



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](mailto: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, & Sundays between April & 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](http://www.spcrr.org). Newsletters are distributed six times a year.

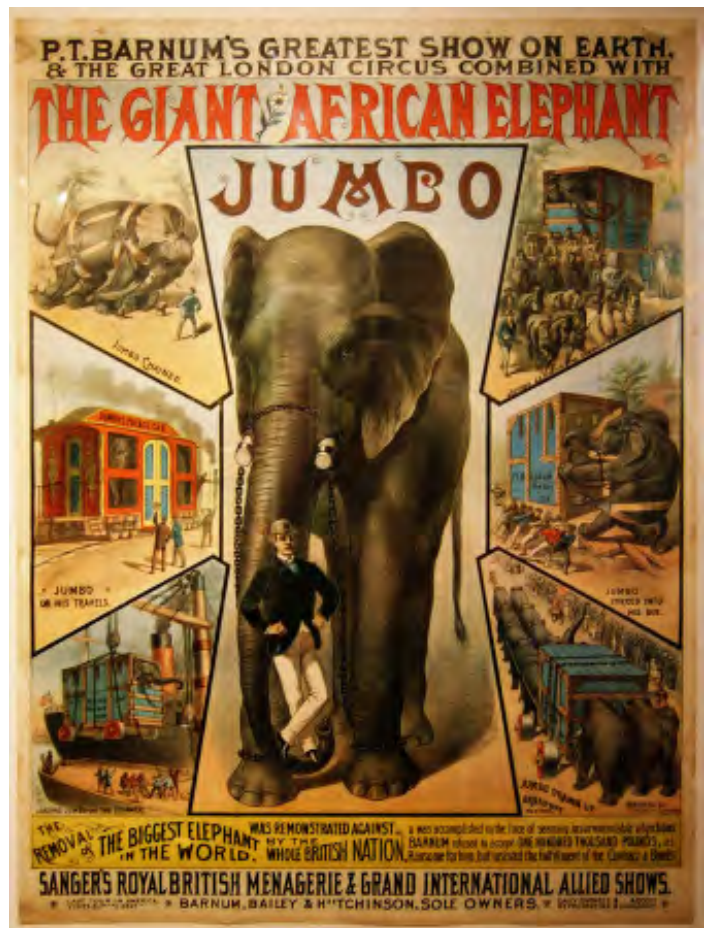
## Carter Brothers Goes to the Circus

*Bruce MacGregor/John Hall*

In 1882, Barnum & Bailey Circus purchased *Jumbo* from the London Zoological Society, a nearly 12-foot-high, 6.5 ton Ethiopian elephant destined to become one of the most famous circus attractions in the United States. *Jumbo* toured the U.S. and Canada in a specially-built railroad car, and thrilled audiences at Barnum & Bailey circus performances. After a performance near Toronto in 1885, *Jumbo* was accidentally struck by an express train while being led to his waiting railroad car. The celebrity elephant died shortly after the accident.

*Jumbo's* popularity was in large measure due to P.T. Barnum's skill as a marketer. During the elephant's lifetime, Barnum sold an early forerunner of modern movie merchandise—coffee mugs and ash trays bearing *Jumbo's* likeness. Colorful posters displayed *Jumbo's* likeness, as well as drawings of the private railroad car used to transport the elephant between performances. The powerful market pull of *Jumbo's* name persisted after his death, and McMahon's Circus, a smaller, regional company touring primarily western U.S. cities, adopted the name *Jumbo* for at least one of its elephants.

With Winter quarters in Oakland, McMahon's Circus used the San Francisco Bay Area as a supply base for spring and summer tours. In March 1891, McMahon's ordered a custom railroad car from Carter Brothers as conveyance for its *Jumbo*. Details of the car were uncovered by John Hall in an edition



*continued on page 2*

## ***Carter Bros. Goes to the Circus - continued from page 1***

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of the *Oakland Daily Evening Tribune*. As John discovered in a subsequent *Tribune* article, the car had to be enlarged less than a year later as *Jumbo* continued to grow (The two articles John found are shown below.) This is quite likely the most unusual, special-purpose car Carter ever built. A photograph, yet to be discovered, would be a welcome find indeed.

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March 13, 1891

*Oakland Daily Evening Tribune*, page 3. *In The County*.

### **Newark.**

Carter Brothers have just completed an elephant car, designed for the accommodation of three of the mammoths belonging to McMahon's circus. The car is 52 feet long and tremendously strong. It will be shipped to Oakland on the narrow gauge trucks, and there transferred to the extra strong broad gauge running gear especially built for it.

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October 29, 1891

*Oakland Daily Evening Tribune*, page 6

### **McMahon's Circus.**

This show, at present filling a very profitable engagement in San Francisco, being greeted with overflowing houses at every exhibition, will go into winter quarters in this city. It will play on Seventh and Market streets as usual, for three days. Then, commencing Friday, October 30th, the elephants will enjoy a well-earned rest, having, since the inauguration of the tenting season of 1891, visited 176 towns and cities in twelve States and two Territories, and British Columbia, traveling 9543 miles. In the past year the elephant queen, *Jumbo*, undoubtedly the largest elephant in America, has grown in height two inches, and in weight 740 pounds, **necessitating the raising of the roof of the elephant car made for the transportation of the elephants by Carter Brothers of Newark last winter.**

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## **Membership News**

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*John Goldie, Membership Manager*

### **Welcome new Contributing members:**

John Cowan, Scotts Valley CA  
Barry Lependorf, Union City CA

### **Have you renewed your annual dues?**

Renew for just \$20 if you are a Contributing member. If you haven't joined us yet, become a Contributing member for \$20 per year. 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](http://www.spcrr.org), click on "SPCRR", "Become a Member"). Or send 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.

### **Thank you for your continued support!**

**Editor Note: Sad news.** Burt Anderson passed away suddenly on February 22. Burt had just joined as a Life member of SPCRR last January. Burt and I spent a nice afternoon at the Car Barn at Rail Fair 2015. He did not drive, so Burt was extra excited to have shared a ride from Walnut Creek to attend Rail Fair and ride the Niles Canyon Railway. Over the years since, we shared information on other narrow gauge railroads. He was a big supporter of numerous railroad and historical societies. He was a very special man and he will be missed.



# LOCO-MOTION PICTURE DAYS: April 28 & 29, 2018

The Edison Theater/Essanay Silent Film Museum is putting on an entire weekend of train movies for SPCRR, PLA/Niles Canyon Railway, and other railroad historic and model groups in the Bay Area! There will be a short presentation by NCRY on both Saturday and Sunday at 2 pm, and SPCRR on Saturday at 2:30 pm. NCRY will also be running trains on Sunday from Niles.

**LOCATION:** Edison Theater, home of the Niles Essanay Silent Film Museum, 37417 Niles Blvd, Fremont  
**INFORMATION:** email [pr@nilesfilmmuseum.org](mailto:pr@nilesfilmmuseum.org) (or leave a message at 510-494-1411)



**SATURDAY AFTERNOON MATINEE begins at 3:00 pm** - 50c per film short (pay at theater). Films are 15-30 minutes each.

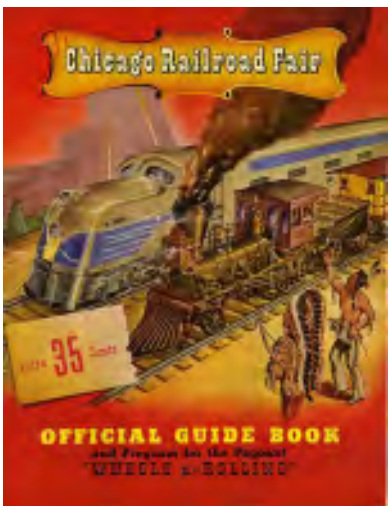
**The Hazards of Helen** (1915),  
**A Railroad Smashup** (1904),  
**The Lonedale Operator** (1911),  
**Railroad Stowaways** (1926),  
**A Girl and Her Trust** (1912),  
**The Iron Mule** (1925)  
And More!



**SATURDAY EVENING MOVIE begins at 7:30 pm** - Suggested donation: Members-\$5; non members-\$7. Pay at theater, or purchase tickets in advance at: <http://nilesfilmmuseum.org/?tv=4997833899900928>.

**“THE GREAT K & A TRAIN ROBBERY”** (silent, 1926, Fox Films) featuring Greg Pane on piano. Tom Mix plays a railroad detective hired to find and stop some bandits who have been robbing the K & A Railroad. Spectacular speeding trains filmed in locations such as Royal Gorge and Glenwood Canyon. Mix performed all of his own stunts. It’s action-packed from start to finish. Directed by Lewis Seiter.

Preceded by shorts: **The Great Train Robbery** (1903, Edison, 35mm, hand-colored) G. M. Anderson got his start in this landmark film, shot on location in New Jersey and at Edison’s New York City studio. **Teddy at the Throttle** (1917, Keystone) Live-wire Bobby Vernon foils villain Wallace Beery, who has tied Gloria Swanson to a railroad track when she resists his advances.



**SUNDAY AFTERNOON MATINEE begins at 3:00 pm** - 50c per film short (pay at theater)

**“The Chicago Railroad Fair”** - A movie tour of the colorful 1949 railroad extravaganza with music and commentary. We see a pageant involving historical original locomotives to the modern (1949) diesel streamliners, including a re-enactment of the historic golden spike joining east and west via the first transcontinental railroad. (10 min)

**“Trains”** (compilation) - This one for people who just like all kinds of trains, steam locomotives, streamlined diesels, freight trains, passenger trains, freight yards, and crossings. Okay, railfans, here’s one to enjoy! (60 min)

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**SUNDAY ONLY - RIDE ON THE NILES CANYON RAILWAY.** Roundtrip from the Niles station at 11:20 am and 1:20 pm. Purchase tickets in advance at [www.ncry.org](http://www.ncry.org).

# Operating Historic Rolling Stock at Ardenwood

*Bruce MacGregor*

**A**t its February meeting, the Museum's Board upheld a 30-year-old policy to operate select pieces of historic rolling stock in public operation. This is a unique policy for a railroad museum, one that brings "living history" to life. From the very beginning of the Museum, it has been possible for our train crews and docents to tell visitors "you are riding on a 125 year old flat car." This policy is based on three very important guidelines:

1. The rolling stock being operated has been restored to high standards of historic accuracy, and meets our museum's restoration and interpretive goals.
2. A historically-compatible superstructure added to a restored car will provide seating, railings, and a roof for passenger comfort on some cars.
3. These cars will be operated at slow speeds, light loadings, and low annual mileage to ensure their safe operation and minimize wear and tear.

Adhering to these guidelines requires a careful balancing of factors, including preservation goals, historical compatibility, safety and passenger comfort. To make this approach easier to understand, the graphic illustration below shows the three "restoration zones" belonging to one of our operating historic flat cars, in this case North Shore 1725. This example illustrates how the guidelines mentioned above have been used to prepare an historic car for public use at Ardenwood. These guidelines apply to both current and future operation of historic cars.

In an accompanying article, Curator Kevin Bunker explores the historical basis of this flat car's "historically-compatible" seating, siding and roofing (all belonging to "zone 1"), with examples drawn from the North Pacific Coast and North Shore railroads.

## Three Restoration Zones of a Historic Car

**In adapting historic cars to to different end uses, the curator should distinguish between three zones, or areas, on the finished car. Different standards for historical restoration (and different interpretive guidelines) apply to different zones on an individual car.**

### 1. Historically-compatible zone:

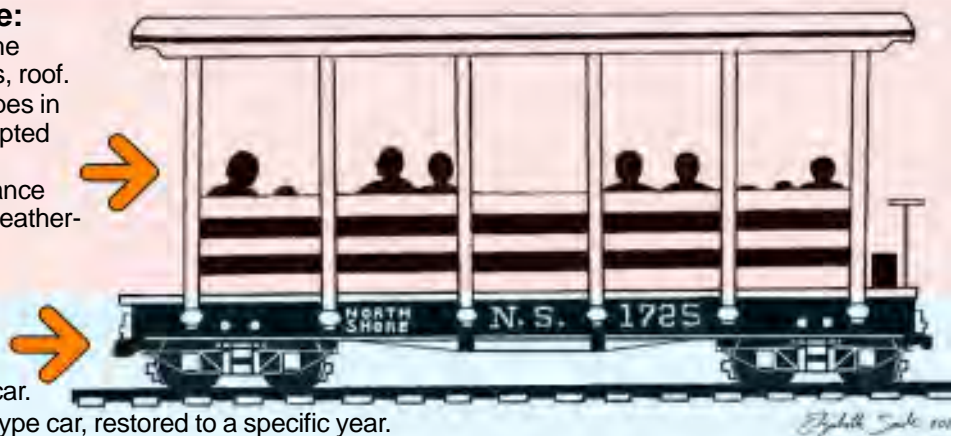
- An adaptation mainly to accommodate the public. Includes railings, seats, wall posts, roof.
- Designed with a specific railroad prototypes in mind but design of this zone may be adapted from car other than artifact.
- Construction of this zone may be at variance from prototype. For example, may use weather-resistant roofing or synthetic materials to improve wear and tear.

### 2. Artifact zone:

- Includes functionally complete, original car.
- Closely associated with a specific prototype car, restored to a specific year.
- Original materials and techniques used wherever possible.
- Minimum possible deviation from original appearance, materials or construction techniques of prototype car. May have to accommodate some mandated safety features.

### 3. Non-historic zone:

- Includes auxiliary equipment such as Indian fire extinguisher, radios, etc. May include mandated safety appliances.
- Items in this category are ideally concealed. For example, stored out-of-sight in tool boxes. Needs to be accessible even in a crowded car in train service.





# Curator's Corner Picnic Cars - Part 1

*Kevin Bunker, Curator*

In this issue of the Hotbox I'll aim to do some general consciousness-raising on the topic of "picnic cars" of the types used by North Pacific Coast Railroad and how these came into being. This topic has been on my mental back burner for the past two years. In recent weeks it was found that the synthetic canvas roof covering on our North Shore Railroad flat car No. 1725—it emulates one of the earliest picnic cars—is in need of some remedial attention. That alone caused me to get this column hammered out.

However, some background on the notion of North Pacific Coast Railroad's (NPCRR) picnic trains is in order first. The history of these cars and the service they performed has not been well studied nor well explored in earlier publications.

What follows comes after some intensive re-studying of the history of the NPC-NS and early NWP by means of historical newspaper articles published in San Francisco, Marin and Sonoma counties dailies and weeklies, these found through extensive use of the California Digital Newspapers Collection (CDNC) online. A good part of my research began (and continues) in order to pull in as much information as I can on our NWP caboose 6101. It was through this intensive digging that the picnic trains story became clearer, and more than a few surprises surfaced. I relate how these special trains were not only essential to the NPC and its successor, the North Shore, but also how the same picnic trains came dangerously close to being banned by the latter railroad company.

As we go along we'll also see that the little Marin-to-Sonoma counties narrow gauge short line, that we thought we knew pretty well, was in reality a far more complex and often fiscally strained operation for the greater part of its existence. This alone helps explain why the narrow gauge abandonment happened by 1930, only 54 years after the first rails were spiked down.

## Follow the Money

The North Pacific Coast Railroad in its first year of revenue public freight and passenger service was mostly too busy to bother with regularly run excursions of any kind. Tomales was then the end of track as far as the public was concerned. Tomales was the center of a diverse agrarian district. Its range of businesses annually produced crops of potatoes, wheat and hay, lambs, sheep and wool. Its dairies supplied fresh milk, butter and cream, and the greater portion of it all went to San Francisco. A significant portion of the fresh milk went to local cheesemakers who then readily sold their products to city stores, hotels and restaurants. Naturally, the backers of the NPCRR expected to tap that trade as part of their larger plan to go after the redwood lumber market, most of which would come from the Sonoma County end of the line.

Through the spring and summer of 1876, the NPCRR needed all six days of each week to push their rails north from Tomales Bay to Howard's (Occidental) and then across the hills and vales of Dutch Bill Creek drainage to the Russian River at Duncan's Mills. The wealth of lumber from the Duncan's Mills Land & Lumber Company sawmill and smaller mills in the immediate district—including a nascent one at Occidental run by one of the company's stockholders—indeed began to flow over the narrow gauge in large quantities, along with tan bark (for city tanneries) harvested in the same woodlands. While freight haulage was the major revenue stream, passenger traffic began to mount. Close enough to the metropolis of San Francisco plus the East Bay cities, the NPC's scenic line quickly developed a special following. Its daily trains likewise gave coastal folks quicker access to the Marin County seat at San Rafael, plus the stores and banks and other businesses of San Francisco.

The NPC's summer 1876 public timetable laid out the passenger services the company then offered. To say the least, this timetable arrangement was a cumbersome affair. Passengers carefully heeded which ferry went to which Marin landing. The trains calling for ferry passengers at San Quentin gave fuller access to the NPC, but did not get you to Saucelito! If you wished to go there—or took the wrong boat (only one of those per day) and landed at Saucelito—you had to take a "mixed" freight and passenger train, and that would only take you as

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**North Pacific Coast Railroad**

ON AND AFTER APRIL 9th, PASSENGERS WILL leave SAN FRANCISCO, Daily except on SUNDAY, VIA SAN QUENTIN FERRY, MARKET ST.

**7.00** A. M. for San Quentin, SAN RAFAEL, Orono, large connections made at Orono for Bolinas, Tri. Weekly; and at Tomales, Tr. Weekly, for Blanford, Modoc and all points on North Coast.

**9.30** A. M. **1.30** and **4.30** P. M. for San Quentin and SAN RAFAEL.

VIA SAUCELITTO FERRY, DAVIS ST.

**5.30** P. M. for Saucelito, Corte Madera, Tamalpais, Joplin and SAN RAFAEL.

**A MIXED TRAIN WILL LEAVE** San Francisco (via Saucelito) at 11:00 A. M., and Tomales 6:30 A. M., carrying Freight and Passengers.

**RETURNING TRAINS WILL LEAVE** Tomales 3:00 P. M.; SAN RAFAEL 5:30 A. M. (via Saucelito); and 11:30 A. M., 3:00 and 6:00 P. M. (via Saucelito)

**SUNDAY TIME.**

**8.00** A. M. Excursion Train (via Saucelito Ferry, for Tamalpais, Tomales, Junction, San Rafael, Fairfax, Orono, and arriving at Tomales at 11:30 P. M. Returning, will leave Tomales at 1:30 P. M., reaching San Francisco at 8:30 P. M.

**9.30** A. M. and 3:30 P. M. (via Saucelito Ferry) for San Quentin and SAN RAFAEL.

**RETURNING TRAINS WILL LEAVE** Junction 9:30 A. M. and 4:30 P. M.; SAN RAFAEL 10:00 A. M. and 4:45 P. M.

Good Trip Tickets sold for \$50 & 75 Sunday Excursion Train to Fairfax, \$100 to Orono, \$125 to Tomales, J. W. Deussen, W. H. FRIEDL, Gen'l Manager, [APR] Gen'l Ticket Agt





Even better, Sunday excursionists could henceforth ride the entire length of the line to the Russian River stations, that being a real boon for all.

Now Sunday-trippers could enjoy a single day countryside lark using special Sundays-only excursion fares, those were 25 to 50 cents cheaper (depending on destination) than the normal public fares. Lured by the convenience and relative low cost travel, city folks began to flood over the NPC every Sunday year-round, but especially in summers. As we know, the city can get foggy and dank between July and September. Yet in Marin—especially in the foothills and valleys north and west of Mount Tamalpais—it can get downright toasty, and this became another big hook to those who wanted to warm up a little, if only for a day. Yet a nagging problem remained: the Saucelito ferry was not an NPCRR-owned boat! This ferry was run by an “opposition line” that also served Petaluma (using other steamers) and the cash losses the opposition steamer caused to the narrow gauge forced another reckoning. The NPC had to decide whether to shift its sleek side-wheelers *Saucelito* and *San Rafael* away from the San Quentin run. This was eventually what took place.

### Long Haul vs. Short Haul Trade plus Rail Competition

By 1879, NPCRR “carded” one weekdays-only “through” train each way between San Francisco and the Russian River. Now, it must be born in mind that the narrow gauge was competing head-to-head with the “Broad Gauge” (standard gauge) San Francisco & North Pacific Railroad. That larger and arguably more modern operation had a central trunk line linking Tiburon, San Rafael, Petaluma, Santa Rosa and Cloverdale. SF&NP also had two feeder branches. One of those served the Valley of the Moon in Sonoma County, while the other—called the Redwoods Branch in the 1880s and early '90s—ran alongside the Russian River as far as Guerneville. That latter branch rapidly developed its own summer tourism trade, enough so that the SF&NP began issuing special jacket pocket-sized booklets touting the Russian River country. At the same time, the SF&NP's management made sure that its own swift ferry steamers, tying San Francisco and Tiburon together, were run often enough to efficiently bolster that weekenders and holidays passenger trade.

North Pacific Coast Railroad doubtless watched their tourist market getting sapped by the broad gauge, so once again they refocused their services to provide a broadened Sundays and holidays service, first dabbling in that field between 1879 and 1880.

Even while planning such improvements, the NPC's passenger service manager and auditor began seeing escalating numbers of tickets sold between Saucelito, Fairfax, Mill Valley and San Anselmo. A portion of these were San Franciscans who were buying undeveloped properties and placing suburban or weekend retreat homes thereon, some for themselves and building others as rental properties. But there was also a boost in the sales coming from the weekenders out for a lark in the sunshine. This market had to be enhanced and broadened.

### Pic-Nic Excursions

As elsewhere in the U. S., San Francisco working class folks worked 6 days a week and 10- to 12-hour days. Sundays



North Pacific Coast's sturdy and powerful Mason bogie engine 'Bully Boy' had a very long Sunday passenger train near San Anselmo on its way back to Saucelito on a summer evening around 1890. At least six purpose-built picnic “second class” cars made between 1888 and 1895 trail the six day coaches that form the regular “first class” portion of that day's excursion train. Photo courtesy of R. L. Hogan.

gave them, and church or Sunday Schools and benevolent social organizations a chance to blow off some steam. “Pic-nics” in rustic environs were becoming wildly popular. The North Pacific Coast Railroad could easily transport bent-on-fun riders to various meadows and forested groves along its tracks. “Sunnyside,” Fairfax and Tocaloma, and Mill Valley were the first favorite spots. Soon Camp Taylor (near Lagunitas) on Paper Mill Creek was added to that list.

The Sunday excursions were simply managed for the next 30-odd years from 1880-1910. Extra numbers of otherwise idle day coaches used on weekdays were added to regularly scheduled Sunday passenger trains. Train consists ballooned accordingly, occasionally topping out at 20 or  
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more cars! While the fares generated resulted in profits, such enormous trains were a tremendous strain on the first class rolling stock and train crews. The company had a regular work week to ensure that all coaches were fit to roll, but as the dedicated picnic excursion business burgeoned, the wear and tear on these cars made extra work for the Saucelito Shops workforce. Think of how hard it was to ensure that all the cars used on any given summer Sunday were ready the next morning as Marin commuters got on board for their normal trips into San Francisco for work.

Then there was the behavioral problem: the Sunday excursions attracted a huge number of rowdy riders. A great many of these were less-polished, blue-collar type younger men and “working girls” (whether retail shop women or “soiled doves”). Alcohol also entered the mix, periodically exacerbating the situation, particularly so when the picnic riders were headed back home in late afternoon and early evening. When the “toughs” didn’t stay in their own coaches and entered first class cars, fights and arguments were known to break out. These situations made the more gentrified clientele and small town Marin-Sonoma folks uneasy, and for good reasons as we shall later see.

The specialized Sundays-only trains were deliberately kept to Sundays-only to prevent conflicts with other trains—particularly freights and work trains which ran Mondays through Saturdays. Then there was the crewing issue. Naturally, NPC’s work force wished as much as management to have one day off. The employees expected a day of rest and their employer didn’t wish to incur the expense of an extra day’s pay if it could be avoided. That said, Sundays-only picnic and excursions passenger trains pushed this concept to the limit.

As the Sunday trains got bigger and heavier, more motive power was required. So the NPC’s sturdy and powerful 0-6-6 Mason bogie engine ‘Bully Boy’ soon became the mechanical and operating department favorite as the point engine between Sausalito and the San Anselmo and Fairfax runs. When the timetable-eastbound excursion reached San Anselmo, a helper engine was often coupled onto ‘Bully Boy’ and the steep White’s Hill grade was tackled. The helper engine assisted as far as the summit but sometimes piloted the excursion train all the way to Point Reyes Station, particularly if the picnic crowd’s destination that day was Camp Taylor. With no long passing track there, the train would unload its horde and “run light” (empty) to Point Reyes where the crews could rest a bit, turn the engine(s) and then get the empty consist back to Camp Taylor around 5:15 p.m. to reload. Departure would come at 5:30 or 6 at the latest so that the train could disgorge its riders onto the regular San Francisco ferry without delay. This likewise eventually became a real operational problem, a matter we’ll explore a bit further on.

### **Lost Freight Revenue**

By the 1890s, the North Pacific Coast was mired in red ink. The 1893-1897 Panic and depression it spurred was bad enough, but its major lumber business had also evaporated through overproduction. What lumber remained was also heavily tapped by the SF&NP’s Russian River Branch. The NPC’s freights were reduced to hauling Tomales milk, cream, butter and cheeses; crops; some fish and oysters; less-than-carload lighter freight; sporadic and not very remunerative seasonal car loads of potatoes and hay; and very limited amounts of lumber, firewood, shingles and odd smaller freight. Worse, coastal schooners were grabbing chunks of light or heavy cargo freight at Point Reyes and Jenner, further eroding the volume of rail-hauled commodities. While the NPC’s passenger business was not cheap to operate, that common carrier service moved vital quantities of express parcel and U.S. Mail which helped stem losses elsewhere. The greater the number of people carried year-round helped the bottom line, so the spring and summer “picnic trade” came to matter more and more. By circa 1901-02, picnic specials were being run on a charter basis as separate trains. At the same time the narrow gauge still offered discount Sundays excursion fares, those riders put in coaches coupled behind regular first class passenger trains as before.

### **The Picnic Fleet Explored**

Now we can get down to examining the rolling stock used for the specialized picnic or “excursion” trade. The very first cars were entirely rudimentary: conventional flat cars were outfitted with machine-sawn stakes bolted into the cars’ stake pockets to which light wooden roof rafters were bolted and screwed in between over the length of the cars. Heavy 8-ounce cotton canvas was stretched tautly across the rafters and tacked in place, then painted with (probably) several coats of penetrating linseed oil to make a rain- and dew-resistant roof. We have only one halfway decent photo of these cars—informally (and perhaps derogatorily) called “toast racks” because of the rudimentary seating and the fact that standee riders crammed these cars.

It’s easy to see how hard it would be to load and unload these “toast racks.” At least one or more coaches would be needed in the same train consist to provide normal end steps and platforms since the NPC did not have high-level boarding platforms. As with our restored North Shore flat 1725, planks could be laid between the picnic cars to permit trainmen and passengers (the latter on a loosely controlled basis) to go between cars.



*Curator's Corner - continued from page 8*

It appears that these ad hoc cars were fitted with remarkably minimal, basic seating. Wooden-slatted bench seats were bolted or spiked to the flat car deck boards, parallel to the length of the cars. That would suggest a load capacity of not more than 30 to 40 seated persons per car! This load shortfall further suggests that these cars were viewed by the railroad as either experimental or, at best, a temporary stopgap measure to provide a bare-bones service while the company aimed to devise and build something more satisfactory overall.

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Above (top left and detail inset) undoubtedly shows one of North Pacific Coast's earliest "picnic specials" coupled behind the road's freight engine No. 13. The view at the bottom (a much enlarged detail of a broader scene taken about the same time, but at Saucelito Ferry terminal) reveals the bare-bones basic layout of these small cars that evidently used some of the NPC's earlier Carter Brothers' flats. These rudimentary improvised cars were dubbed "toast racks" in their short lifetimes. These photos were the inspirational basis guiding a retrofit of our restored North Shore Railroad flat car 1725 as a "picnic car" which offers our riders some respite from hot summer sunshine, much as the originals did.

Top photo: Marin Free Library, Anne T. Kent Room collection.  
Bottom photo: Saucelito Ferry, Bruce MacGregor collection.



Then there is the question of how these were painted. When our volunteers came up with a plan to retrofit North Shore flat car 1725 in imitation of these earliest North Pacific Coast “picnic” cars, a not too tightly studied conclusion was reached to paint the upper works a pale cream or sand color. The more I consider that these originals were used as temporary cars, the more I think we are seeing freshly built cars with raw, unpainted fir or pine upper works, or (at least) white lead primer. Note how the stakes’ “color” or tone extends even below the stake pockets, while the benches appear substantially darker. Since we have only this photo and one other (taken from a hillside above the Sausalito ferry terminal) showing a similar light and dark treatment—perhaps both images were shot in the same year or even the same day or week—we can’t be very sure about how North Pacific Coast intended to decorate the cars.

Just how many of these “toast racks” there were is hard to know. It’s quite likely these cars were turned back into plain flat cars each autumn and that their seasonal furnishings and upper works were dismantled and stored in a shop loft or barn until needed again. Furthermore, these are not specifically called out in the extant passenger rolling stock rosters. They may have only existed for a year or two; we simply do not know for sure. However, it seems that none were in use after 1902 by which time the North Shore Railroad had taken over and began upgrading the NPCRR in a great many ways.

### **“The Sunday Pest”**

The Sausalito News in its 11 April 1903 edition sharply editorialized about the North Shore Railroad’s problems of running picnic trains, branding their clientele “The Sunday Pest.” Earlier that month one picnic special on its way back to the Sausalito ferry terminal was not only overloaded, but its passengers got out of control. Drinking at the picnic grounds (and perhaps on board) was probably to blame as much as the “hooligan” nature of the male riders mixed into the large group. The balance of summer 1903 witnessed numerous occasions when matters got severely out-of-hand:

“...The writer recalls many times in the past when the Sunday crowd has caused damage to property, insulted ladies, picked quarrels with unoffending citizens and in general made themselves a nuisance. This state of affairs must not be allowed to exist this year and the best means of putting a stop to it is to arrest every person who attempts to start a “rough house” or who makes himself obnoxious. A fine or imprisonment for a short period would soon have the desired effect and after a few cases of this kind are disposed of, there will be very few of these rowdies to be seen in this section on Sunday. Let us show very plainly that Marin county is not going to allow the disgraceful scenes of previous years to be repeated without prosecuting the offenders....”

Marin Journal 30 April 1903, page 1:

#### **HOODLUMS ATTACK RAILWAY EMPLOYEES**

##### **Uncouple Cars, Attack Conductor, and Are Finally Arrested at Sausalito.**

“A party of picnickers at Fairfax park Sunday afternoon started a “rough house” on the train en route to the city over the North Shore road. After some fighting in one of the cars, the rioters went out on the platform and uncoupled the middle cars, breaking the train about in its center. This occurred midway between Kent and Ross stations.

When Engineer Wallace backed the forward portion of the train down to connect it with the loose cars, the mob attacked him and gave him a severe beating. The same fate befell the conductor of the train when he attempted to couple the cars. The two sections of the train were finally united, however, after a general row lasting about an hour and a half.

When the train pulled into Sausalito, a squad of police men were waiting in answer to the conductor’s telegrams, and two of the ringleaders of the mob were arrested and locked up. They were given a hearing in court Monday.”

Oddly enough, within a month all sides dropped charges and the court discharged the case. Yet North Shore’s picnic trains remained saddled with manifest problems. The Sausalito News made this brief mention in the local news columns in its May 2nd 1903 issue:

“...The city toughs have found a pastime to their liking in breaking the globes of the electric lamps in the tunnel above Alto. The [North Shore’s] open cars loaded with human freight afford excellent opportunity to carry this practice into effect and the picnickers do not let the chance slide...”

### **Good Mixed with Bad**

Despite its burdensome reputation for hosting thugs and rowdies on Sundays, the North Shore also enjoyed some very well-behaved picnic train crowds:

*continued on page 11*



San Francisco Call 21 May 1903, page 6:

**JOLLY CONDUCTORS WILL RIDE AS PASSENGERS**

**Members of Division No. 115 Have Arranged for an Outing at Camp Taylor.**

“That jolly organization known as the Order of Railway Conductors will have an outing to Camp Taylor on Saturday next and the several committees in charge give assurance that they will run the train over the North Shore line from Sausalito to destination without a gloomy moment from start to finish. Each member of the committee will be subject to severe punishment after trial before Division No. 115 if there is any let up in the fun.

There is to be a beautiful ride over a portion of the country that is bright and green and games and dancing for all who enjoy those amusements when the grounds are reached...”

San Francisco Call 14 June 1903, page 37:

**PLUMBERS HOLD ANNUAL PICNIC**

**Enjoy Games and Dancing Under Redwoods at Camp Taylor.**

**Apprentices Improve Occasion by Arranging to Form a Union.**

“The plumbers of San Francisco held forth at Camp Taylor, Marin County, yesterday and enjoyed themselves thoroughly. It was the twenty-second annual excursion and picnic of the Journeymen Plumbers, Gas and Steam Fitters’ Protective and Benevolent Society. There were more than 1500 people present. The picnickers left this city at 9:30 a.m. via the North Shore Railroad and had a most enjoyable time.

Twenty cars and two engines were used to convey the crowd, which did not arrive at Camp Taylor until nearly 1 o’clock. As soon as the crowd was on the grounds Proprietor Martin of the camp invited all to luncheon under the redwoods. The committee of arrangements had prepared everything in advance and nothing was lacking... At 4:40 p.m. the large crowd of merry-makers again boarded the special train and arrived home about 8 o’clock...”

Yet the hassles of running big, crowded picnic trains with only four or five men on the train crew—a conductor and several brakemen—to attend everyone and try to keep order kept making sensational news stories and headaches in the headquarters office. This particular picnic run, below, seems to have been the “straw that broke the camel’s back” :

San Francisco Call 29 June 1903, page 3:

**PASSENGERS STAMPEDE AT WARNING CRY**

**False Alarm Causes Wild Excitement on North Shore Train.**

**Several Injured in the Rush That Follows Thought of Danger.**

**Derailed Engine Causes Delay and Close Proximity of Speeding Specials Terrorizes Picnickers.**

“Another fatal accident was narrowly averted on the North Shore line last evening and it was by the merest chance that many people were not either killed or seriously injured. As it was, Joseph J. Murphy, manager of the music department of Kohler & Chase, was painfully injured and a number of young women were badly shaken up.

The accident was caused more by the anxiety of the passengers of the train at the time than anything else. Early in the day one of the engines of the North Shore Road was derailed. This caused a delay all along the line of the road and in consequence all the trains were being run, the passengers claim, at high speed in order to make up for the time lost by the derailment of the engine. Shortly before 6 o’clock the train from Camp Taylor was on its way to Sausalito. The engineer, it is said, had orders to make up for lost time and the train was running rapidly. This train was followed closely by another one, which, it is claimed, was also going at more than ordinary speed.”

**PASSENGERS IN PANIC.**

The passengers in the first train knew nothing at all about the second one following so closely in its wake until they neared the little station of San Geronimo, when the passengers in the last car of the first train suddenly looked around and saw the second one apparently bearing down upon them. Someone in the car shouted: “Every one run to the front of the train, for there is sure to be a collision, and if we remain here, we will be killed, sure.” In an instant there was a panic, the passengers joining in a wild dash for the front end of the train. Women screamed and fainted and men knocked each other down in order to make their escape from what they imagined to be certain death.

Right where the incident occurred there is an exceedingly sharp curve and the train in rounding it, lurched considerably. This threw scores of the passengers to the floor of the car, and in the mix-up Murphy was thrown against one of the windows.

His hand and arm were frightfully cut and it was thought for a time that he would bleed to death.

*continued on page 12*

Finally, after the passengers collected their scattered senses the injured man, weak from loss of blood, was taken in hand and his wound bandaged. He was then made as comfortable as possible for the the remainder of the trip.

#### **AMBULANCE DISPATCHED.**

As soon as the train reached Sausalito word was sent to this city and an ambulance was dispatched to bring Murphy to this city. He was removed at once to the Taylor sanatorium, where the doctors found that he was badly injured. Ten stitches were taken in his hand and seven in his arm.

There were several young women in the train at the time of the stampede who were more or less injured. Two in particular are said to be severely hurt, but it was impossible to obtain their names or where they came from. They were taken in charge by friends as soon as Sausalito was reached.

The passengers on the train at the time state that it looked as though a fatal collision could not be averted. They say that both trains were going at a high rate of speed and that the second one was gradually overhauling the first. Finally the second train slowed up, and then the danger point was passed and the passengers regained their composure.”


That very next week, the North Shore management made a stark notice that was picked up by area newspapers:

Sausalito News 4 July 1903, page 3:

#### **NOT CATERING TO PICNIC PARTIES**

“The travel over the line of the North Shore Road has increased to such an extent that it is no longer necessary to cater to the organized picnic crowds. We have been informed by Passenger Agent Heintz that the road has no desire for this class of travel and will enter into no agreement with picnic parties desiring special rates over the road. This is an excellent move and the visitor to Marin county who seeks a day of rest and relaxation will be able to enjoy the same without the motley and boisterous picnic crowds who, in former times, created disturbances on the boats and trains. It is a good sign that the travel over the road is so great these times to justify the railroad pursuing this course.”

#### **To be continued...**

**After a new owner buys the North Shore, picnic excursions begin again using a second generation of picnic cars (including rare photos). *Picnic Cars - Part 2* will appear in the May/June *Hotbox*.** 

## **Summary of Board Actions - February 2018**

***Gene Arrillaga, Secretary***

- Before attending to the main agenda item, the Board learned that the old general store container is now empty and ready for other storage needs, however it leaks in multiple places.
- The Car Barn's outside electrical panel is showing signs of leaking and rust damage—work is underway to remedy these problems.
- Ira Bletz (from East Bay Regional Park District) says that the track extension is to stop at the EIO picnic station.
- The Board next approved the following: (1) an offer by Mark Pizarek, CPA (and SPCRR Life member) to prepare our federal and state tax documents for us at zero net cost; and (2) painting of Brook Rother's two covered cars to match car 1010.
- Next the Board began discussion on the main item on the agenda: the use of historic vs. non-historic equipment in regular operations. A long and heartfelt discussion took place. The Board referred to our official Bylaws, Article II, and the following definition of historic rolling stock: “A car whose restored appearance, part set and operating capability is derived as closely and completely as possible from a specific, named or numbered car owned by a railroad within the scope of the collection of the Museum.” The Board adopted the following motion: Our goal is to return to operating and interpreting historic equipment and practices in public service to the extent possible consistent with required safety regulations.”



# A Case History: An Unusual Use for a Run-around Track

Bruce and Kathy MacGregor

Our featured donation fund this year, the Run Around Track fund, is dedicated to a new track installation at the Eastern Terminal. Sometimes called a passing siding, a side track or a run-around track, the physical layout of this track remained the same while uses for the track (and the name applied to it) varied on a case-by-case basis.

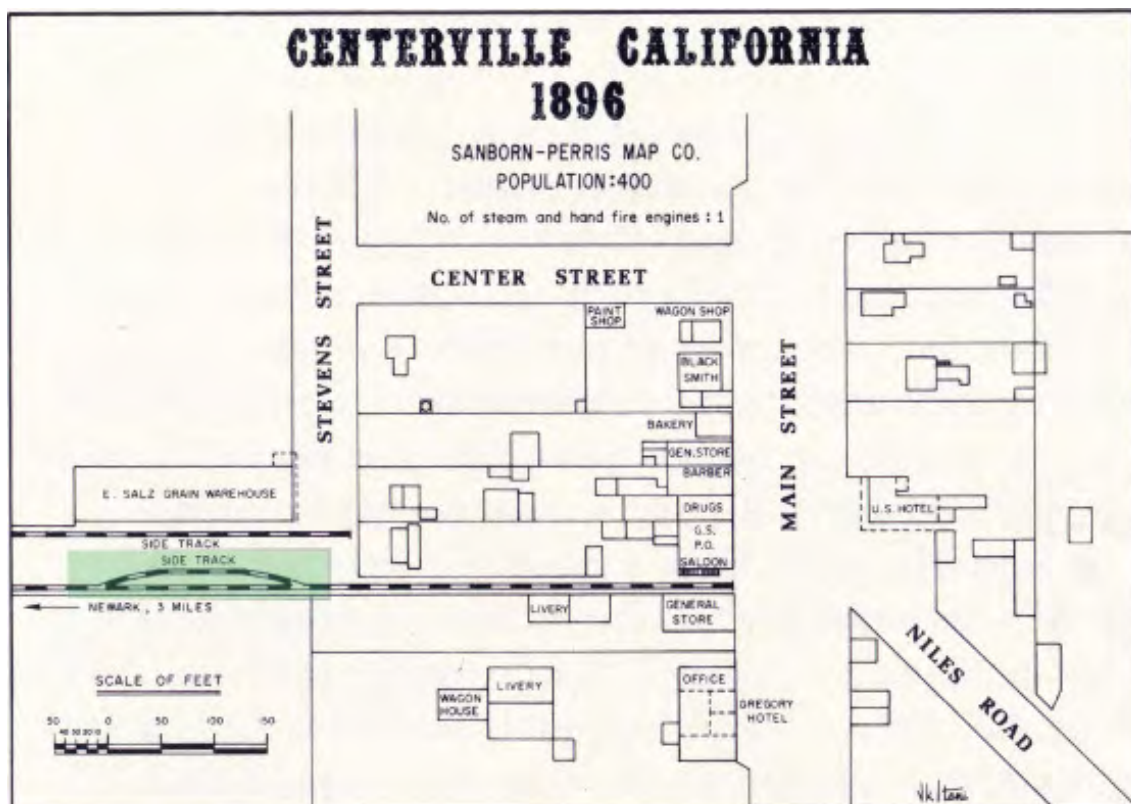
In the last issue of the *Hotbox*, we provided one such case in a photograph of the South Pacific Coast's passing siding at Glenwood, high in the Santa Cruz Mountains. In that case, the passing siding consisted of a pair of switches about 1,200 feet apart. The first switch allowed a train to diverge off the mainline, take up a position on the siding while another train passed it on the mainline, and then continue to the second switch, which allowed the train to move back on the mainline and continue its journey.

When used as a run-around track, the same configuration of switches allows a locomotive to uncouple from one end of the train, then use the siding to literally "run around" the train, re-coupling to the train's opposite end. This is the need we want to meet at the Car Barn at the Eastern Terminal, allowing our engines to always operate at the front of the train, no matter which direction the train is going.

But there were also other uses for the same track configuration. One unusual  
*continued on page 14*



The noon horsescar with "Old Bones" Burdick resting on the brakewheel near end of track at Centerville.



case was the run-around track at Centerville, at the end of the horse-operated branch of the South Pacific Coast. Since the line used horses as its only motive power, the horses could easily be uncoupled from an eastbound train and simply walked around on the ground, to couple up at the front of a westbound train.

So why a run-around track at Centerville? Since the line used a very light four-wheel horsecar for passengers, but also included full-sized, loaded boxcars in its trains, it became common practice to always place the horsecar at the end of each train. This way, the full weight of loaded boxcars would always be in front of the horsecar, so that the car's light timbers and miniature draft gear would not be stressed by any more than the weight of the horsecar itself.

The run-around track at Centerville (shown in green highlight on the map on the previous page) was just long enough—about 120 feet—to run the horsecar around four full-sized boxcars. 🚂

## **GETTING THE RUN-AROUND**

**Fund Goal: \$10,000**

**Duration of Fund Drive: January-December 2018**

**GOOD NEWS!** The THE RUN-AROUND TRACK FUND currently has **\$2,713.08**. Only \$7,286.92 to go to reach our goal of \$10,000!

Thanks to the following people who donated to the **RUN-AROUND TRACK FUND** in February and March:

### **Donations under \$1,000**

Amazon Smile Foundation  
Mitchell Bonner  
John Cowan  
Bruce and Kathy MacGregor-in memory of Trudy Frank

### **Donations of \$1,000 and above:**

George and Karen Thagard  
Tropics Mobile Home Park-Resident's Club Bingo-solicited by member, Barry Lependorf

### **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](http://www.spcrr.org). Click on **"DONATE"** at the top right side of the page. 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. A donation acknowledgment letter will be sent to you for tax purposes.

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

### **OTHER DONATIONS in February and March:**

Thank you for donations for the construction of the **replacement passing track** at Deer Park:

#### **Donations under \$1,000:**

Don Marenzi (equipment rental for track work)

#### **Donations of \$1,000 and above**

Texas Instruments (for ballast): T.I. Volunteer Incentive Program - SPCRR member, John Goldie  
Pacific Locomotive Association: 300 ties and 11 dozen spikes





# Costume Guidelines

Photos: Bruce MacGregor

**S**PCRR is required under our contract with the Park to have all of our volunteers and employees in costume if they are working in front of the public during the Park's open hours. Ardenwood is a historic farm, so not only does having people in costume add to the visitors' experience, it also makes it easier for members of the public to distinguish our people from park visitors. In certain circumstances this requirement may be waived, such as for volunteers working on track.

The following costume guidelines (originally published in the *Hotbox* in 2015) are suggestions of what to wear if you are a volunteer or employee in view of the public. The guidelines apply to both men and women (women can also wear an era-appropriate dress if preferred).

- Shirts should be button-up, long-sleeved shirts in plain colors, such as white, off-white, tan, light blue, or denim (no pastels nor bright colors). No button-down collars, and no embellishments such as studs or rhinestones. A plain long-sleeve "dress shirt" can be found for under \$25 (see photos on the next page).
- Long pants should be made of cotton, canvas or denim. Slim cut, low rise, or "sagging" pants are not allowed. Appropriate examples are straight leg Levis "501" jeans, as well as boot cut styles which are not super tight in the back. Colors can be blue or tan. No embellishments such as studs or rhinestones.
- Bib overalls are also appropriate in the usual blue denim (locomotive operators can also wear "Hickory" (railroad) stripe overalls). Amazon has many choices for under \$30.
- If you'd like to wear Suspenders ("braces"), use the "Y" or "X" style that attach to a pair of pants by buttons (you will need the correct type of pants with buttons, or modify a pair of existing pants). You can also find the clip-on type of suspenders for \$6.99 on Amazon (search for "Y suspenders for men"), and at costume supply stores. *Don't forget to log into Smile.Amazon.com. Amazon will donate a portion of all purchases to our Museum.*
- Boots (preferably steel toe if you're working around heavy equipment).

*continued on page 16*

## Costume Examples

### Men



A basic outfit is blue jeans and long-sleeve shirt with a hat (shown above on the right). You can add suspenders (Y or X type), or replace the blue jeans with denim or canvas overalls (locomotive operators can also wear Hickory-striped overalls). You can also add a vest, or vest and coat; a pocket watch and chain; and don't forget to tuck a bandana in your rear pocket or around your neck.

### Women



On working occasions (such as railroad or cannery jobs), women would dress in the same kind of clothing as men. For regular women's clothing, a basic outfit would be an ankle-length skirt and long-sleeve blouse (with or without collar). Add a vest, jacket or shawl. Skirts can be plain or split leg (riding skirt). A country hat (typically low crowned, broad brimmed, and made of straw or felt) was worn to protect the face from sun.

**Costume Guidelines - continued from page 15**

- Broad-brimmed hat to shade your eyes and help keep the sun off your face. There are several appropriate styles, such as a felt fedora which features a wide brim and indented crown (like the hat worn by Indiana Jones), or an old fashioned Western hat. No current-day trendy hats with tightly curled sides.
- A vest adds a nice touch. Some train crew conductors take their costumes to the next level and wear full conductor uniforms.

The photos and illustrations show some examples of volunteers in costume. For other ideas, research historic costumes to match Ardenwood’s time period of 1883-1920. No current-day clothing will be permitted if you are in view of the public (such as shorts, baseball caps, hats with logos, t-shirts, shirts with logos, tennis shoes, sunglasses, etc.).

If purchasing parts of your costume is an economic hardship, we will be happy to give you a “loan” (payable within 30 days at no interest). For more info, send an email to [info@spcrr.org](mailto:info@spcrr.org) or call 510-797-9557. 🗺️

**Volunteers wearing examples of historic clothing:**



Jay Martinez in the cab with Dale Tetley in the foreground



John Erdkamp’s authentic conductor’s uniform, Bobby Goldie in background



Deepa Karnad



Bob Pratt on left, Andy Cary on right



Stuart Guedon



# Notes From Restoration: Why DID they do that?

Andrew Cary

Illustrations and Photo by Author

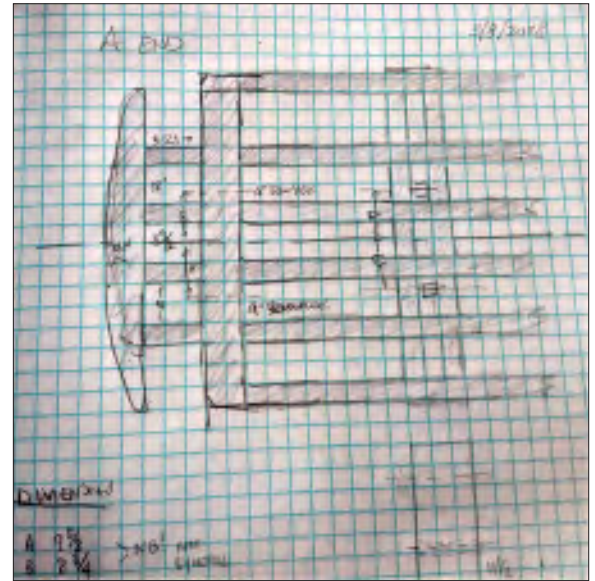
**Restoration is full of mysteries. In it's past, things were done to an artifact for reasons that seemed like good ideas at the time, but are now causing us to all scratch our collective heads. This frequently results in a plaintive cry of "Why did they do THAT?" from the restoration crew. In the last edition of the Hotbox we began to explore this question as it pertained to caboose 6101.**

The plaintive cry of "Why did WE do that?" is frequently heard from the restoration crew. No sooner had last month's article gone to press when Brook Rother and John Stutz pointed out that pieces were missing from the bolsters we were working on. These are the "body bolster buffer blocks" that rest on top of the bolsters wedged between the sills to act as spacers or fillers and to elevate the rods over the bolster.

Luckily, we found some photos on a cell phone taken early in the restoration process. The photos showed what the missing parts looked like, and a frantic search for the missing pieces ensued. Most of the pieces were located, but not all—apparently some were so badly damaged during removal that they had been thrown away.

*Why did we do that?* In this case, a combination of poor record keeping and poor collective memories. That is not to say we didn't keep records (we did), but we didn't keep the records in a systematic way in a common location. Different restorers kept different notes, and the many images taken of the work were located on different cellphones. This made finding out who did what when and why a challenge. When a project like this restoration has been done by many people over many months, it is easy to let the record keeping slip. Doing restoration from memory assumes two things: you were there and you remember what was done.

We are working on a solution—in the very least a project workbook that stays on the project and a central place to upload cell phone images available to all. We will keep you posted.



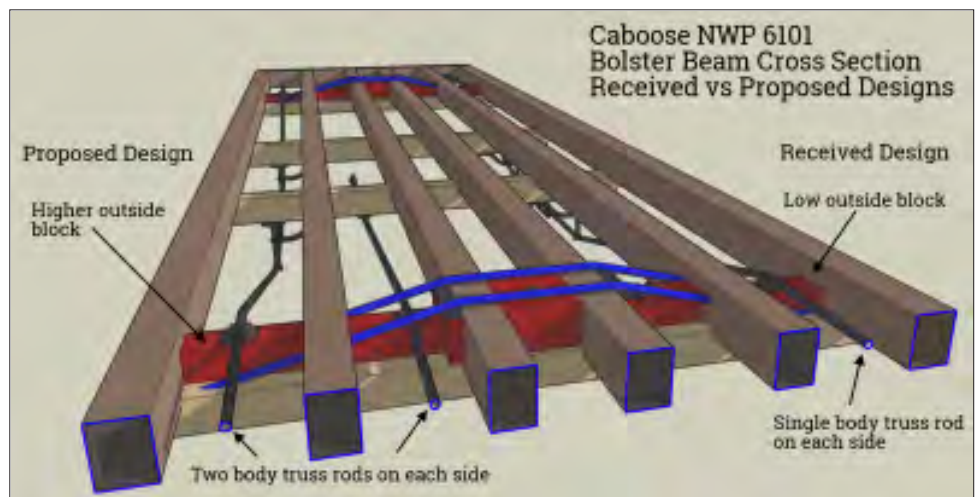
Project notebook showing some measurements of the A-end frame

## Back to Restoration

As a result of this error, we have had to rethink the body truss rod geometry (again). The car as restored in 1969 had two body truss rods—one on each side between the intermediate and outer sills running from end beam to end beam.

The geometry of these rods was not prototypical in two ways: the queen posts were too short, and the angle of the rods from the bolsters to the end beams was too flat. The flat 'tail' of the rods provides little upward force on the ends of the car.

However, photographic and physical evidence clearly shows that the car had **four** body truss rods: the two outer rods that are on the car today, and two additional inner rods located between the center and intermediate sills. These must run above the bolster beams to avoid interfering with the truck motion. These inner rods did not have queen posts, but were directly up against the bottom of the needle beams on metal saddles.



Cross section showing the bolsters as received (right side) and prior to 1930 (left side). The missing filler blocks are shown in red, body truss rods are in black, bolster beam rods are in blue.



## Why DID they do that - continued from page 17

Our Curator, Kevin Bunker, has informed me that the inner rods were removed when the car was converted to a library at Point Reyes Station and placed on the ground in 1930. Sometime after that (perhaps during the 1969 restoration?), a 2" hole for an air brake pipe was drilled side-to-side through the central body bolster buffer block—directly below the saddle for the center truss rod on each side, and with air pipes stuck through them. *Why did they do that?*

Another wrinkle is that wear patterns on the sills indicate that at some point the outer body bolster buffer blocks were replaced with thinner ones. The originals were the same height as the inner blocks, the shorter blocks were about half as tall. These blocks appear to be older than the 1969 restoration. *Why did they do that?*

Taller blocks allow the rods to provide some upward force on the sill ends to help prevent end sag; the thinner blocks have less leverage and provide less corrective force upwards. (We will be re-installing the taller blocks.)

Certainly more mysteries await on NWP 6101, but they are going to take a back burner for a while as the restoration crew switches priority to flat car NS 1725 to get it back into service on our regularly operated train. 🛠️



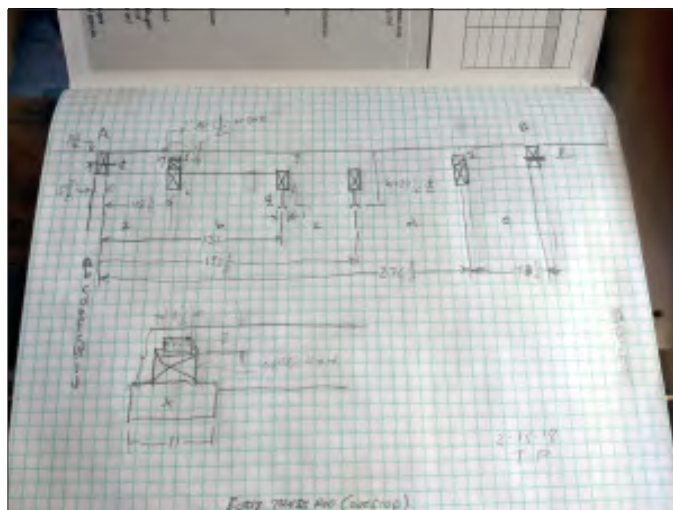
Inner body bolster buffer block showing body truss rod saddle directly above air pipe hole. New wood at bottom is the new bolster beam.



Bending truss rods with the 'armstrong' bender. A template is laid out on the concrete and the rod bent to fit the template. Andy is on the lever, Tony is holding the rod down.



Plugging the buffer beam to allow a new brake staff hole to be drilled in a new position to match the one on the new railing. This obviously isn't the first time.



Using the project notebook to take truss rod measurements.

# 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, 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 when it is open if you prefer.



Brook Rother gets ready to move the tractor while Gene Arrillaga watches.  
Photo: Andy Cary



Brook Rother works on Katie's new engine mount.

### PROGRESS SINCE LAST NEWSLETTER:

#### MISCELLANEOUS PROJECTS:

**Thurs, 2/8/18:** J. Hall, B. MacGregor & J. Shellen worked on the archives (6 hrs)

JS Burgess & K. MacGregor worked on Katie Day activities (6 hrs)

**Fri, 2/9/18:** G. Arrillaga, J. Burgess, JS Burgess, S. Guedon, B. MacGregor, K. MacGregor, L. Locey, B. Pratt, D. Waterman - (6 hrs)

Cleaned out the former store cargo container in the volunteer parking lot to make room for the old growth redwood for restoration.

**Sat, 2/10/18:** G. Arrillaga, J. Burgess, J. Goldie, B. MacGregor, T. Peters, B. Rother, J. Stutz, K. Underhill, D. Waterman (6 hrs)

Finished emptying the large items in the former store cargo container; evaluated the belt-driven equipment stored in the volunteer parking lot.

**Sat 2/17/18:** J. Stutz (6 hrs)

Cleaned loose paint and rust from the outside electrical cabinet, and applied rust reformer. Re-stacked some of the lumber and blocking south of the car barn, to minimize further decay damage.

**Sat, 2/24/18:** J. Stutz (6 hrs)

Applied roof patching tar to severely rusted roof panel of outside electrical cabinet. Applied exterior paint (black) over side patches previously treated with rust converter. Removed 3/4 of the remnants of white topcoating from roof of one of the excursion cars.

**Wed, 3/21/18:** B. Rother (4 hrs)

Delivered SPCRR's new tractor.

#### LOCOMOTIVES:

**Sat, 3/10/18:** B. Rother (8 hrs)

Worked on the project to install a diesel in "Katie."

**Sat, 3/17/18:** R. Nealson, B. Rother, D. Waterman (8 hrs); J. Martinez, B. Pratt, R. Quicili (3 hrs)

Crew shifted cars and equipment to facilitate work on Katie's diesel engine.

**Wed, 3/21/18:** B. Rother, D. Waterman (6 hrs)

Worked on placement of engine in Katie.

**Thur, 3/22/18:** B. Rother, D. Waterman (9 hrs)

Worked on placement of engine in Katie.

**Fri, 3/23:** B. Rother, D. Waterman (9 hrs)

Worked on placement of engine in Katie.

**Sat, 3/24/18:** R. Nealson, B. Rother, D. Waterman (9 hrs)

Worked on placement of engine in Katie.

**Thur, 3/28/18:** D. Waterman (3 hrs): Worked on Katie's engine.

#### RESTORATION:

**2/15/18:** G. Arrillaga, G. Bobik (5 hrs); A. Cary, T. Peters (6 hrs)

Worked on 6101 and inspection of flat cars D&C 64, 1725, & 222.

**3/8/18:** G. Arrillaga, G. Bobik, A. Cary, T. Peters (6 hrs)

Worked on caboose 6101, and rot mitigation on flat cars.

**3/15/18:** G. Arrillaga, G. Bobik, A. Cary, T. Peters (6 hrs)

Worked on flat car 1725 B end rot mitigation; and ADA prep.

**Thur, 3/22:** G. Arrillaga, G. Bobek, A. Cary, T. Peters

As usual during the weeks leading up to opening day, we jump in and help on what ever needs to be done to get the show in the road. Andy spent the day painting the excursion cars. Tony helped Brook drill holes and mount the front engine support beam from Katie's frame to hold up the front of the "new" diesel engine. The two Genes removed the buffer block and the end beam from the B end of 1725. The tenons on that end of the sills look good, so replacing the end beam and buffer block should solve the rot

*continued on page 20*



## Workdays - continued from page 19

problem at that end. Next they went to the A end to chase rot—the nuts on that end of the truss rods proved to be very difficult to remove, so the job is not finished yet.

**Fri, 3/23/18:** A. Cary, T. Peters (7 hrs)  
Worked on flat car 1725 B end rot mitigation.

**Thurs, 3/28/18:** G. Arrillaga, G. Bobek (6 hrs)  
The two Genes removed the B end of flat car 1725. The tenons look good, but it will need new end beams and buffer blocks.

### DEER PARK TRACK PROJECT

**Sat, 2/25/18:** J. Goldie & D. Waterman (6 hrs)  
Removed another 12 in-ground ties. Former switch ties also removed and moved to the back. The work site was also tidied up to keep a clean park appearance. Reviewed with Bob Pratt the supplies that are needed to complete this work first and then focus on the new siding.

**Week of 2/26-3/3/18:** B. Pratt (8 hrs)  
Delivered the track parts donated by PLA (Nuts, bolts, washers, plugs, etc.) and sorted our supply for the Deer Park siding replacement project.

**Thur, 3/8/18:** J. Goldie, J. Martinez, D. Waterman (6 hrs)  
David & Jay leveled out the former switch location and filled the adjacent deep hole with extra material. John & Jay unloaded and placed a push car load of ties. The former Deer Park loading ramp was demolished and debris was removed and piled up for disposal. The kinks on the east half of the mainline were removed, it was also straightened and moved a tad to the north.

**Fri, 3/9/18:** J. Goldie, B. Pratt (4 hrs); D. Waterman (6 hrs)  
David put in a full day with removing 60%-70% of the ties on the Deer Park siding. Majority of the ties were fully rotten and the bits piled for disposal. Intact ties were stacked. The area was leveled and two recovered dirt piles made. There are approx 50 ties left to remove from the east switch to the bulletin board location. We next turned our attention to finishing aligning the mainline to remove the sways and kink. The 28 ties in the gap were placed in 28" centers (same as the recent main line reconstruction).



Andy Cary (top) and Tony Peters work on 1725.



Left to right: Bobby Goldie, John Goldie, Jay Martinez and David Waterman tamp and adjust ballast at Deer Park.

**Sun, 3/25/18:** J. Goldie, B. Dike  
Loaded and removed two trailer loads of rotten ties, and replaced one tie on the line; spiked 22 ties on the south rail—this rail is now fully done.

**Thur, 3/29/18:** B. Goldie, J. Goldie, (7 hrs); J. Martinez (3 hrs) D. Waterman (6 hrs)  
Spiked the north rail, and finished the ties. Gauge was checked and adjusted, used the new tractor to ballast and began to tamp the the rock. The mainline is now passable to Ardenwood station.

### EXCURSION CAR PAINTING:

**Sat, 2/14/18:** R. Quilici (6 hrs)  
Preped one excursion car to get it ready for primer.

**Fri, 3/2/18:** R. Quilici (6 hrs)  
Ron applied primer to the inside of one of the cars along with general clean up and paint prep. Prepping the other excursion car was also done to get it ready for painting.

**Sat, 3/10/18:** J. Goldie, B. Pratt, D. Waterman (6 hrs); J. Martinez (4 hrs)  
Remaining 50 in-ground ties were removed—most very decomposed and hollow, however we did hit one stretch of 10 good ties in a row, which will be reused. Siding area grading was done to prepare for tie laying of the new station track. Moved a trailer-load of tie bits to the back. The remaining 12 ties were unloaded and placed in the former switch location. This section is ready for plugging and bolting; rail/spiking. The road was swept to keep it clean for the park.

**Sun, 3/11/18:** J. Goldie (6 hrs)  
Installed 160 tie plugs, joint bar prep, switch parts moved to switch site, some track leveling, small wood debris picked up, and swept the road clean.

**Sat, 3/17/18:** J. Goldie (6 hrs)

**Sun, 3/18/18:** J. Goldie, D. Waterman (6 hrs)

**Mon, 3/19/18:** D. Waterman (6 hrs)

Deer Park Gap Project: Installed 16 angle joint bars with 48 bolts, cut two pieces of rail to the required length, drilled new bolt holes, adjusted tie spacing, spiked 10 ties, aligned track for curve tangent, cleaned up work area. The gap is now closed. Next will be to complete the spiking and apply ballast, tamp and level to complete the Gap project.



## Workdays - continued from page 20

**Sat, 3/3/18:** R. Quilici, J. Stutz, D. Waterman (6 hrs)  
Wire brushed and painted primer on the excursion cars getting them ready to paint.

**Sun, 3/4/18:** R. Quilici, D. Waterman, and J. Goldie (6 hrs)  
- Excursion car #1: additional primer paint applies to the inside. Excursion car #2: removed benches, located stairs/ metal parts to the center of car for tarping, swept out the car and cleaned rafters. Also many holes filled prepainting.  
- Moved 28 ties to Deep Park searching for similar profile/ length ties. Sorted out some rail joiners in good state, cracked ones put aside for scrap.

**Sat, 3/10/18:** R. Quilici (6 hrs)  
Rented airless sprayer to prime excursion car #2 interior and exterior.

**Sun, 3/11/18:** R. Quilici (6 hrs)  
Finished paint coats to interior ceilings and walls on both excursion cars.

**Sat, 3/17/18:** R. Quilici (4 hrs)  
Patching, prepping and priming exterior.

**Sun, 3/18/18:** A. Cary, R. Quilici (7 hrs)  
Patching, prepping and priming exterior.

**Mon, 3/19/18:** R. Quilici (6 hrs)  
Painted exterior.

**Sat, 3/23/18:** A. Cary (6 hrs), R. Quilici (7 hrs)

**Sun, 3/24/18:** R. Quilici (7 hrs), J. Stutz (3 hrs)  
Painted exterior.

**Thurs, 3/29/18:** A. Cary, B. Pratt, R. Quilici (7 hrs)  
Worked on end platforms; installed stairs.



Left to right: Andy Cary, Bob Pratt and Ron Quilici worked on the end platform of an excursion car. You can also see the car's new paint.

## 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*). **Workdays can be spread all over the park... for directions**, or get more information about volunteering, email [info@spcrr.org](mailto: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](mailto:kcunderhill@yahoo.com).
- **Thursdays and some Saturdays - Historic Flat Cars and 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).
- **Various Days - track work/MoW Projects - Project Managers: David Waterman.** Schedule a day to join David at the Park to work on various projects. Our current project is working on the Deer Park siding. 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 our diesel locomotive. 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 below for instructions on how to join. If you have any problem, 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 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.

### 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](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).

## CALENDAR 2018

**CALENDAR OVERVIEW: 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 and Workdays summary). **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. Any changes to the dates below will be sent to the email list.

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 by calling 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 all Park-sponsored events.

**Restoration Workdays are held on Thursdays** (and some Saturdays). Contact project manager Gene Arrillaga to check dates and times: mail [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net) or call 510-657-8733.

- April 1 First day of regular season.  
April 7 Park Event - Tartan Day. Paid Employees.  
April 22 Park Event - **Volunteer Recruitment Fair.** Paid Employees. **SPCRR volunteers will be available to speak to and provide tours for interested people.**  
Apr 28,29 **LOCO-MOTION PICTURE DAYS** at the Edison Theater/Essanay Silent Film Museum. See details on page 3. Specially organized for SPCRR and PLA members! All railfans in the Bay Area are welcome. For tickets and more info, go to [www.nilesfilmmuseum.org](http://www.nilesfilmmuseum.org).  
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 volunteer train crew and volunteers to monitor 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 volunteer train crew and volunteers for all activities.** To sign up, see contact info above.  
**Oct 8 SPCRR Railroad Adventure Day.** Saturday train rides. **Need volunteer train crew.** 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 volunteer train crew plus cowboys, pirates, station agents and more.** To sign up, see contact info above.  
Nov 18 Last day of train operation for season.

### 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.