, they packed the journal boxes with wool packing. Jay pressure washed the entire car and removed the old seats. John Goldie removed a lot of random hardware that was sticking out of the car. Jay and David fabricated stair units for each corner of the car. Brook installed the carry irons for the bottom of the couplers (made out of old arch bars). They next took the old end railings off caboose 6101 that were no longer needed and adapted them to fit on the WSL car. Last step was to put benches along both sides of the car. The flat car was finished in the nick of time. We coupled the WSL car to the end of our regular 2-car train and headed to the front to pick up the first passengers for Katie Train Activities Day. The car provided welcome shade for the passengers.

#### **Investigating Air Brakes: Jay Martinez and David Waterman (14 hours)**

They have traveled to other railroad operations to research how they utilize and operate air brakes on their locomotives and cars. This month they visited the Western Railway Museum in Rio Vista as well as Roaring Camp

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## **Weekly Workdays - continued from page 12**

Railroads in Felton, CA so far. Next they are heading to the Yosemite Mountain Sugar Pine Railroad to see how they adapted their 24-foot WSL flats for passenger service.

### **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 10.

- **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 - Locomotives - Project Manager: David Waterman.** Work will on the locomotives. See above 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).
- **Historic Parts Collection & Inventory Project - Project Manager: Jay Shellen.** Help move our artifacts from the old location to our new container. Contact Jay at 510-754-5311 (cell) or email at [hoosierdadee@gmail.com](mailto:hoosierdadee@gmail.com). **Special collections work day planned for Tuesday, July 18. All are welcome!**

**All dates and changes will be announced on the Yahoo SPCRR\_members group.** See blue box on the last page for instructions on how to join. If you have trouble joining, call Ken 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: July-November 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.

Volunteer train crews will operate the train at all SPCRR special events. If you would like to volunteer at any of these events, contact the Phone Committee (call 503-309-4701 (9am-9pm) or email [macgregork@aol.com](mailto:macgregork@aol.com)) to secure the volunteer position of your choice. Employee train crews operate the train at Park special events.

**Tuesday, July 4 - PARK SPECIAL EVENT: Independence Day at Ardenwood** (Train Rides). Usually we run with employees, but this time we **URGENTLY NEED VOLUNTEERS TO RUN TRAIN.** Contact Bob Pratt: 510-421-7483 (cell) or email [prattrobertd@sbcglobal.net](mailto:prattrobertd@sbcglobal.net).

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

**Sat, July 15 - SPCRR SPECIAL EVENT: "Railroad Adventure Day"** (Train Rides). **POSITIONS FILLED**

**TUESDAY, July 18 - Artifact Relocation Day** led by Jay Shellen (510-754-5311-cell). Meet at 10 am at Car Barn where we will car pool to the Corp Yard. Enter at Siward gate.

**Sat., July 22 and 29 - RAIL FAIR WORKDAYS TO PREPARE FOR STEAM ENGINE** led by John Stutz (650- 604-3363-cell): Help us prepare for Rail Fair by clearing the dry grass and weeds along our right-of-way. Meet at 10 am at the Car Barn, or look for us along the track. Enter at Siward Gate.

**Sat, August 12 - Monthly Restoration Day led by Brook Rother** (530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate.

**est Aug 26-Sept 1 - RAIL FAIR PREPARATION & SETUP.** Final dates will be announced in the August Hotbox. **Help is Needed & Appreciated!** Meet each day at 9 am at the Car Barn. Enter at Siward gate.

**Sat, Sun, Mon, Sept 2, 3, 4 - SPCRR SPECIAL EVENT: "RAIL FAIR"** (steam train rides and many train activities). **NEED EVERYONE'S HELP** for train crew, station agents & to supervise activities. Each day of the event please sign in at the Information Table at Ardenwood Station at 9 am and receive your free lunch ticket. The Phone Committee will be calling people to schedule all volunteer positions. If you would like to sign up ahead, contact Bruce or Kathy MacGregor at 503-309-4701 (between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**Sat-Sun, Oct 7-8 - PARK SPECIAL EVENT: Harvest Festival** (Train Rides). Employee Train Crew. **NEED Volunteer Station Agent.**

**EST Mon-Weds, Oct 9-18: HAUNTED RAILROAD SETUP DAYS. Help appreciated!** Meet each day at 9 am at the Car Barn. Enter at Siward gate.

**Sat, Oct 21 - SPCRR SPECIAL EVENT: Railroad Adventure Day** (Train Rides). **Need Volunteer Train Crew.**

**Fri, Sat, Sun; Oct 21-23 and Oct 28-30: SPCRR SPECIAL EVENT: HAUNTED RAILROAD** (Train Rides). **NEED EVERYONE'S HELP!** Setup begins each night at 5:00 in the woods and Ardenwood Station. Trains depart at 7:00-9:30 p.m. We expect full trains and need every volunteer! **Volunteer Train Crew and Other Positions.**

**Tues, Oct 31-Sat, Nov 4: Haunted Railroad Takedown.** Help appreciated! Meet each day at 10 am at the Car Barn.

### 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@yahoo.com](mailto:spcrr_members-subscribe@yahoo.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).