

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.

## **Come to RAIL FAIR 2017! September 2-4, 10am-4pm**



Photo: Bruce MacGregor

## What **ELSE** is new at Rail Fair this year?

**NEW Buda Hand Car** – Newly restored hand car donated to our Museum by George and Karen Thagard on display for the first time at the Historic Car Display at Ardenwood station yard. *See article on page 6.*

**NEW Ticket Window** – This year the Park is opening a third ticket window so our Rail Fair visitors won't have to wait in long lines. The Park has told us there will be online tickets available next year.

**NEW Safety Features for our visitors** – On the WSL covered flat cars, created vestibule-style trap doors over the steps and side gates at their outer edge (as successfully used on the White Pass for nearly a century).

**NEW Location** – The Early Day Gas Engines and Tractor Association exhibit will be in a new location this year. The members of this group have been bringing their extensive collection of engines and tractors to Rail Fair since it began. Look for them north of the big barn.

**NEW Tunnels at SPCRR Children's Activities** – Short fingered people (sometimes referred to as toddlers) have a hard time pushing an engine all the way through the long tunnels on our wooden train layouts. Shorter train tunnels would be the obvious solution to this vexing situation, but shorter train tunnels are hard to find. Stop by the SPCRR Children's Activities to see how we've solved this problem for our short-fingered visitors.

### Steam Train Special

**Sunday, September 3 at 4 pm** (minimum age: 7)

**Roundtrip ride from Ardenwood station to the Car Barn, especially for SPCRR Members and SPCRR Volunteers as well as potential volunteers and members. If you've never seen the collection, here's your chance! Pick up your ticket from the docent at the Outdoor Museum Display at the Ardenwood station yard by 2 pm on Sunday (first come, first served).**

## Please Help Us Get Ready for Rail Fair and the Haunted Railroad

### Rail Fair Fire Prevention, Cleanup, Preparation and Setup:

Aug 26, 28, 29, 30, 31; and Sept 1  
10 am at the Car Barn or find us in the park.

### Haunted Railroad Village Set-up - Need at least 3 volunteers:

Sept 30, 10am at the Car Barn or find us in the woods.

### Haunted Railroad General Set-up:

October 7, 8, 14, 15, 19  
10am at the Car Barn or find us in the woods.

### Haunted Railroad Cleanup:

Oct 29, 30, Nov 4 (Take Down Village - need at least 3 more volunteers). 10am at the Car Barn or find us in the woods.

We will work on various projects to get ready for our two largest events. Don't forget to bring a hat, gloves, water, and sunscreen. If you have trouble finding us, call John Stutz's cell at 650-604-3363. 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. *More details in the Calendar on page 10.*

# Labor Day and the Narrow Gauge: Women on the South Pacific Coast

*Bruce MacGregor with Research by John Hall*

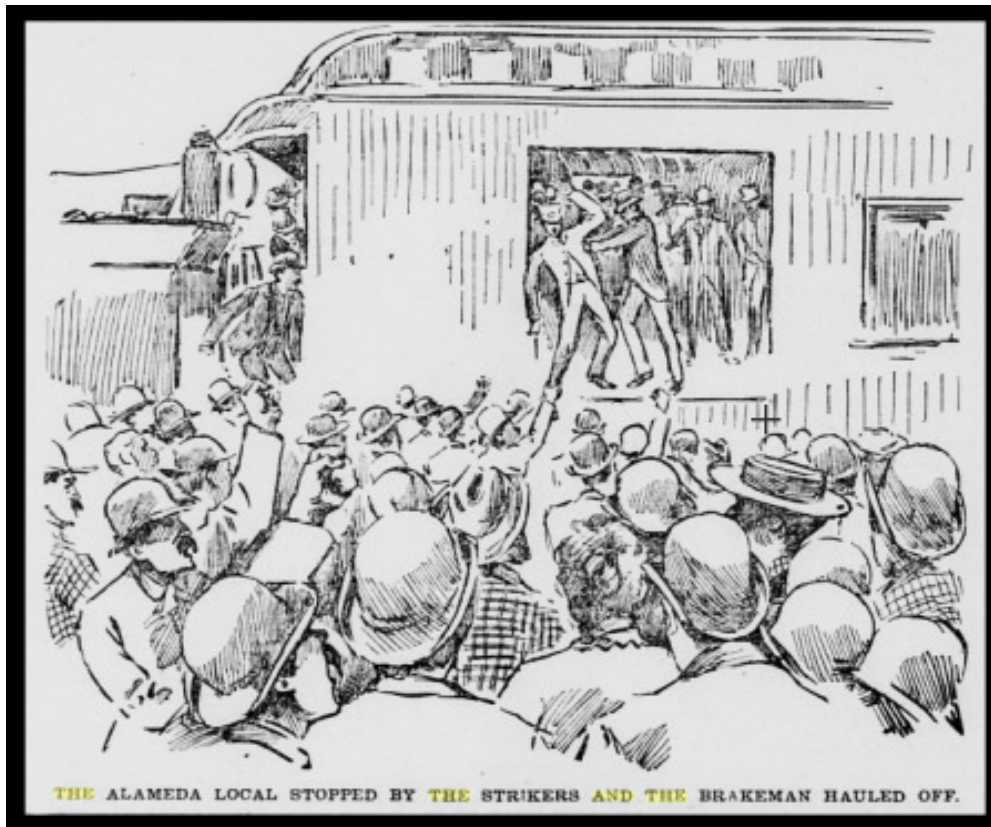
Last month, we set the stage for Labor Day weekend by briefly telling the story of the birth of the holiday... Labor Day became a Federal holiday in the wake of the Pullman strike of 1894, an often-violent clash between organized labor and the Federal government. Finally quelled by military force, the militant labor unions, championed by Eugene Debs and the American Labor Union (A.L.U.), still gained public recognition and bargaining power.

The nearly universal use of Pullman cars on the standard gauge Southern Pacific made it a prime target for strikers during the summer of 1894, who not only pulled workers off trains but sometimes succeeded in sabotage. On July 11, strikers derailed a train hauling troops near Sacramento, killing four soldiers.

But even though it was leased by the Southern Pacific, the narrow gauge South Pacific Coast was at first overlooked by strikers. The narrow gauge operated no Pullman cars, and its employees were not members of the A.L.U. Both its mainline trains (between Alameda and Santa Cruz), and its local trains (between Alameda

and Oakland) continued to operate through late June 1894, while standard gauge service in the Bay Area was effectively interrupted.

Gangs of militant strikers, however, quickly identified their error. Crowds of angry workers surrounded narrow gauge facilities, singled out workers, and pressured them to quit on the spot. The first narrow gauge local train to leave the Alameda Mole on July 3, 1894, made it as far as the 7th Street crossing in Oakland, where the crossing tender had been intimidated into quitting the day before. The local narrow gauge train came to a dead stop. The semaphore signal, allowing narrow gauge trains to cross broad-gauge tracks, had mysteriously been left in the "stop" position, with no employee willing to change it.



Thinking at first that they had won the battle, the strikers ignored a group of children who had gathered at the 7th Street crossing. As a joke, the children playfully turned the semaphore to the "proceed" position, letting the local train roll east. The strikers acted swiftly, recruiting the Oakland Sheriff to station officers by the embattled semaphore. But among the deputies, loyalties were divided. Some of the deputies voluntarily operated the semaphore to let narrow gauge trains pass, only to be fired by the Oakland Sheriff who sympathized with the strikers.

Observing the tug-of-war going on outside, Miss Tilson, the narrow gauge's ticket agent at 7th and Webster Streets, watched the strikers gain the upper hand. By the afternoon of July 3, they had crowded around the semaphore and prevented anyone from turning the semaphore. But who—in the Victorian 1890s—would have ever thought a woman would run their gauntlet? Miss Tilson got up from her desk, put on her hat, walked from her ticket office through the unsuspecting crowd and reached the lever. She calmly pulled the handle, allowing the train to pass. Outraged, not only the strikers but an audience of local women followed Miss Tilson back to her ticket office, publically berating her. A reporter wrote down Miss Tilson's determined reply: "I am here for the company and if the trains do not pass, I cannot sell tickets."

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Waiting for the next train to arrive, the crowd continued to shake fists in the air, feeling in control of the situation. But jaws dropped and grown men blushed when the local train pulled up to the semaphore, and halted... Miss Tilson again put on her hat and walked to the semaphore, throwing the lever and letting a second train pass. The crowd gasped.

She did not have to stand up to the mob a third time. Her supervisor, Roadmaster Baxter, appeared shortly afterwards, taking over the semaphore from the exhausted but determined young lady.

The narrow gauge held out one more day, continuing to operate, until two of its locomotives were parked on the mainline near the Alameda Mole and "killed," effectively blocking all narrow gauge trains for the duration of the strike.

But in the *San Francisco Call's* July 4 edition, Miss Tilson's singular actions at the 7th Street semaphore had earned her the title of "hero of the day." Because of the strike, finally crushed by military force, the American Labor Union (ALU) gained public recognition and bargaining. 🗳️

# Pasta Dinner

for all SPCRR Members and SPCRR Volunteers

(not just Rail Fair volunteers)

Saturday, September 2, 5:30 pm

at the Car Barn (outdoors)

**Please RSVP before August 25** so we can order a dinner for you. (We don't want you to go hungry!)  
Phone 503-657-3992 or email: [macgregork@aol.com](mailto:macgregork@aol.com)

NOTICE: There will be no train ride to the Car Barn for the dinner this year. You may drive your car to the Car Barn after 4 pm, but please take it slow and watch for late visitors in the Park.



**Catered by Dino's Grill**

**Pasta with Meat Sauce**

**Greek Salad**

**Garlic Bread**

**Tiramisu for dessert**

**Beverages: Coke, Diet Coke, 7-Up, Water**

***You are welcome to bring other beverages***



## **Why do we do what we do?**

### **It's important to save these pieces of history, that's why!**

Above is NWP caboose 6101 undergoing restoration, behind it is caboose 47, the car that started our group. The 47 is our next major restoration project (the Restoration Report is being written now). On the left is the new wood for the two WSL flat cars donated by the Sorenson family. The wood has to 'season' in the Car Barn for a year before it can be used.

Photo: Bruce MacGregor

## **Haunt or be Haunted on the Haunted Railroad**

**Only 6 volunteer special event opportunities left to  
to support SPCRR fundraising events in 2017**

**October 20, 21, 22 Haunted Railroad** (5-10 pm on Fri & Sat; 5-9:30 on Sun)

**October 27, 28, 29 Haunted Railroad** (5-10 pm on Fri & Sat; 5-9:30 on Sun)

*If you can't get there at 5pm, come when you can before 7pm*

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.

**We also need help setting up... see dates on page 4 or in the Calendar on the last page**

# What's inside the big box?

**Jack Burgess, Vice President**  
photos by Author

**G**eorge and Karen Thagard (who have brought their narrow-gauge steam locomotive “Deana” to Rail Fairs in the past) have donated a fully restored 1906 Buda hand car to the Railroad Museum at Ardenwood. The hand car was restored, boxed, and shipped cross-country by rail from the Kloke Locomotive Works in Somonauk, Illinois. It arrived in Stockton in early August. From there it was shipped by truck to a freight terminal in Hayward to be delivered directly to Ardenwood. George reported that the hand car and box weighed close to 1,000 lbs.—it was immediately recognized that we would have no way of getting the box off of a truck at Ardenwood.

Searching for a solution, I asked Jim Kronnenberg, owner of Hulbert Lumber in Newark, if the truck could deliver the “box” to their yard and if their crew could unload it with one of their forklifts. He quickly agreed to help us out.

As soon as the delivery truck arrived and rolled up the rear door of the truck, it was obvious that getting the box out of the truck was not going to be easy. It was very large and too wide to be loaded with one long side up against one wall and it couldn't be turned 90 degrees to fit on the power lift gate.

The forks on the delivery driver's pallet jack were not long enough to lift the box completely off the floor of the truck, nor could he push the box out onto the lift gate. But one of the Hulbert forklift operators took charge! With the truck lift gate in the raised position, he had the truck driver use his pallet jack to drag the box as far out onto the lift gate as possible. The Hulbert forklift driver then used his forklift to pick up the box and instructed the driver to move his truck a few feet forward until the box was clear of the truck (*photo right*).

The forklift driver then drove the box over to our trailer (*photo below*), but he couldn't lower the



box directly onto the trailer due to the trailer's fender skirts. Instead, he positioned the box 2 feet over the rear of the trailer and centered it on the trailer. Another forklift driver then pushed the box onto the trailer (*photo top of next page*). We are so lucky that Hulbert had several experienced forklift drivers!

By the time I had the load somewhat tied down and was leaving Hulbert, it was a few minutes before 5 p.m. I was in a rush to get to the Park's Lake Blvd. gate before it was locked. (I was worried that the load would slide off the trailer if I tried to drive

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over the railroad overpass on Paseo Padre and go in the Siward gate.) Since I didn't secure the box with a rope over the entire box due to the time, I drove north from Hulbert Lumber at a maximum speed of 15 mph. I turned onto Lake Blvd. hoping that the Ardenwood gate was still open since it is typically closed around 5 pm—and it was 5:08 pm! When I stopped at the stop sign at Lake Blvd./Edgewater Dr., I was just 800 feet from the gate, but I noticed a green Park vehicle parked nearby and someone was closing the gate!

I sped up and when close enough, honked my horn to catch her attention. She had already locked one gate and was just

getting ready to close the second one when I pulled up and waved. Fortunately she recognized my van and let me pass.

From there it was a slow run out to the Car Barn while avoiding potholes on the dirt road. I left the trailer to be unloaded another day (*photo bottom left*). Two days later, I learned that Gene Arrillaga, Gene Bobik, Andy Cary, Stu Guedon and Tony Peters had unloaded the box from the trailer and the box was safe inside the Car Barn sitting on track 1 (*photo bottom right*).

Now what? George and Karen Thagard will be at the Car Barn on Friday, September 1 at 4 pm when they will open the box and roll the hand car out to the sound of digital cameras, I'm sure. 📷



**Next month's Hotbox will have pictures of what is inside the box...**

# New Rail Fair Entrance Policy

**A**t Rail Fair, free admission is limited to Rail Fair volunteers and SPCRR members. If you work at Rail Fair, you are a Rail Fair volunteer and get into the Park for free. This includes Rail Fair exhibitors and musicians. Free admittance to Rail Fair is a “perk” we offer our SPCRR members.

Anyone who is neither a Rail Fair Volunteer nor a member of SPCRR will be asked to pay the \$12 admission fee if they attend our event. This is how our non-profit museum earns money to restore our collection. Last year, 260 people attended Rail Fair who did not pay. We’ve asked the Park to help us make sure that only people who qualify get in for free this year. As part of their effort to do this, the Park has requested that all Rail Fair volunteers park in the volunteer lot and enter the Park before 10 am (anyone who is unable to do this should park in the front lot and come through the main gate as before). The volunteer lot will not be locked at the end of the day until the last person has left. (Call Jack Burgess at 510-928-4117 if you plan to leave your car overnight.) Anyone arriving after 10 am will need to show identification at the ticket window (volunteer badge or a current membership card) to enter for free. If you have forgotten your badge or have lost your membership card, call Jack (cell: 510-928-4117) and he will come to the entrance gate to help you enter.

We regret that these extra steps are necessary, but it would be irresponsible of SPCRR if we did not enforce a policy that directly impacts the amount of revenue we earn for restoration at our events.



## August Donation News

*Kathy MacGregor, Donations Manager*

### Redwood for Restoration Fund\* is now 59% funded!

**Fund Goal: \$12,000. Total raised as of 8/20/17 = \$7,120**

**Donations received: July 30 - August 15, 2017**

#### Under \$1,000:

Mike Wissler  
Bill Wulf

*Correction - We regret that a donation to the Redwood for Restoration Fund made by long time SPCRR supporter Bill Wulf was not acknowledged in the August Hotbox. Thank you for your donation, Bill.*

#### \$1,000 and Above:

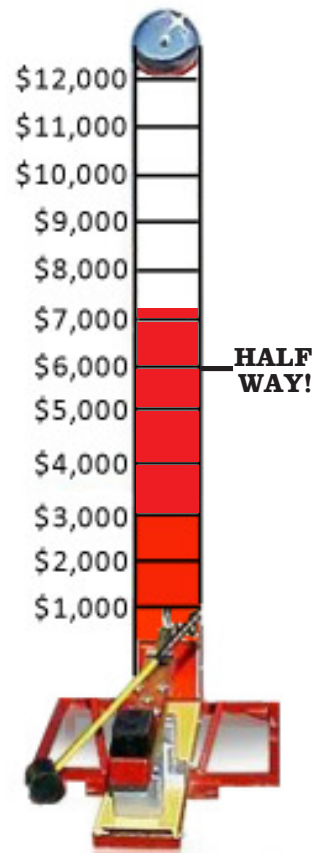
Bob and Irene Brown  
John Houghton  
Bruce Sorel

Another \$4,050 was added to our Redwood Fund this month thanks to the generous donations of Bob and Irene Brown, John Houghton and Bruce Sorel. Their donations more than doubled the previous month’s total!

Donations can be made on our website using **PayPal** (you do not need a PayPal account to use a credit card). Click on “**Donate**” at the top of our Home page (or [click here](#)). Once you make a 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.





# 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:

**Everyone is busy preparing for our big event September 2-4. Reports will be posted in October's Hotbox.**

### 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 on 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: Late August - Early 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.

**Aug 26, 28, 29, 30, 31, & 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). Volunteers pick up your free lunch ticket each day at either the Car Barn (between 8-8:45 am), or the Information Table in front of Ardenwood station (between 9-9:45 am). If you have any questions, email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826.

**Mon, Sept 4, after 4 pm - RAIL FAIR Cleanup.** You can drive in the park after 4pm., but be careful about late visitors. Call 510-508-8826 (cell) if you have any questions.

**Sat, Sept 30: HAUNTED RAILROAD - VILLAGE SETUP. All Help Appreciated! NEED 3 PEOPLE MINIMUM** Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell). Enter at Siward gate.

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

**Sat & Sun, Oct 7-8: HAUNTED RAILROAD GENERAL SETUP. Help Appreciated!** Put up fence signs, test generators, and check inflatables. Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell). Enter at Siward gate.

**Sat & Sun, Oct 14-15: HAUNTED RAILROAD GENERAL SETUP. Help Appreciated!** Place picnic benches and tables in grove, prepare the village and cottage, run primary powerlines. Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell). Enter at Siward gate.

**Thurs, Oct 19: HAUNTED RAILROAD - DECORATIONS DEPLOYED. Help Appreciated!** . Meet each day at 10am at the Car Barn or find us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell).

**Fri, Oct 20: HAUNTED RAILROAD - Setup Decorations before first train. Help Appreciated!** . Meet at 5 pm in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell).

**Sat, Oct 21 - SPCRR SPECIAL EVENT: RAILROAD ADVENTURE DAY.** Volunteer positions have been filled.

**Fri, Sat, Sun; Oct 21-23 and Oct 28-30: SPCRR SPECIAL EVENT: HAUNTED RAILROAD** . Need help for setup each night at 5pm in the woods and Ardenwood Station. Trains depart at 7-9:30 pm (7-9pm on Sundays). We expect full trains and need every volunteer! **Volunteer Train Crew and Other Positions:** if you would like to signup 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).

**Sun & Mon, Oct 29 & 30: Haunted Railroad Takedown & Cleanup. All Help Appreciated!** Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell).

**Sat, Nov 4: Haunted Railroad Take Down -Village. NEED 3 PEOPLE MINIMUM** Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 604-3363-cell). Enter at Siward gate.

### 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).