

# The Hotbox

**August 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.

## **Rail Fair 2017, September 2, 3, 4 WHAT'S NEW?**

### **NEW Rail Fair Ticket Pricing –**

Ticket prices have been raised by \$2 per person this year which gives us an opportunity to raise more money for restoration projects. (\$12 adults, \$8 senior, \$7 children 4-17, children 3 & under are free.

**NEW Volunteers –** Three volunteers from Los Angeles will be guest engineers and firemen on the Ann Marie this year. Tom Gazsi (co-owner of the Ann Marie) will be joining Gary and the two other crewmembers. Tom is also restoring another locomotive that may be ready in time for Rail Fair 2019.

### **NEW Decorations for Labor Day –**

We'll be celebrating Labor Day at Rail Fair with some red, white and blue decorations. See sidebar page 3.

**NEW Lunch Policy –** All volunteers who have **signed up** to help at Rail Fair will receive a free lunch. Scheduled Lunch Breaks have been extended to 45-minutes this year!



Photo: Bruce MacGregor

*continued on page 2*

## ***Rail Fair - continued from page 1***

**NEW Museum Al Fresco** – Posters and artifacts from our museum will be on display in front of Museum Car (472) this year (the car needs a roof replacement). Thanks to volunteer docent Brian Norden from the Orange Empire Railroad Museum for agreeing to be one of our museum docents. Be sure to say “hello” when you see him, and don’t forget to ask him for a copy of our new brochure.

**NEW Free Lunch Menu** – This year volunteers will be able to choose from a number of yummy new food items this year created by the Farmyard Café. Rail Fair volunteers should watch for an email from the Rail Fair Committee which will detail menu choices, and provide instructions on how to get through the lunch line quickly.

**NEW Brochure** – We will have a new brochure printed in time for Rail Fair. This one will be full of new photos and information about our three programs: restoration, operation and steam. Readers will be referred to our updated SPCRR website ([www.spcrr.org](http://www.spcrr.org)) and Facebook page ([facebook.com/SPCRRmuseum](https://facebook.com/SPCRRmuseum)) for information about volunteer opportunities, special events, donations, etc. There will also be a pdf of the brochure on our website.

### **NEW SPCRR Children’s Activities:**

The Art of Hammering (see photo) - Children use plastic hammers to pound golf tees into blocks of foam. It’s like Whack-a-Mole only the moles are golf tees. We’ll be using a different kind of foam block at Rail Fair to eliminate the surprising amount of Styrofoam debris generated by this activity.

Building with Nuts and Bolts - Children use plastic tools and nuts and bolts to attach plastic pieces to pre-drilled pieces of wood or plastic.

New Brio “Old Steam Engines” - Last year we only had 3 of these very cool engines, but this year we have 16 of them. Having a complete set of matching locomotives will hopefully eliminate the “engine envy” some children experienced at the layouts last year.

**NEW Musicians on Monday?** Nope. We are still looking for musicians. If anyone is hiding an autoharp, pan flute, penny whistle or kazoo in their closet (You know who you are!) please consider dusting it off and playing it on the porch of the Granary on Monday.



Brian Norden from OERM - by Bruce MacGregor



That hammer is as big as she is! by Bruce MacGregor

**WE ARE LOOKING FORWARD TO SEEING YOU AT RAIL FAIR!  
September 2, 3, 4 (Labor Day Weekend)**

# The New Farmyard Café

*Jack Burgess*



Lindsey Caravelli by Bruce MacGregor



Aunt Lynne by Bruce MacGregor

food quickly. People will need to move to the front and stand to the left of the line, with their name badges showing. Lindsey has also offered our employees and volunteers a 50% discount off of their “hot” food lunches. Recently we tried one of her Chicken Salad Sandwiches for lunch and it was very good. Please stop by and check it out! You might notice a familiar train up on the shelf inside the Café... it’s Jacque’s G-scale SPC engine and freight cars with caboose 47 from her former garden railroad.

**The Farmyard Café is open Saturdays & Sundays as well as Special Event days from 10-4.  
Aunt Lynne has the Café open most Thursdays**

**A**s reported last month, the Café at Ardenwood Historic Farm has a new concessionaire... Lindsey Caravelli. Beginning in 2004, Lindsey was a partner in Palmdate Estates, a premier wedding planning organization based in Mission San Jose in Fremont. In late 2016, Lindsey submitted a proposal to East Bay Regional Park to host weddings at Ardenwood Historic Farm, only to find that the contract also included operation of the Café in the Park.

Once she realized the extent of the contract, she embraced it 1,000%. She and her husband remodeled both the Café and the wedding changing rooms at the former pool area. Weddings at Ardenwood resumed in June of this year. Corporate events at Deer Park might be forthcoming this season.

Lindsey has also created a new menu for the Café which includes fresh produce delivered each morning from Perry’s Farms, fresh baked bread, healthy snacks, and a selection of designer drinks, as well as daily menu changes.

Lindsey will give SPCRR volunteers and employees who are working at the Park a free soft drink with each meal purchase if they are wearing their SPCRR name badge. This does not apply on special event days. She will let employees and volunteers skip the line so they can get

## Labor Day and the Railroad



On May 11, 1894, employees of the Pullman Palace Car Company in Chicago went on strike to protest wage cuts and the firing of union representatives. On June 26, the American Railroad Union, led by Eugene V. Debs, called for a boycott of all Pullman railway cars, crippling railroad traffic nationwide. To break the strike, the federal government dispatched United States Army troops to Chicago, unleashing a wave of riots that resulted in the deaths of more than a dozen workers. In the wake of massive unrest throughout the nation, and in an attempt to repair ties with American workers, President Grover Cleveland made Labor Day a federal holiday six days after the strike ended. He lost his bid for re-election in 1897.

*Source: Wikipedia*

# Restoration Update – NWP Caboose 6101

*Kevin Bunker, Curator*

Photos by Bruce MacGregor and Kevin Bunker

**U**nder the leadership of Brook Rother, our Restoration Manager, longtime stalwart volunteer Gene Arrillaga leads the regular Thursday workday crew of Gene Bobik and Tony Peters; with help on larger workdays from Andrew Cary, Rob Lenicheck, Jay Martinez, Rich Nealson, Bruce Sorel, Ken Underhill, and David Waterman.

The caboose body is resting on cribbing and the most pressing work has been to get its core structural framing square and plumb, something it hasn't been for some time. The necessary removal of the inferior plywood siding installed in 1969 revealed all the shortcomings needing major attention. The grooved plywood indeed kept the frame together and somewhat snug. The 1/4-inch steel plates added by Bethlehem Shipyard to the backsides of the two side sills only gave a modest amount of support. Once the plywood came off the wall framing, the frame began to sag, more so with the truss rods disengaged. Mind you, the truss rods were also incomplete since the original intermediate pair were removed (along with the draft gear and original trucks) when this car was retired in 1929-30. We may as well note that Bethlehem's truss rods were put in but barely tightened. Here again, they counted on the plywood and steel frame plates doing all the work, not too big an issue since it was presumed this car would never roll in a train again. But we are not willing to let such inauthentic "wood butchery" survive.

We'll use a round of photos taken by Bruce MacGregor and myself on Saturday, June 17th to show the current state of the caboose project.

1. New bottom ends for the most age-damaged wall studs and braces have been made from fir and glued into place and will soon be permanently attached with screws. The use of screws will minimize damage to the soft redwood interior walls and studs that are now over 120 years old. Hammer-blows on heavy nails could be very stressful to these components. Also, 12-inch-long oak dowels have been glued into holes between the end sills and ends of the side sills. This was done to imitate mortise and tenon joints since Bethlehem Shipyard had simply butt-jointed these components, leaving a very weak structure.



## *Caboose 6101 - continued from page 4*

2. New secondary sills (liberally dosed with Penetrol for water resistance) to support the end platforms have been made from fir, glued and bolted into place atop the intermediate sills. These have been properly made with mortise and tenon joints at both ends (Bethlehem had not done this). The new square-head bolts are anchored in place with steel inserts or “keys” that will prevent the bolts from loosening by rotation. Similar securing has been done with the new bolts further back in the car just inside the entry doors. But because the old subfloor (in good shape) and newer fir flooring prevents installation of steel keys, Brook and Gene have made and installed spot-welded keepers to those bolt heads.

3. The one nagging structural bugaboo in the car body was a disengaged vertical tie rod at the A-end, left corner. When Bethlehem Shipyard carpenters stubbed in a new vertical body stud on the left end of the car, they cut loose the historic tie rod, assuming the exterior plywood would sufficiently stiffen the whole structure. It did, unless an adult person of 100-pounds+ mounted the steps at that corner. When that happened, it was too easy to see the body dip under the load. Gene found a means of carving out the Bethlehem stud to get at the tie rod and apply new tensioning nuts and washers. Now the body doesn't dip! The closeup below shows the tie rod.



*continued on page 6*



4. Gene has also gone to great pains to get the car frame level and has secured temporary leveling twine on both sides of the outer sills. As newly made replica components are returned to the car—chiefly the body bolsters and needle beams—the balance of the frame trussing can begin. This will be very important and delicate work but vital to the integrity of the end product.

5. The new needle beams are done, as are the equally new hand-forged queen posts that replicate those made at Sausalito Shop when the caboose was being constructed. They are ready to install ASAP. Making the replica body bolsters will be plenty of work since these are large and heavy timbers.



*continued on page 7*



6. We may as well note that even the Sausalito Shops car builders didn't always do topnotch work. The transverse truss rods for the A-end bolster were very poorly made and installed, yet there is no reason to change them now. Observe in the photo how one rod pierces the frame sills on the left side at a height different than its mating rod. This sloppiness extended to the way the original bolster was made, for the railroad carpenter also mis-drilled the original holes for the transverse truss rods and then, on discovering his error, just plugged the ends of those holes with dowel stubs and drilled a new pair of holes. Those dowels rotted away and admitted roadbed and ambient moisture, promoting severe rot in the bolster ends. Now here we are, more than a century later, fixing that problem, too. No, we won't repeat the mistakes for maximum authenticity!

7. The car interior is also temporarily braced for structural stability while all the external repairs are happening. Once all of the truss rods are in place and snugged up, we will be able to remove the interior braces and get to the attaching of real tongue-and-groove siding boards.



*continued on page 8*

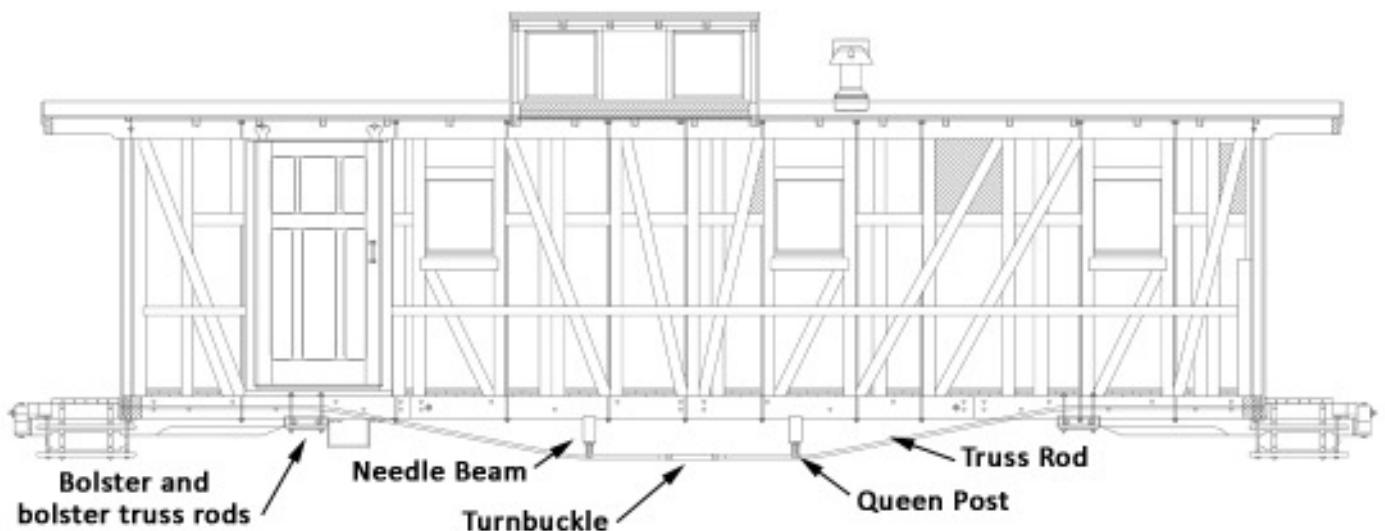
## *Caboose 6101 - continued from page 7*

Before leaving Ardenwood, I took the opportunity to select the first round of permanent collection artifacts already removed from the caboose in the course of preliminary restoration. The only components selected (except one) are bona fide Northwestern Pacific-added hardware that dates from 1913 or later. These will not be going back on the car since we have selected an interpretive restoration period of circa 1910-1912. Using our existing artifacts cataloging control standards, the first eleven parts were examined carefully and had their “toe tags” marked with sequential cataloging numbers. Once our new storage container for artifacts storage is fully set up, these pieces will be removed from the Car Barn and secured on artifacts shelving. The cataloging numbers will soon be added to our database by Jay Shellen.

*continued on page 10*



Gene Bobik, Tony Peters, and Gene Arrillaga (left to right) lay out the new bolsters (Gene A has both hands on the old bolster). They are laying out the hole which the center plate for the truck will fit through (the center plate is shown on top of the new bolster). In the background on the right, is caboose 6101. Oakland Railroad 12 horse car (built by J. Hammond car works) is on the left.



SPCRR Copyright — Daryl DiBitonto, 6101 Project Draftsman



# Needle beams, truss rods and queen posts

*Gene Arrillaga, Caboose 6101 Project Manager*

Experience working with 6101 has taught us that although there appears to be some symmetry, A end vs B end and left side vs right side, the individual parts are not necessarily identical to a corresponding part from one location to another nor are they necessarily interchangeable. With this in mind, the new needle beams were each placed and fitted in a given location. Then the necessary bolting holes were drilled using the existing holes in the sills to guide the drill bits. This was a simple and low tech solution to the problem of locating and drilling the holes so that the bolts would easily slide into place.

Each needle beam was labeled by location and orientation, then placed on saw horses so that each queen post could be located and the necessary locking hole could be drilled. The queen posts were likewise labeled, then painted with care not to paint the label. So far so good... until some freelance, well meaning, volunteer with a belt sander decided to help by cleaning up the surfaces of the beams, and there went the labels.

Time passed... Now it was time to mount the needle beams into position so we could see how well the queen posts would fit. The restoration gods were either looking out for us or just playing a cruel trick that we will pay for later, but the first beam chosen for installation fit the dados and the bolt holes matched as well. Now all we needed to do was get enough slack in the truss rods to allow for the 2 inches we needed to slide each queen post into position.

More time passed... The day came to fit the queen posts between the needle beams and the truss rods. Gene A and Tony were ready with more Liquid Wrench, a heat gun, paint remover, a wire brush, assorted adjustable wrenches and pry bars. Again, luck was with us or maybe it was just good preparation. The Liquid Wrench liberally applied to the turnbuckle threads the week before had worked its magic. Turnbuckles that hadn't been turned for years, turned, giving us the needed slack in the truss rods to allow us to place the queen posts between them and the needle beams.

Now, the truss rods have been snugged up a bit and work has started on fitting the A end body bolster into place. In the meantime we have re-purposed some material removed from the interior of the caboose to replace parts of the outside frame. There still is a long way to go, but it looks like the taking apart phase is over and it is starting to go back together. 🛠️




Above: Tony Peters rethreading the body bolster truss rods with a die and oil before new bolsters are put in place and snugged up on caboose 6101. Left: A closeup of the tool used to rethread the truss rods. Photo: Bruce MacGregor

## ***caboose 6101 - continued from page 8***

As the restoration progresses a few more pieces may be preserved, although not much is left that won't be reincorporated within the caboose. An example of a part that will be archived is a sample exterior plywood wall segment, with the NWP redwood tree emblem. This is being saved as a lesson in how overzealous earlier historians chose to sentimentally apply the emblem to this car even though NWP never painted its beautiful logo on its cabooses. The 1969 wall with logo was indeed beautiful, but like the also incorrect butter yellow on the outer walls, was completely ersatz. That error gave a whole younger generation or two the wrong impression of the Northwestern Pacific's painting practices.

**A final note:** We are desperately trying to find a U.S. source of 120-inch-wide #8 Grade cotton duck canvas for the new roof covering on No. 6101. The use of unseamed cotton canvas is crucial not just for historical accuracy but also to weatherproof the roof. The cotton canvas is hand-stretched across the width and length of the roof and tacked tautly in place, and then given coats of primer and paint. Unfortunately, sources of real #8 grade cotton canvas in 120-inch bolt widths seem to have dried up. Grade #4 canvas 120-inches-wide has been found, but it is excessively heavy and too hard to stretch. We could get by with #6 grade if that can be found in the desired width. So, if you know of any American wholesale or retail sources for this specific material please, please, let us know soon! We plan to buy about 60 feet which will cover the NWP caboose and also (eventually) our Oakland Railroad horse car when it gets fully restored. In the meantime, your Curator will be also seeking out canvas makers or dealers in Canada and England just in case those become our sources of last resort.

We expect the restoration of this caboose to go on throughout the balance of this year and into 2018 and we will provide periodic updates. So, stay tuned! 

### **Summary of July 2017 Board Meeting**

***Gene Arrillaga, Secretary***

John Stutz reported that Katie Train Activities Day was a success despite the unusually hot weather and a small increase in ticket prices. Thanks to all the volunteers who helped on the train crew and in the activities area. The Katie Day Committee is looking for ways to reduce the number of volunteers needed and simplify the set up and take down work.

Rail Fair preparation is under way. The goats did a good job of clearing weeds but there are still things that will require our attention. We will have a single steam engine and are considering Katie-powered rides from Deer Park to the Car Barn for tours for invited guests in the afternoons.

We have discovered that all the steel under-carriage was removed from the standard gauge reefer car. Jack is going to notify the Nevada Northern Railway Museum folks at Ely, Nevada to see if they are still interested in taking the car.

Equipment - Brook Rother and Rich Neelson have spent quite some time at CSRM researching leaf springs for caboose 47, but as yet we have no definitive answers to how 47's trucks were designed. The diesel engine swap for Katie is still waiting cost estimates, although we are closing in on exactly what we need. After discovering that good tractors sell quickly, we have authorized Brook to spend up to \$8,500 without Board-approval on a tractor/mower.

Paint colors for Brook's roofed Westside flatcars - Jay Martinez will produce several photos with possible color combinations for approval. Jay also has discovered 2 sets of trucks under dummy coaches at Great America. He will investigate further.

Agbayani Construction has donated \$1,000 to our group as the result of Jack's helping them save time and money on their electrical construction project at the park. The Board voted to put this donation in the Redwood for Restoration fund.

## **NOTICE:**

**The Rail Fair Committee is still 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@sperr.org](mailto:info@sperr.org) or call 510-797-9557.**

# A Tale of Two Websites

*Andrew J. L. Cary, Webmaster*

It was the best of sites; it was worst of sites; it was a site easy to maintain; it was a site using obsolete and now unsupported technologies; it was time to change.....

Starting August 1st, the <http://www.spcrr.org> website will be replaced by a new website at the same address. The new website takes advantage of the changes in technology to:

- Add support for multiple devices like smartphones and tablets.
- Add support for PayPal payments for dues and donations.
- Implement a menu and pull down based interface reflecting modern usage.
- Change the site organization to give a more accessible “face” to the general public and yet still provide members and railfans easy access to both existing and new content.
- Keep all of the old content.

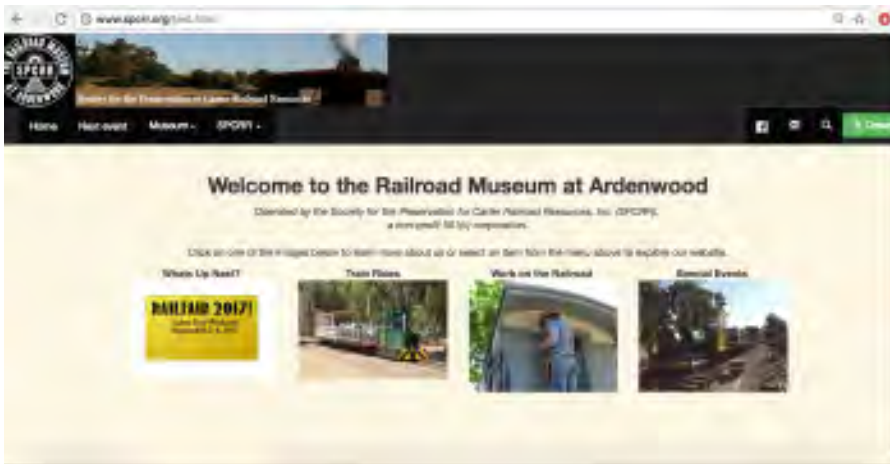
This is definitely a work in progress. Look for even more new content and features in the future. When it's finished it will provide an architecture for the next decade to come.

The revision started in January and took over 100 man hours of effort for design, development, testing, revision, more testing and deployment. Thanks go to J. Burgess, Bruce MacGregor, the SPCRR Board of Directors, and my fellow webmaster Ken Underhill.

## Technical Stuff

The old site was a static HTML website that was heavily dependent on a soon-to-be-unsupported obsolete HTML functionality called frames. The frames provided a fixed left side menu, a top banner and a content display window. The design was optimized for a 1024 by 768 pixel display in 1997.

The new site takes advantage of standardized javascript libraries to provide a “responsive” display architecture that resizes the page using the display resolution. These libraries also provide menu and layout functionality. In addition, static content is displayed using the newer and more secure iframe. This allows for easier deployment of routine content changes (like events) without having to recode pages. 📱



A screen grab of the new website. Try it out on August 1



A screen grab of the old website

# July Donation News

*Kathy MacGregor, Donations Manager*

## Donations received during the 2nd quarter of 2017

### Katie Diesel Engine Fund

Rod Smith's generous donation of \$5,000, made in honor of his late wife Catherine (Katie) Smith, will allow us to purchase and install a diesel engine in our Katie locomotive. **NOTICE:** *This fund request has now been fulfilled.*

### Redwood for Restoration Fund

**Under \$1,000:** Mitchell Bonner, Mike Collins, Michael Flaherty, Andreas Parks, Jim Vail

**\$1,000 and Above:** Agbayani Construction, Eric Bracher,

## Redwood for Restoration Fund Update We have raised 25% of our goal!

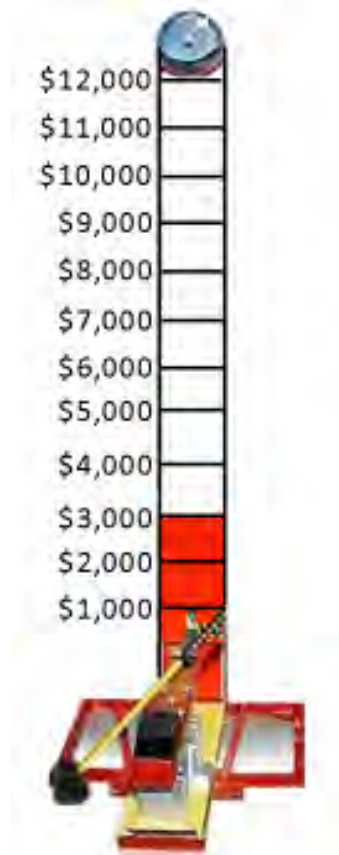
**Fund Goal: \$12,000. Total raised as of 7/24/17 = \$3,090\***

\*In an effort to expedite the purchase of salvaged, old growth redwood for three of our most important restoration projects, the Board decided to transfer all "unspecified" donations to the "Redwood for Restoration" fund. The \$3,090 total listed above includes these donations as well as donations from previous months.

**NEW!** Beginning August 1st, donations can be made on our NEW website using **PayPal** (you do not need a PayPal account to use a credit card). Just click on "**Donate**" at the top of our Home screen. Once you make your donation, you can print a tax receipt.

Of course we always appreciate donations by personal or corporate check too! Please make your check out to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. A donation acknowledgment letter will be sent to you for tax purposes. SPCRR is a verified 501[c][3] non-profit corporation.

If you have any questions, please email [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557.



## Why did SPCRR receive a \$1,000 donation from the EBRPD's construction company?

As noted in the May issue of the Hotbox, the electrical conduit between the eastern field and the Deer Park concession area had to pass under our railroad tracks just east of the Siward gate. The contractor installing the conduit originally planned to remove two 30-foot pieces of rail and four ties to dig the trench and install the conduit. He planned to have his own workers then re-install the track, but he didn't have any workers who knew anything about track work. We assumed that this would require that our volunteers would have to spend a couple of days getting the track back in gauge, to grade, and properly aligned.

Jack Burgess worked directly with the contractor and had them remove just three ties and leave the rails in place. They could then simply tunnel under the rails. Andy Cary, Bob Dike, and John Stutz replaced the ties a few days later, a much simpler plan and one which also saved the contractor a lot of time and money. As a thank you, the contractor mailed our group a \$1,000 donation check!

## **\$5,000 donation in honor of Catherine “Katie” Smith**

*Jack Burgess*

I met Rod Smith in the late 1960s when I joined a Newark-based model railroad club. Rod had built a stand-alone building in his backyard for his model railroad layout...very impressive, especially in those days!

In December 1970 Rod married the love of his life, Katie. Rod and Katie had many railroad adventures together over the years, and Jacque and I regularly saw the two of them at model railroad conventions.

After I joined SPCRR in 1982, and got Jacque involved, she twisted Rod's arm to join SPCRR, and he joined as a Life Member. Rod has been a supporter of our museum ever since.

Recently, Katie Smith passed away. After Rod read in the *Hotbox* of our need to replace the gasoline engine in our Katie with a diesel engine, he made a \$5,000 donation in his Katie's memory to cover the cost of the new diesel engine and its installation. In his letter included with his donation check, Rod wrote, "My wife's name was Catherine, but she always went by the name Katie. The name "Katie" always perks up my ears when I hear it".

Thank you for your generous donation Rod! From now on many of our members will think of your wonderful Katie everytime they see the little green locomotive.

## **Is There An Elf In The Car Barn?**



Two toy wooden train tunnels, new in the box and suitable for use on our wooden train layouts, recently appeared in an unmarked cardboard box on the Sorenson flat car. Thank you to the generous elf (or person) who donated them.

Thanks to **Ken Underhill** (not an elf) for donating a 10x10 pop-up for our SPCRR special events. With Ken's donation we now have three, 10x10 pop-ups with white UV lined tops.

Thanks to **Jay Martinez** (also not an elf) for his generous donation of two sets of Makita drills (two drills, two chargers, 4 batteries, 2 flashlights and two cases).

## **Only 10 Volunteer Opportunities Left to Support SPCRR Fundraising Events in 2017**

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

**October 21 - SPCRR Railroad Adventure Day #4**

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

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

### **Unique Volunteer Opportunity on Saturday, October 21**

We will be signing up a full train crew for the last Railroad Adventure Day of the season (9am-4pm), and we'll be signing up a full train crew for the Haunted Railroad (6:00-9:30 pm) on the evening of the same day. If you've always dreamed of working on the train from morning 'til night, here's your chance!

Contact the Phone/E-Mail Committee by phone 503-657-3992 or email: [macgregork@aol.com](mailto:macgregork@aol.com) if you would like to sign up in advance for any of these volunteer opportunities.

*Planning is bringing the future into the present so that you can do something about it now. —Alan Lakin*

We will begin calling for Rail Fair, Railroad Adventure Day #4, and Haunted Railroad volunteers on **August 2**.

Thanks to Andrew Cary (Engineer) and Gene Arrillaga (Brakeperson) for volunteering at our third Railroad Adventure Day on July 15.

# President's Report

John Stutz, President


**R**ail Fair is just 5 weeks away and preparations are underway. The initial right-of-way cleanup on July 22 was lightly attended, but we will have additional workdays on **Saturday, July 29** and **Saturday, August 5** (with a rented brush mower). We can really use some extra help, and we hope you'll come out and give us a hand. The right-of-way must be clear of grass and weeds prior to the steam engine arriving (the fire danger is especially high this year).

**August 12** is our scheduled restoration day and flat car 64's side fencing and gate are due for upgrading. The **August 19 and 26** workdays will involve both the right-of-way and rolling stock preparation, depending on the progress made on earlier workdays. I plan to be working at the park most of the **last week of August**. I will email notices on our progress, plus plans for future workdays to the [SPCRR\\_Members@yahoo.com](mailto:SPCRR_Members@yahoo.com) list (see the last page of the *Hotbox* on how to join the list). To find out what is new for Rail Fair this year, see the article on page 1. The September *Hotbox* will be devoted to Rail Fair and will include last minute updates.

Thanks to a significant future donation from Board Member Gary Smith, the Board has authorized Brook Rother and David Waterman to find us a small tractor with scoop loader and mowing attachment. That will be a great help for future construction and maintenance projects, and for Rail Fair cleanup. Unfortunately, every tractor we've had a lead on has been scooped up before we got to it so we probably won't have one available in time for this year's Rail Fair. If anyone has a good lead on a tractor that will fit our needs, please get in touch with Brook or David (their contact info is shown in the Weekly Workdays on page 16).

Other significant donations include \$5,000 from Life member Rod Smith in memory of his wife "Katie" Smith—see article on page 12. There is also a chart on page 13 that shows the donations received toward the "Redwood for Restoration" fund. We've reached 25% of our goal which is exciting, but we've got a ways to go. Even small donations make a difference toward the \$9,000 balance we need to raise... Please consider helping us purchase this old growth redwood before the limited supply is sold to others.

This month's *Hotbox* includes some great photos from a variety of volunteers and members. The workers on caboose 6101 have finally begun the process of putting it back together instead of tearing it down. Gene and his crew are doing wonderful, detailed restoration work. The articles by Kevin Bunker and Gene Arrillaga beginning on page 4 includes many photos showing the process and their progress.

If you want to sign up in advance for Rail Fair or the Haunted Railroad, there is information on how to do so in the Calendar on the last page of this *Hotbox*. These are our largest fund raisers, and the profits go toward the restoration of our historic cars. Please support our museum by volunteering for at least one day at each event. 

## RAIL FAIR WORKDAYS

John will lead special workdays on **Saturday, July 29 & August 5 at 10 am** to work on the annual right-of-way clearing of dry grass, weeds and debris to prepare for the steam engine visit at Rail Fair.

**On August 12, 19, 26—and the entire week prior to the event—we will work on various projects to get ready for our big event. 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 at the Park, or bring your lunch.**

# 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 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**

Please see Gene's summary on page 9 this month. Dates and hours will be provided in next month's report.

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

**7/18 & 7/19 Volunteers: Bruce MacGregor, Jay Shellen, (16 hrs)**

Completed moving and cataloging all of the SPCRR artifacts, patterns, and paper documents to the new container. The reefer is now empty. There will be a detailed report in next month's Hotbox.

#### **Miscellaneous Work:**

##### **Sat 7/1 – Bobby Goldie and John Goldie (6 hrs)**

Bobby and John spiked down another section of track 5 and filled in missing spikes from the middle to the switch. They next cleaned out the 8 journal boxes of the second WSL car getting it ready for service.

##### **Sat 7/1 – John Stutz and David Waterman (8 hrs)**

John S. did a marathon day with the mower and cleaned up the Car Barn yard.

David installed a new set of plugs on Katie, and other misc. projects.

##### **Mon 7/3 - Bobby Goldie and John Goldie (9 hrs), Jay Martinez (8 hrs) and David Waterman (10 hrs)**

- The second WSL car was washed out, and its ends tightened up.

- 1725 and 64 were also washed and cleaned up. The canvas top on 1725 is red again. To prep the train for July 4<sup>th</sup>, red, white and blue banners and decorations were installed.

- Jay and David also did some brush cutting at Ardenwood yard to keep the blackberry vines from hitting the sides of the cars.

##### **Sat 7/8 - Brook Rother (12 hrs); Gene Arrillaga, Andrew Cary, Bobby Goldie, John Goldie, Jay Martinez, David Waterman (8 hrs)**

Brook picked up and delivered the first load of wood for the Sorenson WSL flat cars project. Brook, John, David and Jay unloaded the wood.

John and Bobbie worked on more spiking on track five and helped the others with some tear down on the Whitcomb locomotive.

Andy and Gene worked on caboose 6101.



Bobby Goldie spikes rail on track 5

Photo: John Goldie



Bobby Goldie, David Waterman, Jay Martinez. Photo: John Goldie

## Weekly Workdays - continued



Katie ready for 4th of July. Photo: Bob Pratt

### Rail Fair Preparation Workdays

**Sat 7/22 - Bob Dike and John Stutz (8 hrs)**

With Bob on the chainsaw and John loading, we got 4 pickup loads of wood debris into the dumpsters. This included the tree that was down in the grove beside the track—which was a load in itself—as were the prunings at Deer Park. Current estimate is about 6 more loads to go, primarily what the Park's contractor failed to grind just east of Corp Yard crossing. **SEE PAGE 11 FOR UPCOMING WORKDAYS. NEED HELP!**

### 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 the last page of the *Hotbox*.

- **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).

**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.
- 2nd Saturday of the month focuses on locomotives, restoration & misc. 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: August-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.

**Sat., July 29, plus AUG 5, 12, & 19 (and the week before Rail Fair-see separate entry below) - RAIL FAIR WORKDAYS TO PREPARE FOR STEAM ENGINE and RAIL FAIR. SEE DETAILS ON PAGE 13. HELP NEEDED** to clear the dry grass, weeds & debris along right-of-way. Led by John Stutz (650- 604-3363-cell). 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.

**Sat Aug 26 thru Fri Sept 1 - RAIL FAIR PREPARATION & SETUP. Help is NEEDED!** Led by John Stutz (650- 604-3363-cell). Meet at 10 am at the Car Barn, or look for us along the track. 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. 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 (call 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.** If you would like to sign up, contact Bruce or Kathy MacGregor at 503-309-4701 (between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**EST Mon-Weds, Oct 9-18: HAUNTED RAILROAD SETUP DAYS. Help appreciated!** Meet each day at 10 am at the Car Barn. Enter at Siward gate. If you would like to sign up, contact Bruce or Kathy MacGregor at 503-309-4701 (call between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**Sat, Oct 21 - SPCRR SPECIAL EVENT: Railroad Adventure Day** (Train Rides). **Need Volunteer Train Crew and Station Agent.** If you would like to sign up ahead, contact Bruce or Kathy MacGregor at 503-309-4701 (call between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**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. (9 pm on Sundays). We expect full trains and need every volunteer! **Volunteer Train Crew and Other Positions.** If you would like to sign up ahead, contact Bruce or Kathy MacGregor at 503-309-4701 (call between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**Tues, Oct 31-Sat, Nov 4: Haunted Railroad Takedown.** Help is much appreciated! Meet each day at 10 am at the Car Barn. If you would like to sign up, contact Bruce or Kathy MacGregor at 503-309-4701 (call between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**Sun, Nov 19:** Last day of Operations for the season.

### 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).