



The Hotbox is designed to update members, volunteers, and the general public about activities, work events, and volunteer opportunities at the Museum (see last page on how to obtain notices and schedule changes). Questions or comments can be directed to the Editor by email at info@spcrr.org, or call 510-797-9557.

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. Our mailing address is: SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursdays, Fridays and Sundays between April and mid-November. See our Calendar on the last page for workdays. To become a member, make a donation, or find out more information, go to our website at www.spcrr.org. Newsletters are distributed bi-monthly, six times per year.

2017 - A Year of Accomplishments!

Jack Burgess, Vice President

The end of a calendar year is always a good time to look back and review what was accomplished over the past 12 months. Here are just some of the highlights:

RESTORATION

Caboose 6101:

The B end truck was rolled out of the way and both end platforms have been rebuilt. With five stacks of cribbing and several wedges, the car is now completely leveled and square. New needle beams were built and installed, along with the new hand-forged queen posts. The damaged portions of both the upper and lower nailing strips on both sides of the caboose have been replaced and are ready to be fastened to the vertical members as soon as the under frame is finished. The rotten parts of the window frames on the west side of the caboose have been replaced. The damaged vertical and diagonal side pieces have had been replaced. Whenever possible we have tried to use the same species of wood as the original and recycled as much as we could from original lumber, whenever we could find it.



Caboose 6101 new needle beams and queen posts. Photo: Bruce MacGregor

West Side Flat Cars:

No. 222 - The deck planks were removed and re-installed to minimize the gaps between the planks, the exposed metal pins for the bolsters were recessed, air brakes and couplers installed, and the car repainted.

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Accomplishments - continued from page 1

Nos. 205 and 308 - All of the wood was purchased to complete these two cars; the wood is in the process of drying.

CURATOR ACTIVITIES

Archive - All of the parts and patterns have been moved out of the WP refrigerator car and into the new cargo container. Work was started on documenting the remains of Carter-built North Pacific Coast coach 34 with 3D drawings.

Parts Database - A new database has been created incorporating the old database records, updating the records to reflect the current inventory, and adding new parts.

Restoration Reports - The restoration report for caboose 6101 was completed; the draft restoration report for Westside Lumber flat cars 205, 222 and 308 has been completed.

OUR COLLECTION

Newly restored 1906 Buda handcar was donated to our group. Sold the “Rusty Mary” gas locomotive since it was no longer used.

MAINTAINING OUR COLLECTION

New ties and ballast were installed at Deer Park; the Car Barn was fumigated for termites; we purchased a replacement diesel engine for our “Katie” locomotive; we purchased a full-sized tractor with a front bucket,

spreader box, power take off, and forklift arms to help with maintenance and track construction; and the old locks on the Car Barn were replaced with digital, reprogrammable, push-button locks.



Track all finished and ballasted. Photo: Jack Burgess

WEBSITE

Our website was rebuilt to new standards for mobile users. Design was changed for more up-to-date look and ease of navigation. Visitors to the site can now use PayPal for donations and membership renewals.

OPERATIONS

We now have seven train crew employees to provide operations for the public. We carried over 48,400 visitors during this operating season, with an average of 40 passengers per trip.

SPECIAL EVENTS AND FUND RAISING

There were six special events, including three regular Railroad Adventure Days, Katie Train Activities Day, Rail Fair, and the Haunted Railroad. The attendance at Katie Train Activities Day and Rail Fair was negatively impacted by high temperatures last year, but our Haunted Railroad event was a sell-out. We had a net income of \$38,500 from our six special events in 2017. Total donations by individuals and companies this year totalled \$25,530, including the \$12,000 donated to the Redwood for Restoration fund to purchase old-growth redwood for car siding.

VOLUNTEERS/MEMBERS

We gained several new members and volunteers. Volunteer hours have continually increased over the past two years... **this year's hours totalled 12,405 — an increase of 17% over 2016!** 🇺🇸

A huge THANK YOU to everyone who made 2017 a big success!

We are sad to report that SPCRR has lost a very special person... Trudy Frank

Bruce MacGregor

Trudy Frank, long-time Treasurer and member of the Board of Directors, and one of the earliest and most stalwart of SPCRR's long list of volunteers, passed away on Friday, January 19.

Words did not fail her friends and fellow volunteers when they shared their memories of Trudy:



Trudy spent hours working on 1010, getting her ready for the 1991 Sacramento Rail Fair. Photo: Bruce MacGregor, 1988

For some years after the station store closed, Trudy maintained a small store in what was then our museum boxcar, which mostly involved sitting all day in the hot car while families looked over the exhibits. I am not certain what her schedule was, just that whenever I got called out to help with operations on Sundays, she was there. Bob Hertz took it over when it became too much for Trudy, and the store closed after it became too much for Bob, shortly before he died. I miss them both. John Stutz

She always had a positive attitude, sage advice, a story to tell, a sense of humor, warm smile, sense of history. All these phrases describe Trudy. And the till at the store always balanced at the end of the day!
Donna Arrillaga

She was a devoted volunteer with a passion for the cause and a fun sense of humor. She will be missed by all who knew her.
Bill Wissel

I was asked to let you know that a very dear sweet lady has left us...She passed on Friday night around 7:30. She was indeed very dedicated to the SPCRR and kept everyone on their toes for at least 30 years if not more. She was also a friend to me and will be missed very much.
Barbara Culp

Trudy was a devoted volunteer... when Trudy said she would be there, you could count on it. It didn't matter what was being worked on, Trudy would be there to lend a helping hand. During the years that I was on the Board with Trudy, I don't think she ever missed a meeting. Trudy made the managers stick to their budgets, making sure SPCRR had reserve funds for emergencies, as well as saving for future projects.
Jacque Burgess

Trudy deserves the superlatives. She served for many years as a SPCRR Board Member and Treasurer, General Store Volunteer, and our Conscience-at-Large. She also encouraged others to volunteer, including members of her family—Robin Frank, Barbara Frank and Linda Weathers.

Bill Wissel remembers how Trudy adopted a cause and defended it — in this case the early seed money for the Car Barn:

"There were a lot of people who contributed to the facility in the "eastern field," but Trudy's name does not come to mind with most people today. It is unlikely that the Car Barn would

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have been built without Trudy guarding over the bank accounts with all the determination of a bull dog standing guard over its home. She would never let anybody spend money from the accounts designated for the eastern field complex. That doesn't sound like a big challenge today, but back then battles were being fought, and virtually everybody had their hand out for money. Trudy stood guard and drew a line in the sand. Anybody who suggested spending that money on other things, and there were many, would see how displeased Trudy would get. Some people might think I'm over-stating this, but anybody who was there at the time would know how true it is."

It is fitting that the eastern terminal yard and museum complex have been named the "Trudy Frank Rail Complex" in Trudy's honor. In her role as Treasurer, Trudy managed the funding that would eventually become the Car Barn, the first railroad museum building at Ardenwood. Around that building has grown the Museum's yards and the site for the future Museum buildings.

Trudy's legacy lives on.



Trudy at the site of the future car barn (opened in 2015). The entire complex was named the "Trudy Frank Rail Complex" in her honor. Trudy's skill in managing SPCRR's finances made the car barn project a reality. Photo: Bruce MacGregor, 2012



In Memory of Jim Vail

We learned at press time that Jim Vail, a long-time SPCRR member and supporter, passed away on January 28, 2018 after a long illness at the age of 83. Jim was a narrow gauge train fan, Master Model Railroader, and authored a column in the *Narrow Gauge and Short Line Gazette* magazine about his modeling and layout with over 230 articles. His model railroad was impressive... it filled his entire basement in Santa Cruz, it was full of details, and it attracted visitors from around the world.

A new restoration report: West Side Lumber 24' Flat Cars

This article reviews the draft release of “Restoration Report: West Side Lumber flat cars 205, 222, 308”. In its final edited and reviewed version, this report will join the “Preliminary Restoration Analysis of Northwestern Pacific Caboose 6101” in a growing library of restoration reports on cars in the Museum’s collection.

Bruce MacGregor

Photos by author

Between 1900 and 1940, over 300 of these utilitarian, narrow gauge flat cars hauled the majority of the timber harvested by West Side Lumber Company (WSL). Replaced in 1940 by more modern, higher capacity skeleton log cars, 45 of the 24-foot flat cars remained on the company’s Tuolumne, California property—six years after the railroad shut down in 1960.

Society for the Preservation of Carter Railroad Resources (SPCRR)
The Railroad Museum at Ardenwood

RESTORATION REPORT West Side Lumber flat cars 205, 222, 308

TITLE BLOCK

Cars covered: 24', 15 ton capacity West Side Lumber flat cars 205, 222, 308
Draft Report Date: January 1, 2018
Author: Bruce MacGregor
Status: DRAFT, Rev. 1.0



West Side Lumber flat car 222, The Railroad Museum at Ardenwood, Summer 2017



WSL flat car 222 as we found it.

Because they were plentiful and relatively inexpensive to purchase after WSL ceased operation, many museums and collectors across the United States acquired one or more of the 24' flat cars. Our Museum has three of these cars in its collection: 205, 222 and 308. Ironically, in spite of and perhaps because of their plentiful numbers, they were often not considered worthy of historic preservation. Many rotted in place, their wood frames succumbing during years of outdoor storage. Others were cannibalized for parts, reused to create non-historic tourist cars.

Some 60 years after West Side shut down its railroad, the number of restored, intact 24' flat cars in existence could be counted on two hands, or less. Darwin seems to be at work here. For the public, and even for many informed railroad historians, little about these cars seemed special, unique or worth preserving as historic artifacts.

So why is our Museum trying to preserve these cars? Defying the odds, our three WSL flat cars have survived, relatively intact with a high percentage of their original parts. One car, 222, has been painstakingly restored (by us). New wood, enough for complete replacement of all beams in 205 and 308, is now drying in our Car Barn, nearly ready for a complete restoration of the remaining two cars. Why fight to preserve these cars and feature them as part of our public interpretation when they have been largely ignored as historical artifacts?

Fair question. The just-released restoration report tries to answer the question in four parts:

1. The Carter Connection

Our Museum has focused its collection on Carter Brothers. In 1899, among Carter’s last customers was West Side Lumber. Written records (reproduced in the restoration report) make it clear that Carter built new flat cars for WSL. After Carter ceased operation in 1902, other California car builders used patterns and plans from Carter, and continued to sell West Side identical flat cars. We have one historic car in our collection, D&C 64, that was built to Carter's original plan. Our Museum’s three West Side flats (205, 222 and 308) were built by West Side Lumber in the 1920s and 30s, using designs inspired by the original Carter cars but tailored to the unique manufacturing capabilities of the lumber company. For example, many parts that Carter made were made as castings—

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Restoration Report - continued from page 5

West Side made theirs using a blacksmith. Through the complete set of four cars—64, 205, 222 and 308—our Museum can tell the story of the 60 year evolution of a Carter product (much like the three Carter box cars [253, 444, and 472] in our collection).

2. Our Museum's Charter

When SPCRR incorporated as a nonprofit museum, its charter defined its mission as the interpretation of Carter products by operating them for the public. This unique living history objective was made possible by restoring original, historic flat cars (either built by Carter or with Carter connections) and equipping them to safely haul the public on Ardenwood's railroad. For 30 years, our Museum has met this objective. Adding additional West Side Lumber flat cars like 205, 222 and 308 allows us to expand our operating fleet using historic (and historically relevant) cars.

3. Long-term Maintenance

Using historic flat cars in public train service is possible to do with a minimum of maintenance. Flat cars are especially simple and easy to adapt. Historically compatible bench seats and railings are added much as they were on WSL (the report documents these cars in picnic train service on WSL). On our railroad, these cars only operate 125 miles in an entire year. They are operated at very slow speeds, so what little wear and tear happens is confined to the wheels and bearings, both of which can be replaced. When the time comes to replace those parts, we can do so by using accurate patterns in the Museum's collection.

4. The Museum's Message to the Public

With these cars in public operation, our Museum is in a position to not just tell the public they're riding on historic rolling stock, but to tell the story of each car's connection to Carter Brothers and the Museum's mission. This kind of interpretation has been one of the most powerful ways of getting our message across, and one of the few venues currently available to tell our story. Until we can safely and routinely take visitors to the Car Barn to visit our collection, giving rides on historic rolling stock literally brings the history to our audience. The restoration report provides interpretive background on all four of the cars discussed in this article: 64, 205, 222 and 308.

The report is currently in draft form and can be reviewed by interested individuals. Feedback and comments are encouraged (contact Bruce at bruce.alan.macgregor@gmail.com). The final edition of the report will be available this summer.

The final restoration report for caboose 6101 will also be available soon. Watch for notices on both reports in a future issue of the *Hotbox*.



Photo: Courtesy Tuolumne County Historical Society

Thanks to everyone who made donations in 2017!

Kathy MacGregor, Donations Manager

In 2016, 25 people donated \$10,280 to SPCRR. In 2017, over 34 people donated \$25,529.93 to SPCRR. The first donation arrived on January 1 and the last one arrived on December 31. There are probably many reasons for the increase in the number of donors in 2017, but I'm sure that our newsletter (Hotbox) and our website (spcrr.org) were at least partially responsible. Our very first donation in 2017 and in 2018 was from SPCRR member Edwin Lindgren, a California native now living in Kansas. I think he was expressing the thoughts of many donors when he wrote: "After having the opportunity over the last year to become acquainted through the monthly newsletter with the fine restoration work that SPCRR is doing at Ardenwood Park, I have no hesitation increasing my level of support for this effort." Norman Delucchi was the first person in 2017 to donate using our redesigned website. A total of six people used PayPal to donate a total of \$1,580 last year. A special thanks goes to Bob Brown, editor of the *Narrow Gauge and Short Line Gazette*, for not only donating to the Redwood Fund but also mentioning the Redwood Fund in his widely read publication.

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Total Donations to Funds in 2017 - \$25,530

Ballast Fund: \$1,800

General Fund: \$175

Katie Replacement Engine Fund: \$5,000-Fund Goal Met

Redwood for Restoration Fund: \$12,000-Fund Goal Met

Sorenson Flat Car (Douglas Fir) Fund: \$1,000-Fund Goal Met

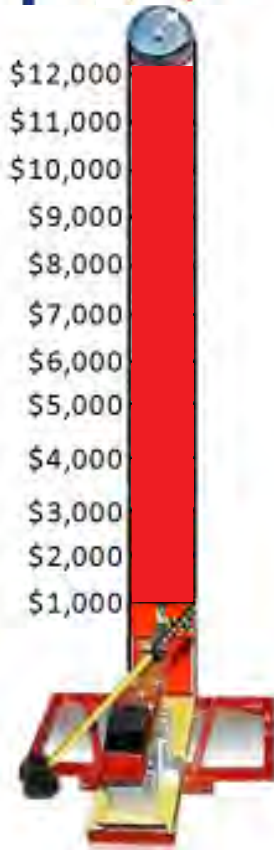
Tractor Mower Fund: \$5,020-Fund Goal Met

Run Around Track Fund: \$535-NEW 2018 Donation Fund

**We Reached Our
Goal for the 2017
REDWOOD FUND!**



\$12,000
\$11,000
\$10,000
\$9,000
\$8,000
\$7,000
\$6,000
\$5,000
\$4,000
\$3,000
\$2,000
\$1,000



**Read about our new Donation Fund on page 13
in this edition of the *Hotbox*!**

Thanks to the following people and organizations:

Agbayani Construction	John Goldie	Bruce MacGregor
Amazon Smile Foundation*	John Hall	Rich Nealon
Mitchell Bonner	Brad Hanson	Andreas Park
Eric Brache	John Houghton	PayPal Giving Fund*
Don Breitbarth	Industrial Metal Recycling	Mark Pizarek
Bob Brown	Curtis Jones	Rod Smith
Jack Burgess	George Koerner/Pria Graves	Bruce Sorel
Andrew Cary	Craig Kumler	Ray Strong
Mike Collins	Keith Kvenvolden	Michael Wissler
Norman Delucchi	Michael Laine	Jim Vail
Michael Flaherty	Brad LaRose	John Stutz
Paul Gardner	Edwin Lindgren	Bill Wulf

**Donations received are based on purchases made by many individuals using Amazon Smile. To sign up (at no cost to you), [click here for Amazon Smile](#), log-in, then search for "SPCRR" to choose for your charity.*



Summary of Board Actions - November and December 2017; January 2018

Jack Burgess, Vice President

November 11, 2017 Board Meeting

WP refrigerator car - The Nevada Northern Railroad Museum does not have the funds to move the WP refrigerator car. The Board agreed that the WP refrigerator car will be closed up and left in place.

Track weed control - After a discussion, the Board approved a plan to have Osborn Spray Service spray our track this year with a pre-emergent herbicide in December and then apply a regular contact weed killer similar to Roundup sometime in June. The hope is that this will result in fewer weeds to cut prior to Rail Fair.

Value-Added Interpretive Events for 2018 - To fulfill our contract obligation with East Bay Regional Park District, we are required to provide four (4) "value-added" interpretive events each year. In the past this requirement has been satisfied through our four Railroad Adventure Days (RADs), one of which was the popular Katie Train Activities Day. Of the other three RADs, only the RAD in October increased our attendance due to Perry's Pumpkin Patch. The other two RADs have been lightly attended, therefore the Board has decided to cancel these two RADs. To meet our obligation in 2018, the Board has decided to hold Katie Train Activities Day on June 2 (now a special event), Rail Fair on September 1-3 (this is also a value-added interpretive event), and one Railroad Adventure Day on October 6 (this date will avoid the Harvest Festival and Haunted Railroad).

Tours to the Car Barn - Park staff would like to have more tours of the Car Barn. The Board agreed that we should work toward future increased tours to the Car Barn; however tours cannot be scheduled until track improvements and a run around track are completed at the Eastern terminal.

Hotbox Newsletter - The Board agreed with a suggestion that the *Hotbox* be changed from a monthly to a bimonthly newsletter, beginning with the January/February issue.

December 2, 2017 General Meeting and Elections

Our annual appreciation dinner was held on December 2, 2017. The only Board business at the General Meeting was the election of officers. The slate of officers (all of the 2017 officers) was presented. There were no nominations from the floor. A motion was made and seconded to waive the requirement that limits Board Members to two consecutive terms-the motion passed unanimously. A motion was then made and seconded to elect the slate of officers as presented-the motion passed unanimously.

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Curator's Corner

Surprises Ever Lurk

Kevin Bunker, Curator

It's a given fact of a researcher's life: just when you think you've found as much historic information on a specific subject, fate—call it what you will—is likely to intervene if you press on just a little further. Better still, walk away from your topic, do other things and then resume. Perhaps it's the coming 'back to task' refreshed and refocused, or maybe it's adjusting your sights to see your topic from a different perspective, but additional results will almost certainly surface.

A case in point: our Northwestern Pacific caboose No. 6101. The "final" draft of the preliminary restoration analysis was finished and ready to release, or so I thought. Yet in idly turning back to the California Digital Newspapers Collection online just a few weeks ago, once again searching with the term "North Shore," up popped the "fresh" article below.

Sausalito News, 2 June 1906, page 3:

North Shore Shops.

The shop roll at the shops has been decreased one-third, and from now on it appears that there will be very little work outside of emergency work done at them in the future. About ten men received word Thursday that they were not needed. William J. Faunt, master carbuilder, tendered his resignation, to take effect Friday. All the heavy work will be done at Tiburon. Master Mechanic Brassill paid a visit to the shops Thursday.

I blinked and read it again. And again. The article ran just six months before the Northwestern Pacific Railway Company was organized, the new enterprise enveloping the North Shore Railroad and its then-owner, California Northwestern Railway; among other operations in Sonoma, Mendocino and Humboldt counties. Tiburon was home-shop for the CN and its predecessor San Francisco & North Pacific Railroad, but both of those roads were and remained standard gauge. San Rafael was the closest narrow gauge (dual gauge, really) relative to Tiburon, another dozen miles east. So, this *Sausalito News* article is of crucial value to reframing our understanding of how the North Shore Railroad and its operations after the Northwestern Pacific took over. Earlier historians skipped over this matter, presuming (erroneously) that all was swept neatly into the NWP fold all at once after January 1907. Clearly this wasn't so, as I will elaborate on near the end of this overview.

The *Sausalito News* not only lets us know of staff cuts, but also a deliberate diminishment of the Sausalito Shops—or at least that part of the shops responsible for rolling stock repair and construction. In fact, if we take into account the later shift that truncated narrow gauge operations at San Anselmo, then the shopping change to Tiburon makes even more sense.



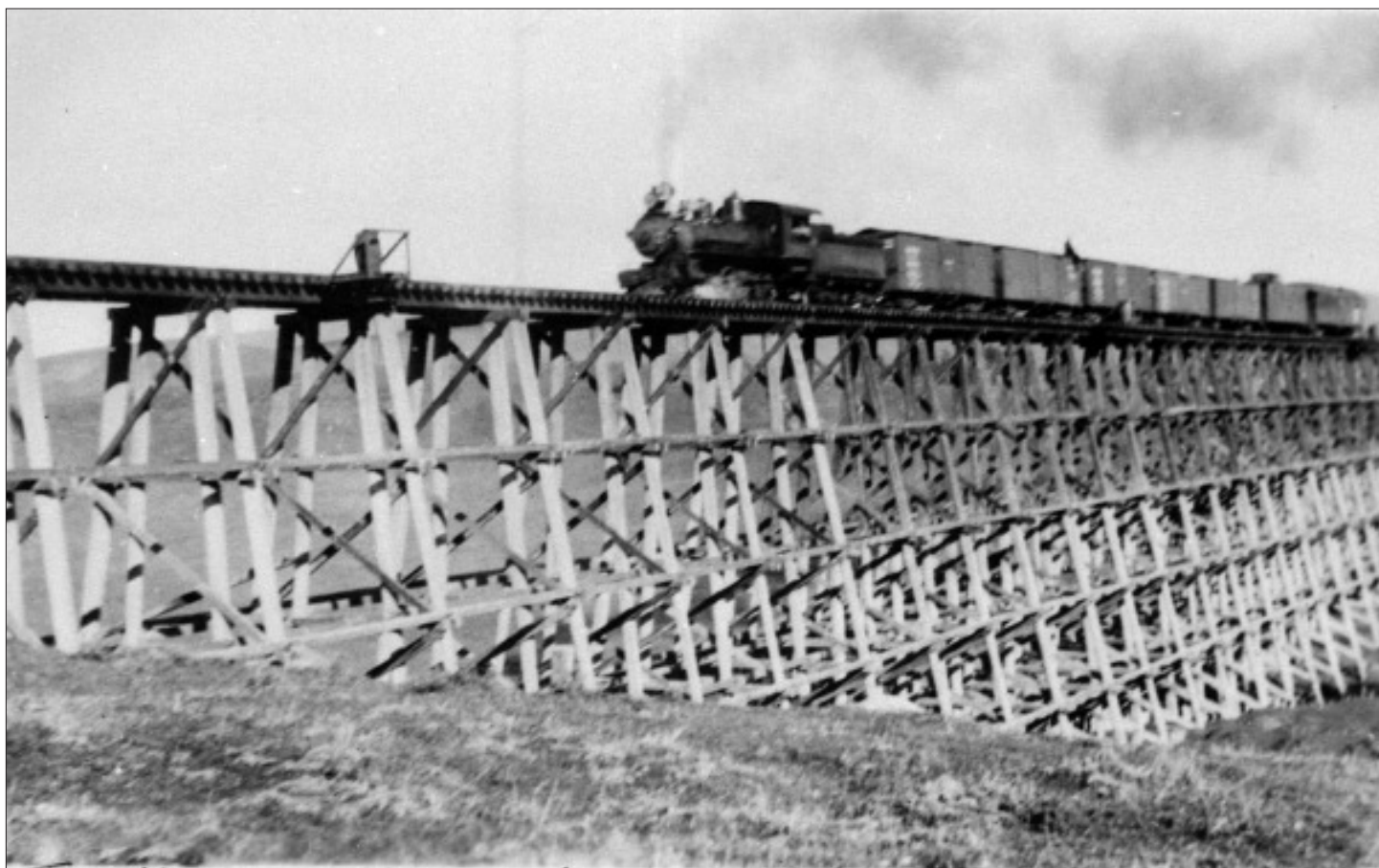
The Sausalito car shops established by Carter Bros for the North Pacific Coast RR. Caboose 6101 is shown on the track. Photo is a half-card stereoscopic image.

What does this mean relative to our narrow gauge caboose? After it was rocked onto its side at Duncan Mills (and damaged) during the "Great Earthquake" of April 1906, I too simply presumed that it was taken back to the Sausalito Shops for repairs and repainting and was returned to duty from there. This article happens to fall right within the month when 6101 was shopped. So, where did the renovations and repairs take place? If we take the article at face value, Sausalito was now doing only emergency repairs. Was this an emergency "light" repair or something more thorough. I would suggest it was the latter, including a structural assessment, some new siding

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boards, window glass and interior repairs, plus a fresh paint job. The trucks might have also needed some work.

Because we don't have the 1906 shop books or accounting vouchers, we can't be absolutely certain just where 6101 was redone. But right now I'm inclined to believe that her damaged body was put aboard a standard gauge California Northwestern flat car at the dual gauge Duncan Mills yard and hauled to Tiburon for the necessary overhaul; then returned to San Anselmo or San Rafael the same way when it was completed. Likewise, was this the moment in time when the car was fitted with its distinctive Southern Pacific-style slope-sided cupola? Both the California Northwestern (in its latter years) and the Northwestern Pacific were strongly influenced by the SP despite some substantial Atchison, Topeka & Santa Fe Railroad investment and machinations. It was SP architecture that was used for depots, and when the new standard gauge cabooses began being built for NWP, they were near-clones of SP common standard cabooses. Older standard gauge cabooses leftover from the California Northwestern and San Francisco & North Pacific were also retrofitted with SP-standard cupolas. Since Tiburon Shops clearly had everything necessary for major car repair work



A Northwestern Pacific Railroad narrow gauge mixed train hurries across the photogenic high trestle near Fallon, California, circa 1915-1925, just north of Tomales. This wonderful amateur snapshot was just recently found by the Northwestern Pacific Railroad Historical Society and then scanned at high resolution. The mid-morning daily-except-Sundays train is "westbound" to Point Reyes station and (perhaps) further to San Anselmo. Freight business this day was light enough for one of the NWP's four stout Brooks-built 4-4-0s to handle the consist, which includes our caboose—then numbered 5591—and a single coach trailing. When only a few local passengers showed up, they would be accommodated in the caboose, at least as far as Point Reyes. On this occasion, however, it seems there was a sufficient number boarding the train on its daily run "west" from Monte Rio and Occidental to warrant the additional seats granted by a coach. [Courtesy NWPRRHS Archive, Knapp Collection]

and construction, it now seems safe to conclude that our narrow gauge caboose went there for its summer 1906 re-do, and was then returned to San Rafael and 3-foot gauge rails. This also suggests that when the same caboose (and its older sister) were retrofitted with automatic knuckle couplers and renumbered, that work was done at Tiburon, not Sausalito.

I will add one caveat to the above tentative conclusions. When the nation entered World War I and the United States Railroad Administration (USRA) took over most domestic main- and short-line common carrier

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operations, Sausalito Shop was evidently still a busy place. Our caboose was photographed there just a hundred or so feet away from the engine shops circa 1919 when the USRA was governing Northwestern Pacific operations. Why was it at Sausalito if Tiburon was the primary shop? It has been suggested by a qualified authority that it was there as part of a broader USRA-required census of sorts, where all equipment was enumerated and photographed. Rather than dispatch field agents, rolling stock was brought to both terminals for the survey. Since only Sausalito had dual gauge rails stretching up to San Anselmo Junction, our caboose and the whole narrow gauge fleet could most easily roll to the old “home terminal” for assessment. To take it all aboard flat cars to Tiburon would be ridiculously inefficient and expensive.

The Cutbacks Kept Happening

More historic details about the economization have cropped up recently. In late 1907 the NWP began a widespread economization that affected the whole railroad. Staff cuts throughout the standard and narrow gauge parts of the company were also undertaken in waves through 1908, and then happened again in 1910. The 1908 cutbacks also included elimination of the dedicated narrow gauge car ferry running between Sausalito and San Francisco, even though that custom-built vessel was not quite two years old. Instead, the express passenger ferry steamer ‘Ukiah’ was refitted with dual gauge rails on its main deck, and for a short time 3-foot freight cars were floated that way back and forth. Then the company quit carrying narrow gauge cars to “the City” altogether. That same year the NWP fired a whole Bridge & Buildings work crew, then rebuilding old trestles or adding new steel bridges. The 1910 cuts were more sweeping, forcing two-year layoffs to the NWP employees and hired contractors that were hard at work building the critically important (and entirely new) 100-mile standard gauge link between Willits and Eureka.

The earlier cuts may have come at the behest of S.P. Chairman E. H. Harriman who was all about economy and elimination of redundant facilities of any sort. Other possibilities spring to mind, including the fact that the Great Earthquake and Fire of April 1906 also triggered a widespread recession, and the NWP was still retiring the bonds of its forebears in 1907-08 plus paying down its own large founding debts and buying brand new steam locomotives and coaches for the standard gauge. That all cost plenty.

Consider Harriman’s plight: destroyed by the Great Fire were the entire Southern Pacific terminal in San Francisco (between King and Townsend streets, from Third to Seventh) and the company’s headquarters in the Flood Building on Market Street. (The North Shore had its own offices in the Mutual Life Insurance building, and that too was burnt out.) Furthermore, the SP main line in the vicinity of San Jose, Gilroy and Watsonville also suffered bad damage. And then there was the former South Pacific Coast Railroad, ripped asunder and plagued with a collapsed Summit Tunnel, all of which had to be rebuilt, and fast.

More Capital Expense

At the same time Harriman was just beginning to double-track the already archaic 1860s Central Pacific Railroad across the Sierra Nevada—adding new roadbed with easier grades and curves and multiple new tunnels; plus electric train control signaling, a process that extended into 1909-1910. It becomes easier to see why the tiny NWP “Shore Division”—the narrow gauge portion—was financially “choked” until more money could be lined up. Even Harriman, with all his legendary super-capitalist’s might and tendencies of flinging money at any and all challenges, had its limits when faced with grim reality.

Needless to say, I will now be doing some more intensive research to determine what took place and where. More to follow, so stay tuned! 

It's Time to Renew Your SPCRR Membership

John Goldie, Membership Manager

Join or renew for just \$20 as a Contributing member. Or become a LIFE member for \$250 and never worry about paying dues again! You can pay using PayPal (go to our website www.spcrr.org, click on “SPCRR”, “Become a Member”). Or send us a check made out to “SPCRR” (mail to SPCRR, PO Box 783, Newark, CA 94560). Dues and Donations are tax deductible... SPCRR is a registered 501(c)(3) nonprofit corporation.

Volunteer Opportunities in 2018

Kathy MacGregor, Volunteer Sign-up Committee




**If you never did, you should.
These things are fun,
and fun is good.
-Dr. Seuss**

Last year we had two special event fundraisers (Rail Fair and Haunted Railroad) where the price of a train ticket was included with the price of admission. In addition to those two events we had four Railroad Adventure Days where the purchase of a train ticket was optional. One of those Railroad Adventure Days was Katie Train Activities Day. This year there will be three special event fundraisers (Katie Train Activities Day, Rail Fair, and Haunted Railroad) and one Railroad Adventure Day. Even though we have reduced the number of fundraising events from six to four, we think supporting only the most popular events in 2018 makes good sense when you weigh our volunteer resources against potential income. These four events have generated the most income for our Museum in the past and we have good reasons to believe they will continue to do so in the future.

Katie Train Activities Day:	June 2
Rail Fair:	September 1, 2, 3
Railroad Adventure Day:	October 6
Haunted Railroad:	October 19, 20, 21 and 26, 27, 28

We encourage everyone to volunteer at our fundraising events this year. It's not too early to begin planning to have some fun in 2018. If you don't put these special event dates down on your 2018 calendar right away, you might end up getting roped into painting your house, cleaning your garage or giving the cat a bath. Everyone knows that volunteering at Ardenwood is a lot more fun than any of those things and fun is good. Just ask Dr. Seuss!

We will be calling a month before each special event to sign up volunteers. If you have questions about volunteering or wish to sign up before we call, please contact the Volunteer Sign-up Committee: Bruce and Kathy MacGregor: macgregork@aol.com or call 503-657-3992 (9am-9pm). 

GETTING THE RUN AROUND IN 2018

A new track project for the Eastern Terminal

Bruce and Kathy MacGregor



Photo: Bruce MacGregor

The idea of a run around track is as simple as its name... it's a track running parallel to the main line with switches at both ends.

The name comes from one of its possible uses. A train is parked on the mainline between the two switches, while its locomotive uncouples from one end, uses the switches and parallel track to run around the train, and couples to the other end of the train. By performing this operation at the end of the line, a locomotive crew will position themselves for a return trip, opting for better visibility from the front of a train traveling in the opposite direction. Our lead photograph shows this simple operation taking place at Deer Park during Rail Fair, with locomotives seen moving to the west end of the Deer Park run around track and around its train (parked on the left, just in back of the switch stand).

There are other uses (and other names) for the same basic track plan. Also called a “passing siding,” if the track is long enough, two trains traveling in opposite directions can meet and pass by each other if one of them switches to the siding and stops. For example, look at the historic photograph of the Glenwood yards on the South Pacific Coast Railroad, with a passenger train “passing” a freight train which has pulled into the Glenwood passing siding for a few minutes to let the passenger train glide by. This track has the same configuration as a run around track, just longer, and is often found on mid-points along a railroad where two trains are likely to meet.



continued on page 14

Our safety guidelines call for locomotives operating on the front end of public trains. Run around tracks to allow the locomotives to move to the front of the train are currently available only at the Ardenwood and Deer Park stations. However, the opening of the Car Barn about three years ago resulted in train operations to this new facility. For public trains to reach the Eastern Terminal and move to the opposite end of the train, a run around track needs to be installed at the Eastern Terminal. Because there was no run around track, the locomotive had to run around at Deer Park, then push the train out to the Eastern Terminal.

The goal of our 2018 fund raising project is to raise money to build a run around track at the Eastern Terminal. The purchase of rail, ties, ballast and switch parts will give the group the raw materials we need to build this critical piece of track, insuring safe operation of trains from any station on the railroad.

Uncoupling, switching and reversing the position of the locomotive provides additional opportunities for passengers to observe train crews at work. When we operate steam, a run around track brings train passengers in close contact with a working steam engine, while keeping them safely aboard the train. And the crew gets the chance to explain what the locomotive is doing and why.

As our fund raising effort continues on this important project, we'll keep you posted as construction keeps pace.



THE RUN AROUND TRACK FUND

Fund Goal: \$10,000

Duration of Fund Drive: 1/1/18 - 12/31/18

Building a run around track at the Eastern Terminal will add to the safety and quality of the living history experience we currently provide for visitors to Ardenwood. It will allow us to safely transport visitors to the Car Barn for on-board tours of the Museum's historic car collection. It will also provide additional opportunities for passengers to observe train crews at work: throwing switches, reversing their locomotives, and running them around the train to take them in the opposite direction, increasing the interpretive scope of the train ride. This is the only fund we are soliciting donations for in 2018.

If you would like to make a donation in someone else's honor, or someone's memory, please include that information when you donate.

To make a tax-deductible donation by PayPal on our website:

You do not need a PayPal account to use a credit card. Go to our website at www.spcrr.org. Click on "DONATE" at the top of the page. You can print a receipt on PayPal for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.

To make a tax-deductible donation by check: Please make your check payable "SPCRR" and mail it to: SPCRR, PO Box 783, Newark, CA 94560. You can use your cancelled check for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.



Special Thanks to George Koerner/ Pria Graves and Michael Laine for kicking off the Run Around Track Fund with their donations of \$530!

January 11, 2017 Board Meeting

Items in the volunteer parking lot and containers – The Park staff has asked about the ownership of a number of items being stored outside of our two cargo containers in the volunteer parking lot. Responses to an email about these items were best summarized by an email from Bruce MacGregor which read “The outside machine tools may be ours, but they were not an acquisition that I participated in or knew about. With the level of exposure and time, I doubt if any of them are salvageable. So, bottom line... my suggestion would be to discard/recycle/sell most of what is outdoors.” Emails from Gene Arrillaga and Andy Cary supported the fact that these items were donated by John Stutz’s brother. John Stutz wrote an email that stated, “The outside tools that were once under tarps came from an east San Jose winery about 15 years ago, along with much of the overhead belt drive components that are in the Corp Yard.” Gene Arrillaga wrote “The sheet metal and assorted structural shapes piled outside are ours from a deal too good to pass up related to our first building attempt. At one time Brook had expressed interest in buying the pile of building parts.” It has been concluded from these and other emails that the machine tools can be scrapped. The other items could be sold to Brook Rother. Whatever he doesn’t want could be moved to the Corp Yard and repurposed. At a planned February 10 workday, the items stored outside will be inspected and scrapped if not usable.




Containers in the Volunteer Parking Lot - The containers in the Volunteer Parking Lot are “legal” as provided in our contract with EBRPD. However we need to find a place for the \$12,000 of first-growth redwood from the 2017 fund drive. One possible option is to put it inside one of these two containers. One container holds some belt-driven equipment, and the other one is filled with equipment, supplies and inventory from the general store. There is also a massive oak counter/display as well as a few antiques. We will save items which are worth selling at our Rail Fair store, offer any historic items to the Patterson House or local historical society, save any shelving which can be reused, and donate or discard the rest. The belt driven machine tools, a gift from the San Francisco Maritime Museum, are to be preserved as historic artifacts under the original agreement with the Maritime Museum.

Payroll Hourly Wage Increase – In 2016, the minimum hourly wage in California was \$10/hour. In order to attract more qualified employees, we paid \$12/hour. The minimum wage (for employers’ with 25 or more employees) increased to \$11/hour as of January 2017 and we increased our train crew’s wage to \$13/hour. The minimum wage (again for employers’ with 25 or more employees) will continue to rise by \$1/year) to \$15 per hour on January 1, 2021. Our employees are doing a great job as evidenced by comments from the Park staff. The Board agreed to increase the wages paid to our employees for the 2018 season by \$1.50 per hour.

Capital Projects for 2018 – A list of possible projects for 2018 was reviewed by the Board. The list included the following projects:

- | | |
|---|--|
| Eastern Terminal Run Around Track (see article on pg. 13) | Mower attachment for our tractor |
| Track repairs | Douglas Fir for cars 47, 253, and 444 |
| Installation of diesel engine for Katie | Cupola materials for caboose 6101 |
| Redwood for 47, 253, and 444 | Contractor installation of the roof for 1010 |
| Second cargo container for event storage | Shed for track tools |
| Fumigation of artifacts container | Old Tie disposal |
| Wood for seating on flat car 222 | Mounted radio for Katie |
| Wood for seating on flat car 64 | |

After a discussion of the work needed to upgrade our mainline between Ardenwood station and Deer Park, the Board agreed to postpone prioritizing capital projects to be funded during 2018 until the costs for the track work have been determined.

Use of Contractors – It has been determined that the track from Ardenwood station to Deer Park needs to be upgraded and repaired during the off-season. Brook Rother and David Waterman have agreed to take on this project, using hired help if needed. The cost of this project is unknown at this time, and will be reported to the Board for action at a later date. 

Restoration: Why DID they do that?

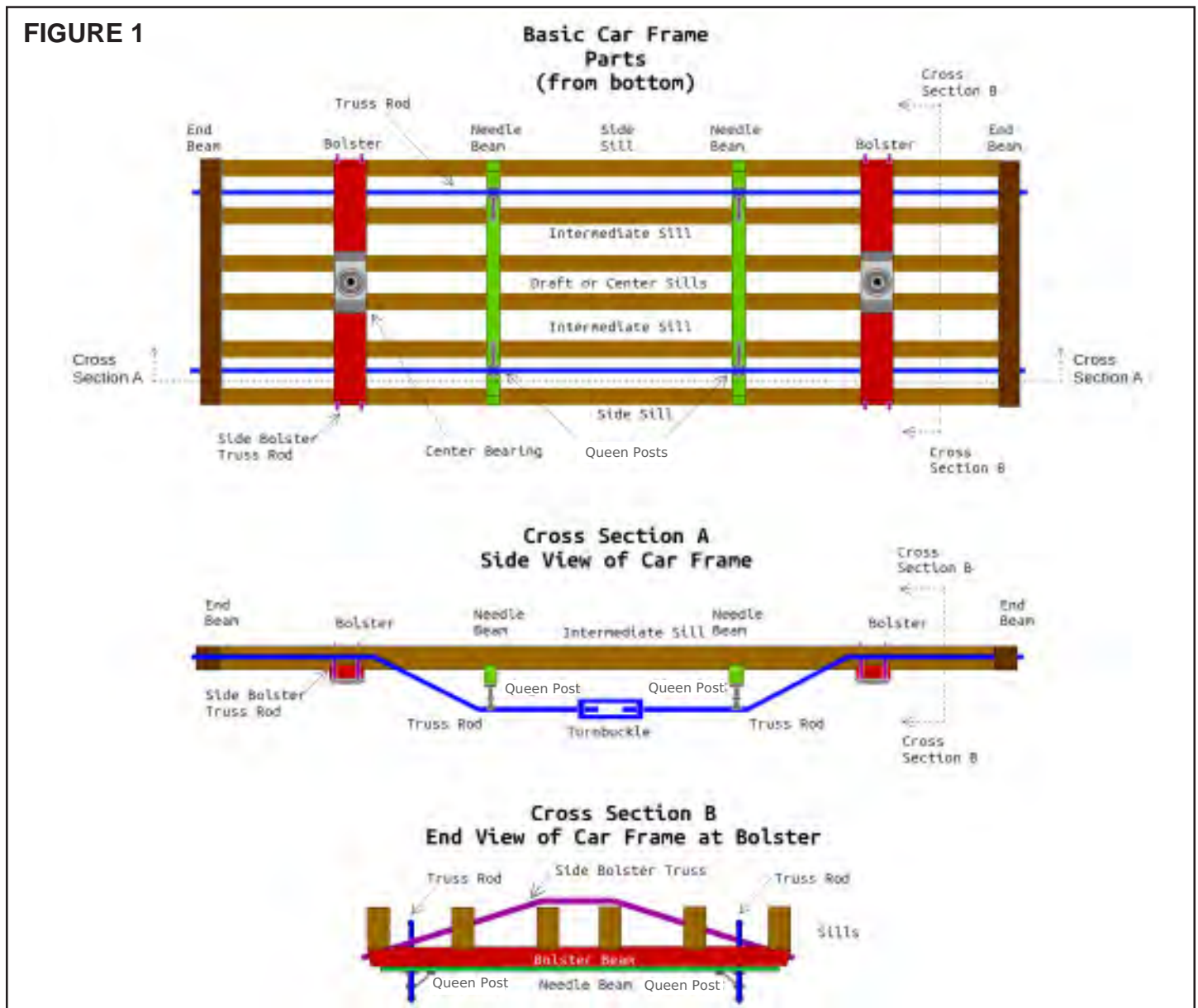
Andrew Cary

Illustrations and Photos by Author

Caboose NWP 6101 is full of mysteries. In its past, things were probably done for reasons that seemed like good ideas at the time, but are now causing all of us to scratch our collective heads. This head scratching is frequently followed by plaintive cries of “Why DID they do that?” from the restoration crew. Nevertheless, sometimes the mysteries are self inflicted. This is the case discussed here.

Background

First, some car frame anatomy [Figure 1]. Note that the brake gear, platform timbers, and draft timbers are not shown in the following illustration.



We are currently replacing the cross frame tie timbers (needle beams) [green] and body bolster beams (bolsters) [red] under the caboose. These timbers were worn out and needed replacement to allow the car to be used safely.

The needle beams were replaced first. These beams are side-to-side timbers that both tie the sills [brown] together and provide a base for the queen posts that hold the truss rods [blue] away from the sills. When the beams were replaced, the existing short queen posts were replaced with new ones that are longer, but more prototypical. The truss rods were then re-installed and tightened using the center turnbuckle and end sill bolts. The car was leveled.

continued on page 17

The Mysteries

When fitting the replacement body bolster beams, two mysteries immediately surfaced.

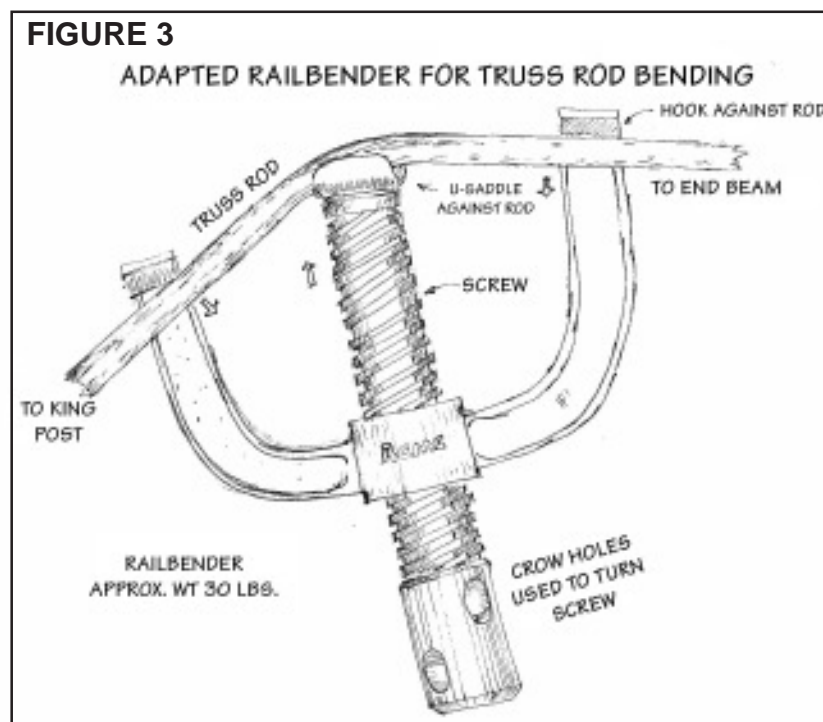
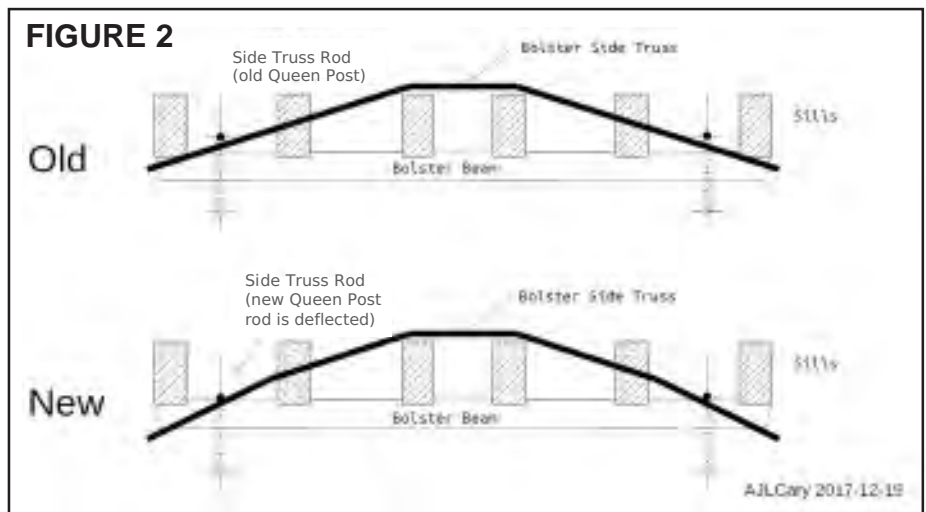
1. Four mystery bolt holes in the intermediate sills that had sawn off bolts in them—these appeared to be intended to hold the body center bearing plate onto the bolster. Unfortunately the center plate had no holes matching these mystery holes. It appears that at some point in the past when the center bearing plate was replaced, these bolts were cutoff flush to the bolster and *lag screws* were used to connect the plate to the bolster... (**Why DID they do that?**) This isn't a problem because the prototypical center bearing we will be putting on has a different bolt pattern.

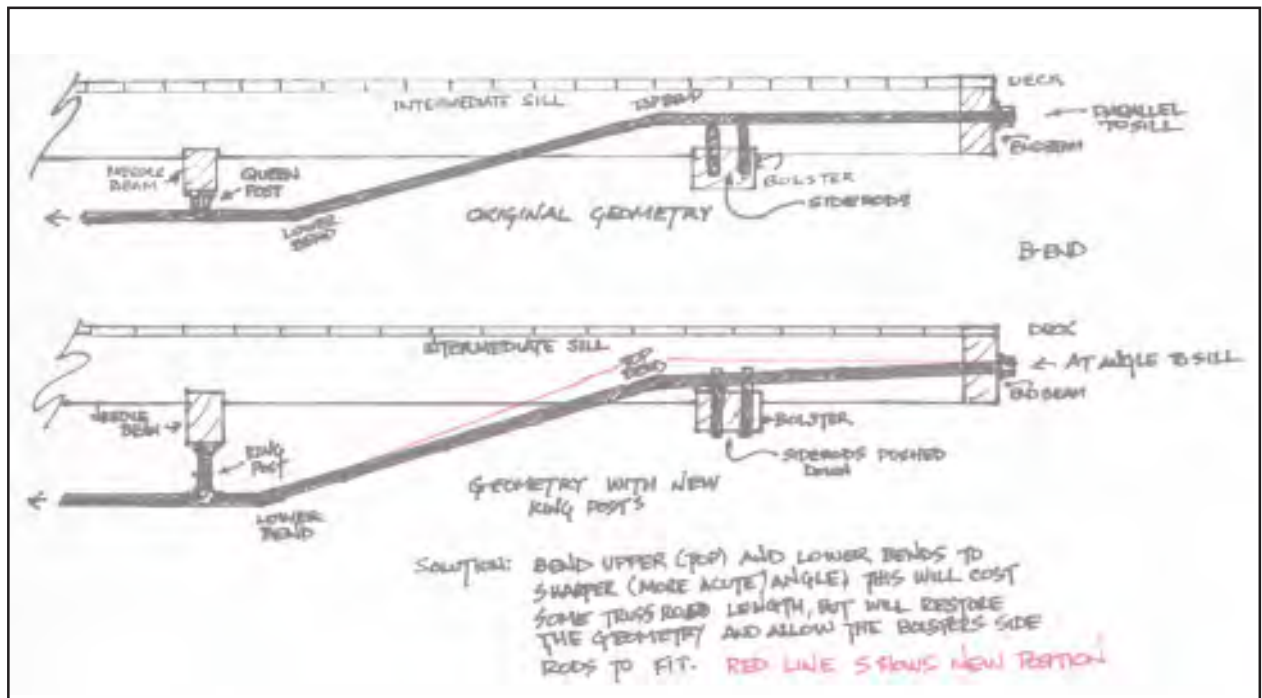
2. The two body bolster truss rods [purple] were being pushed out of position by the newly installed truss rods. The longer queen posts were much longer than before and this caused the truss rod to be lower and interfere with the bolster side truss rods. This pushed the bolster truss rods out the bottom of the bolster instead of out the ends. (**Why did WE do that?**)

The Solution

We will need to decrease the inside angles of the side truss rods using a truss rod bender. Narrowing the angles will raise the rod enough to clear the bolster side rods [Figure 2]. Our truss rod bender is a small, modified “Armstrong” screw rail bender with a modified saddle [Figure 3]. We will try to do this without removing truss rods but suspect these will have to be bent off the car.

On the following page shows some additional shop notes and images from the restoration.





Shop notes showing fix.



Illustration 6: The 'new' Queen posts (top) compared to the old (upsides down on bottom)



Tony Peters shows the A-end bolster fits!



President's Report

John Stutz, President

As you will see in this month's *Hotbox*, 2017 was a very good year for SPCRR. I want to thank all of you that volunteered and/or contributed to our Museum last year. And thank you to those of you who have already contributed to our new fund drive this year.


Jack Burgess has compiled an impressive list of what was accomplished last year. His article, *2017 - A Year of Accomplishments*, begins on page 1.

Building on the momentum from last year, 2018 is shaping up to be a very good year as well. We have quite a lot planned this year (see Summary of Board Actions on page 8). And some of these projects are already in motion...

- On the locomotive front, David Waterman and Brook Rother have pulled out Katie's gas engine, and the new diesel engine is being readied for installation. If you would like to help or get more info, Brook's contact info is listed under "Work Planned for Next Month" on page 20.
- On track improvement, as of January 20, David Waterman and John Goldie have pulled out all the Deer Park siding and switch rails. The next step is tie removal, then the track will be ready for regrading. If you would like to help or get more info, David's contact info is listed under "Work Planned for Next Month" on page 20.
- On the restoration front, Gene Arrillaga has returned and is leading the Thursday workdays on the NWP caboose 6101 project. If you would like to learn about wooden car construction, Gene's contact info is listed under the "Work Planned for Next Month" on page 20.
- Please check out Kathy MacGregor's article on page 12 for a list of volunteer opportunities at our Special Event Fundraisers in 2018.
- An article beginning on page 13, and an announcement on page 14, introduce our new donation fund: The Run Around Track Fund.
- Also in this month's *Hotbox* on page 5, Bruce MacGregor submits a draft of the restoration report for West Side Lumber flat cars 205, 222 and 308; Kevin Bunker reveals new insights into the history of NWP 6101 on page 9; and Andy Cary discusses some mysteries regarding the way NWP 6101 was constructed on page 16.

On a sad note, in January of this year we lost two SPCRR members. Trudy Frank—Life Member, former SPCRR Treasurer, Board of Director's member, and enthusiastic volunteer (read about Trudy on page 3). And as we were going to press with the *Hotbox*, we received notice about Jim Vail—long-time SPCRR member and generous supporter (read about Jim on page 4).

Many thanks to the Editor for compiling this edition of *Hotbox*—the Museum's new "bi-monthly" newsletter. Look for our next newsletter, out on April 1.

I'm looking forward to another successful year in 2018. If you've never volunteered, we have several projects ongoing right now. I encourage you to come out to one workday and see how much fun it is! 

An added benefit when volunteering for SPCRR - TAX WRITE-OFFS

Did you know that you can write off many out-of-pocket expenses you incur when volunteering for SPCRR? We are a 501(c)(3) nonprofit corporation, so you can write-off what you pay for materials, supplies, stationery, stamps, and tolls. You can also deduct mileage--you have a choice of two options: (1) the cost of driving to and from your volunteer work at a rate of 14 cents per mile (per 2017 tax regulations); or (2) deduct the actual gas and oil used. You must keep reliable written records for all expenses.

For those who travel long distances, airfare, accommodations and meals can also be deducted, however there are important limitations: the volunteer cannot gain significant personal pleasure, recreation, or vacation from the travel. The volunteer must really be working, not just performing nominal duties or no duties for significant parts of the trip.

To take these deductions, volunteers must itemize their tax deductions on their tax return (those who fill out a 1040EZ won't get the benefit). Always consult a tax professional or use a tax preparation software program to make sure your expenses meet the IRS rules. Read IRS Publication 526, Charitable Contributions (go to www.irs.gov and click on publications).

Weekly Workdays

Track, Restoration & General Maintenance

Ken Underhill

Date(s): Thursdays and some 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, water, and steel-toe boots (if you have them). 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 when it is open if you prefer.

PROGRESS SINCE LAST NEWSLETTER:

HISTORIC CARS

Caboose 6101

See report by Andrew Cary on page 16 in this *Hotbox*.

LOCOMOTIVES

SPCRR #1 - "Katie"

Volunteers: David Waterman, Jay Martinez, Brook Rother

Work began on converting our Katie locomotive to a diesel engine. Katie's old gasoline engine has now been removed. The adaptor plate has been removed on the new diesel engine in preparation for installation.

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*. **For directions to workdays**, email info@spcrr.org, or call 510-797-9557.

- **Thursdays and some Saturdays - Miscellaneous Projects.** For more information, contact Ken Underhill at 925-373-6884 or email kcunderhill@yahoo.com.
- **Thursdays and some Saturdays - Caboose 6101 - Project Manager: Gene Arrillaga.** BEFORE you go to the park, contact Gene at 510-657-8733 (home) or email arrillaga@sbcglobal.net.
- **Various Days - Track work/MoW Projects - Project Managers: David Waterman.** Schedule a day to join David at the Park to work on various projects. For more information contact David at 415-602-7377 (cell) or email steamfreak22@gmail.com.
- **Various Days - Locomotives - Project Manager: David Waterman.** Work on locomotives. See above notice for contact info.
- **Usually the 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

Phone: 925-373-6884

Notes:

- Everyone over the age of 18 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.

For directions or information on volunteering, please email info@spcrr.org or call 510-508-8826.



CALENDAR 2018

CALENDAR OVERVIEW: Restoration Workdays are held on most Thursdays and some Saturdays. Call or email Project Manager Gene Arrillaga to check dates that he will be at the Car Barn. Email 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. **NEW:** Monthly updates will also be sent to the email list.

Volunteer train crews will operate the train at all "SPCRR Special Events." If you would like to volunteer, contact the Phone Committee at 503-309-4701 (9am-9pm) or email macgregork@aol.com to secure the volunteer position of your choice. Employee train crews operate the train at all "Park Events."

- March 17 Park Event - Sheep Shearing Day (possible train operation depending on track project). Paid Employees.
April 1 First day of regular train operations. Historic Season begins.
April 7 Park Event - Tartan Day. Paid Employees.
April 22 Park Event - Volunteer Recruiting Fair. **Need SPCRR volunteers to talk to potential volunteers.**
May 13 Park Event - Mother's Day. Paid Employees.
May 28 Park Event - Memorial Day. Paid Employees.
June 2 SPCRR Special Event - KATIE TRAIN ACTIVITIES DAY. Need train crew volunteers and volunteers for kids activities. To sign up, see contact info above.
June 10,17,24 Park Event - Historic Hay Harvest. Paid Employees.
July 4 Park Event - Old Fashioned Independence Day. Paid Employees.
July 22, 29 Park Event - Historic Wheat Harvest. Paid Employees.
Sept 1,2,3 SPCRR Special Event - RAIL FAIR 2018. Need train crew volunteers (possibly for 2 steam engines) and volunteers for all activities. To sign up, see contact info above.
Oct 8 SPCRR Railroad Adventure Day. Saturday train rides. Need train crew volunteers. See contact info above.
Oct 13,14 Park Event - 33rd Annual Harvest Festival. Paid Employees.
Oct 19,20,21 & Oct 26,27,28 SPCRR Special Event - HAUNTED RAILROAD. Need train crew volunteers, and cowboys, pirates, station agents, glow stick sales, and more. To sign up, see contact info above.
Nov 18 End of train operation for season. Historic Season ends.

How to sign up for the YAHOO SPCRR_Members group to receive announcements and updates!

We post up-to-date 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 the SPCRR_Members group, send an email to "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.

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