



The *Hotbox* newsletter updates members, volunteers and the general public about activities, work events and volunteer opportunities at The Railroad Museum at Ardenwood. Questions or comments can be directed to 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 Museum is located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. Our mailing address is: SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursdays, Fridays & Sundays; as well as special event Saturdays and Monday holidays between April & November. See our Calendar on the last page for workdays. To make a donation, become a member, or find out more information, go to our website at www.spcrr.org. Newsletters are distributed six times a year.

Holiday Dinner and presentation to thank all of our fantastic members and volunteers!

The annual Holiday Dinner, General Meeting/Election of Officers, and special program by noted Yosemite Valley Railroad historian Jack Burgess will be held **Saturday, December 1, 2018 at 6 pm** at Ardenwood Historic Farm, Granary building, 34600 Ardenwood Blvd, Fremont, CA. **Please RSVP by November 26.**



YVRR observation 330 in front of the Merced station. Photo by Al Rose

Our good friends at Dino's in Newark will provide a wonderful dinner (includes dessert and soft drinks), which will begin at 6 pm, followed by a very short General Meeting and election of 2019 officers.

Next will be our special presentation by Yosemite Valley Railroad historian Jack Burgess. Jack has been a member of SPCRR since the early 1980s. He is also the leading expert on the YVRR which operated between Merced and El Portal from 1907-1945. Jack will show his favorite photos of the YVRR, including many photos that have never been published and color photos by railfan Al Rose.

Please RSVP by 10 am on Monday, November 26: e-mail info@spcrr.org, or call 510-797-9557. To receive a map with directions to the Ardenwood Granary building, please send an email to info@spcrr.org.

Appropriate Rail Sizes

Brook Rother, Restoration Manager

There has been recent discussion about what rail weight is appropriate for the equipment we operate at Ardenwood. I did some research and found the following article on Meridian Speedway's website. The author did a good job and I think you will find it interesting.

It was common practice to operate locomotives—anywhere from 70 tons to 99 tons in weight—on 50 lb. or 60 lb. rail. Railroads were running 100-ton locomotives—25 tons per axle—on rail as light as 45 lbs. without any more rail-related problems than they had on the much heavier rail on other parts of their rail systems. At Ardenwood we have rail weights of 50 lbs., 40 lbs., and 35 lbs. The heaviest locomotive we have is 14 tons, which equates to 7 tons per axle. That's a lot less than the 25 tons per axle that some other railroads use!



SPCRR rail stock. Photo by Jack Burgess

Heavy Diesels for Light Rail, by Russell Tedder

(reprinted with permission from the Meridian Speedway website)

This subject came to mind as I was considering the 70-ton diesel-electric locomotive model that General Electric designed during World War II for shortline railroads with light rail and light axle weights on bridges and trestles.

Specifically, I was thinking about the fact that GE had virtually no competition for its lightweight 70-ton locomotive. Although Whitcomb had built a large order of 75-ton diesel-electrics for Canadian National that somewhat resembled GE's 70-tonner and offered comparable horsepower, weight and performance, a problem with the CN units resulted in the order being returned and replaced with General Electric 70-tonners. A few Whitcombs were built for domestic use and continued in service for many years. However, most people who were knowledgeable of GE's 70-ton model believed that Whitcomb or other builder's provided near negligible competition to GE's 70-tonner. As a student of the history of the GE 70-tonners I agree with others on the lack of competition for the model.

However, I then recalled that a substantial number of shortlines had bought and successfully used another diesel-electric model, the 99-tonner, over the years beginning about 1940 and continuing for many years even after GE introduced its 70-ton model in 1946. I then began to trace the development of GE's offerings in diesel-electric locomotives. GE had been the major player in the development of the first diesel-electric locomotive, including the technology for multiple unit operation (which actually began with electric locomotives) and the "wheelbarrow or nose type of traction motor mounting." Although no doubt refined, this technology is still used on the most modern diesel-electric locomotives being built today.



Atlantic & East Carolina—EMD SW-1—Rail weights 60/70/78/85/100

locomotive that would be suitable for short lines as well industrial users. The next year, the GE representative returned and introduced an improved range of models from 25 to 80 tons, depending on the service they would be used in.

In the early 1930s General Electric started building a range of small diesel-electric locomotives ranging from 25 to 80 tons. Although they were designed for industrial users, a significant number of shortlines also bought and successfully operated some of these models.

By the mid-1930s, GE was sending a representative to the annual meetings of the American Shortline Railroad Association to discuss internal combustion engines. At one of those meetings, the president of the association and a number of interested members met privately with the GE representative requesting that his company develop a

continued on page 3

About 1939 and 1940, Alco and Baldwin both had built very similar 100-ton diesel-electric models. A couple of years later, in 1940 and 1941, they brought out basically the same locomotives but their weight on rail was packaged at 99-tons. EMD also came out with a 99-ton model about the same time. Thus we had three major builders all offering very similar 99-ton models in terms of horsepower, weight, and performance in the early days of World War II.



Fordyce & Princeton Alco S-3 No. 1—Rail Weight 60/85

think it was the fireman issue because that was settled in the agreement that permitted the use of locomotives weighing less than 45 tons without employing a fireman. In more recent times, as a matter of personal curiosity, it became my passion to learn if my recollection about the 99-ton models was correct.

Within the last few weeks, I had a serious discussion with a friend on this subject. Essentially, he disagreed with me and held out the fact that the fireman issue was settled with the 44-ton agreement many years before. Following this brisk discussion, I thought about the subject more intensely. Finally, it occurred to me that the key word or words I had been trying to recall that would likely answer my question was in fact three words, **“weight on drivers.”** After that revelation, I immediately searched the internet for confirmation that this was the case. Fortunately, there were a number of hits, including one about 1940, when the three builders brought out their 99-ton models.



Stockton Terminal & Eastern—Alco S-1 No. 507—Rail weights 50/60

with the same pay schedule for engine crews (engineer and fireman) as the 70-ton model or weight bracket.

I am satisfied that this is the revelation that I needed to answer my question as to why there was a 99-ton diesel-electric instead of a 100-ton model.

The labor issue probably had little effect on most short lines except perhaps those that were subsidiaries of Class 1 railroads. However, the fact that short lines bought the 99-tonners raised the question of the weight of rail on which they operated and were the 99-tonners indeed competitors to the 70-tonners. My analysis developed that a number of short lines operated 99-ton diesels on rail weights as low as 60 pounds, and in some cases, less.



Bonhomie & Hattiesburg Southern—EMD SW-1s—Rail weights 60/75

Alco had the model S-1, 660 horsepower, which was superseded in 1950 with model S-3, also 660 horsepower and 99-tons. Baldwin had its model VO660, 660 horsepower and 99 tons. EMD had its very popular SW1 model, with 600 horsepower and 99 tons.

Why would the three major diesel-electric locomotive builders design and build a 99 ton locomotive that was essentially equal with respect to horsepower, weight and performance? This question reminded me of something I read many years ago, possibly 30 or 40 years, about the reasons for the 99 ton locomotives. However, for a long time I could not recall exactly what the reason was. I recalled that there was some labor implication in the decision. I did not

Labor agreements going back to around the beginning of the 20th century did indeed stipulate that engineers and firemen would be paid on a daily basis based on the weight on drivers of whatever locomotive was being operated.

In 1940 the lowest weight bracket was 70-tons, some six years before GE brought out its 70-ton model that it had designed for short lines with light rail weight and light axle loadings on bridges and trestles. The next weight bracket was 100 tons.

Therefore, a 99-ton diesel-electric could be operated

In 1939, the South Georgia Railway, with rail weights of 56 and 60 pounds, bought a new Baldwin model VO660 660 HP diesel-electric locomotive. Due to the untimely death of the last of the line of family managers, the order was cancelled before delivery.

However, both Baldwin and South Georgia were confident that the VO660 was an appropriate diesel-electric locomotive for that railroad.

It occurred to me that in my own experience, we had used EMD SW-1s on the South Georgia Railway and Live Oak Perry & Gulf RR. In the summer of 1953, before Southern Railway bought these two roads in September 1954, one of the LOP&G 70-tonners broke a crankshaft while in watermelon extra service on the South Georgia Railway. This put the two roads in a bind. Since the owner was negotiating to sell the roads to the Southern, it was only natural that they ask the Southern for the lease of a small engine to replace the out of service 70-tonner. Southern sent down its SW-1 No. 2004.

By that time I was train dispatcher and I along with the president and a couple of other employees, one of which was the master mechanic, were sitting and standing outside the LOP&G station at Perry when the South Georgia freight arrived in charge of No. 2004. We watched it pull up to the LOP&G diamond, blow two blasts of the whistle, and proceed to the South Georgia wye where it ran around its train and moved onto the LOP&G where it yarded its train.

As the train dispatcher, I am sure I would have known if there were any concerns about the weight of the 99-ton SW-1, and I heard none. The South Georgia rail was 56 and 60 pound rail. As it turned out this SW-1 plus one more like it and two Alco S-1s from Southern all spent time on the two roads for about 3-4 years, and never was there a derailment involving the 99-ton engines. The LOP&G had even lighter rail on its 12 mile Mayo Branch. It was the original 45 pound rail that was laid in 1906 when the branch was built.

On a more weighty matter, the Valdosta Southern Railroad Company was organized in 1954 to take over Georgia & Florida's 28-mile Madison Branch between Valdosta, Ga., and Madison, Florida. Rail weight on the entire line was 60 pounds on the mainline and 45 pounds on sidings. The new owner immediately replaced the 60 pound rail between Valdosta and Clyattville, Ga., site of a new paper mill, with 90 pound rail. However, the VSO continued using the 60 pound rail on the remaining 18 miles from Clyattville to Madison. Valdosta Southern's first diesel-electric was a 115-ton model 900 HP unit which the company sent to EMD for rebuilding as a model SW900 900HP locomotive. Although the road bought a new GE70T diesel that was placed in service before the SW900 rebuild was completed, the 120-ton locomotive plied the 18 miles of 60 pound rail as needed without incident.



Escanaba & Lake Superior—Baldwin VO660—Rail Weights 60/90



Fernwood, Columbia & Gulf—EMD SW-1s—Rail weight 60



In this circa 1960 view, Valdosta Southern SW900 No. 955 picks up an interchange cut from the Seaboard Air Line at Madison, Florida. The 115 ton diesel ran on 60-pound rail between Clyattville and Madison as needed. Note the O-I logo of parent company, Owens Illinois, Inc. Photo by Dr. William J. Husa, Jr.

continued on page 5

AN ANALYSIS OF 99-TON LOCOMOTIVES AS COMPETITORS TO GENERAL ELECTRIC'S 70-TON MODEL SAMPLES OF 99-TONNERS ON SHORTLINES WITH LIGHT WEIGHT RAIL By Russell Tedder May 28, 2015					
Manufacturer/Road			Model	Rail Weight	Photos
American Locomotive (Alco)					
	Ann Arbor		S-1	70/112	4
	Fordyce & Princeton		S-3	60/85	1
	Manistique & Lake Superior		S-1	60/70/80	4
	Mississippian		S-1	60/67	1
	Stockton Terminal & Eastern		S-1	50/60	1
Baldwin Locomotive Works					
	Escanaba & Lake Superior		VO660	60/90	3
General Motors (EMD)					
	Atlantic & East Carolina		SW-1	60/70/78/85/100	2
	Bonhomie & Hattiesburg Southern		SW-1	60/75	2
	Columbus & Greenville		SW-1	60/112	1
	Fernwood Columbia & Gulf		SW-1	60	2
	Great Western		SW-1	60/100	1
	Louisiana & Pine Bluff		SW600	56/60	1
	Louisville & Wadley		SW-1	56/80	1
	Live Oak Perry & Gulf		SW-1	45/60/90	1
	South Georgia		SW-1	56/60	1
	White Sulphur Springs & Yellowstone Park		SW-1	65	2



Mississippian—Alco S-1—Rail weights 60/67

Thank you to Christopher Palmieri from the website "Meridian Speedway" for permission to reprint this article. The original article can be found at: <https://meridianspeedway.weebly.com/heavy-diesels-for-light-rail.html>



Summary of Board Actions

Gene Arrillaga, Secretary

Saturday September 8, 2018

◆ Rail Fair report- In general everything went well, the weather was reasonable, there were some questions regarding steam power operations but the guests understood and accepted our explanations. Sunday, at Ardenwood station there was an incident with a yellow jacket stinging a child. We immediately notified park staff, they took the lead in dealing with the situation while our crew helped as requested. A number of our members expressed disappointment regarding the lack of a group dinner.

◆ Next restoration project- The board decided that our first priority should be to get the caboose frame stabilized and back on its trucks so the car can be safely moved within the car barn. While we are concentrating on 6101 we can make a more in depth inspection of the flat car 64 and start acquiring the needed parts and materials. As soon as 6101 is on its trucks, we can start working in earnest on car 64. Our goal is to have a state-inspected passenger/flat car as soon as possible, but no promise as to when.

◆ ADA loading - We will keep PLA's ADA loading lift until after Harvest festival, it will then be returned. If the Newark Optimist club doesn't respond to our request for a purchase donation by 9/15 the SPCRR will take action and put in an order on our own. As of this date the lift has been ordered.

◆ Haunted Railroad- There was a lengthy discussion about all aspects of the Haunted Railroad. We will announce requests for help and further opportunities to join in the planning soon.

Saturday October 13, 2018

◆ Harvest Festival Report - The engine worked well, however there were some minor issues with the air brakes that will need to be addressed before the start of next season. The temporary safety fence around the corn field installed by the park staff worked well. John Goldie and David Waterman were commended for their track work.

◆ 2019 Nominating Committee - The committee was appointed and will consist of Jacque Burgess and Stuart Guedon.

◆ Restoration - The restoration of 6101 will continue with the goal of getting the car on functioning trucks and safely moveable. The discussion of whether to work on flat car 64 or 222 next continues (with the intent of using it as part of a functioning train of "historic" cars). The question of passenger safety and comfort may require the assistance of a state licensed structural engineer and/or the addition of new stake pockets.

◆ Miscellaneous - The responsibility for maintenance of the loading platform, ramp, fences and gates at the Ardenwood station is still in question. The Board agreed to purchase a new metal-cutting band saw in the price range of \$200-300.



Conductor Bob Pratt talks to passengers about the Monarch butterflies.
Photo by Barry Lependorf

Total Number of Passengers carried in 2018
Miles Traveled in 2018

46,525 *
800

** We did not operate until late May due to preparing for State certification*

The 23rd HAUNTED RAILROAD was a big success!

Can you believe it's been 23 years since we began the Haunted Railroad? This year, a total of 3,400 passengers rode the train into the spooky, haunted forest. This fund raiser wouldn't be possible without the support of our amazing volunteers. The volunteers worked 284 hours to setup and take down the Haunted Railroad; 197 hours on ticket sales, publicity, and volunteer recruiting; and 711 hours playing characters in the woods; designing and carving pumpkins; operating the train each night; and handling the ticket window.

Narrator **Bill Ekstrom** weaves a fanciful tale on each train ride about how the Ghost Bride's new husband had to work the night of their wedding but his train plunged off of the Dumbarton rail bridge into the Bay. Bill weaves in the pirates, cowboys, witch, ghost bridesmaid, and whoever else appears in the woods each night. The ride is topped off with a robbery by the Chance Gang. Chance Gang leader **Andy Cary** climbs on board and he and Bill go into a funny routine with lots of puns and jokes. People love the ride and for many it has become an annual family tradition.



The Witch of Ardenwood (Beth Cary). Photo by John Abatecola

THE HAUNTED WOODS

Everyone's favorite Haunted Railroad character is the Witch played by the amazing **Beth Cary**. Beth also created a new costume for the witch this year and it looked great.

This was the third year that students **Ashley** and **Siret** played the Ghost Bride and Ghost Bridesmaid. Their dead stares spooked everyone.

Those treasure-seeking Pirates were played by **Scott Ekstrom** and his band of marauders: **Holly, Elisa, Sophia, James Gouthier, Patrick Murphy**, and **Kriie Selah**. This year past-pirate **Scotty** played a werewolf and his friend **Connor** played a gorilla on the first weekend; on the second weekend the boys joined the Chance Gang.

Those Ghosts haunting the woods were played by **Julie and Sophia Boyer**; on the second weekend Sophia decided to jump ship and become a pirate.

Part-time Grave Diggers/part-time tombstone salesmen **John Stutz** and **Colin Taylor** traded off duties. The role of the Ghoul this year was played by **Catherine Stutz-Taylor**.

The Chance Gang members were named by Narrator **Bill Ekstrom** (aka Fairlie Goode Chance). He said that since not all of the volunteers were out on any one night, he always had enough names. He also said that he learned this technique from the number one best selling book, "*Secrets of a Haunted Train Narrator*." This year the Chance Gang was played by:

Slim Chance	- Andy Cary
Last Chance	- Scotty
Noh Chance	- Ken Underhill
Bonnie Chance	- Lorrie Dotson
Fat Chance	- John Erdkamp
Tooka Chance	- Joe Amen
Notta Chance	- Ryan Nelson
Hadda Chance	- Steve Evans
Little Chance	- Connor

Many of the actors hurry from the woods to the station after every train to take pictures with the passengers. It's amazing how many kids go right up to the spooky characters to have photos taken.

DISPLAYS/SETUP/TAKE-DOWN

The haunted forest displays were created and maintained by **Andy Cary** and his tireless group of volunteers: **Gene Arrillaga, Gene Bobik, Scott Ekstrom, Steve Evans, Stuart Guedon, Lauren Locey, Tony Peters, Bob Pratt, John Stutz, Colin Taylor**, and **Ken Underhill**.

The lights and sound system wiring on the train were handled by **Gene Arrillaga** and **Ron Quilici**.



Narrator Bill Ekstrom tries to talk Slim Chance (Andy Cary) out of stealing the train's gold. Photo by John Abatecola

continued on page 8

The sound system and speakers were installed by **Jack Burgess**.

Each night we operated the Haunted Railroad, setup began hours before the first train at 7 pm, so there was no time for dinner for most of our volunteers. Thank you **Ken Underhill** for picking up pizzas each night so that everyone had a snack.

FRONT STATION

Ticket vouchers were sold on Eventbrite.com, but attendees had to exchange their voucher for tickets when they arrived at the ticket window. **Jack Burgess** and **Don Marenzi** handled the crowds with backup from **Barbara Ekstrom** and **John Abatecola**.

Station Agents **Cydney Abatecola**, **Bill Wissel**, and **Janne Wissel** herded passengers onboard quickly which really helped keep the trains on time.

Ruth and Henry Tyson have spent many hours over the past 21 years, carving huge pumpkins into one-of-a-kind witches, animals, ghosts and goblins. Ruth and Henry delivered a full set of unique pumpkins each Friday to set the stage for our event. This year we allowed passengers to take family photos next to the pumpkins whenever the train was away from the station.

Ghost Chaser sales (glow sticks) was managed by **Kathy Krueger** and **Judy Churchill**, with backup by **Barbara Ekstrom**. They always challenge themselves to beat the previous year's sales, and their winning streak has continued... they sold \$2,100 in glow sticks!

The Train Crew this year was outstanding. It was **Barry Lependorf's** first year as the event's Engineer, and he exceeded expectations and kept the trains on time every night. Passenger loading and unloading were safely handled by conductors **John Erdkamp** and **John Stutz**; and brakemen **Bob Dike**, **Stuart Guedon**, **Mike McDonald**, and **Tony Peters**.



The Ghost Bride (Ashley), with Ghost Bridesmaid (Siret), walk the train looking for her missing bridegroom. Photo by John Abatecola

A HUGE THANK YOU to everyone who donated their time and energy to make the 2018 Haunted Railroad a big success!



Pumpkins carved by **Ruth and Henry Tyson**. Design based on children's book "The Witches Supermarket". Photo by Don Marenzi



Happy passengers get off the train. Photo by Don Marenzi



Ghost of the woods (Julie Boyer) with passengers.
Photo by Don Marenzi



The Pirates were played by (back row, left-to-right) Scott Ekstrom, Patrick Murphy, James Gouthier, Elisa, Kriie Selah (front row) Scotty (werewolf), Holly and friend, and Connor. Photo by Don Marenzi



Kathy Krueger (right) shows Barbara Ekstrom the ropes (huh hmm) at the ghost chaser sales table. Photo by Don Marenzi



JudyLin Krueger shows off her costume. Those are her real paws at the bottom of the skirt. Photo by Don Marenzi



Ghost Bride gets a proposal from passenger. Photo by Don Marenzi



Narrator Bill Ekstrom. Photo by Don Marenzi



Sophia and Grammy. Photo by John Abatecola



Noh Chance (Ken Underhill) Photo by Don Marenzi

We will miss long-time supporter Bob Stutz

SPCRR supporter Bob Stutz died October 12 at the age of 97 after a year-long bout of decreasing health. We will always remember him as the Ghoul at the Haunted Railroad. He played that role for over a decade right up until last year when he was 96 years old. Bob was also active in laying track when we extended the track east from Deer Park to the William Patterson site. Bob always enjoyed attending our holiday dinners and other special get-togethers. I asked John Stutz what Bob did professionally before he retired.

Bob certainly led a fascinating life...he received a PhD in Biochemistry from the University of Wisconsin, after which he took up the study of photosynthesis at the DoE's Argonne National Lab near Chicago. In 1956 Bob and his wife, Mary, decided they wanted to raise their family closer to home in Oregon, so he joined the Western Pine Association's Research Lab in Portland. This led him into the field of lumber treating chemicals first at Western Pine, later with Chapman Chemicals in Memphis and Palo Alto, and finally as a consultant for Koppers (treated wood products) developing and testing formulations in his own home lab.

Bob was always active in volunteering. Bob and Mary served on the town's planning and pathway committees; he served as president for the Los Altos Hills Horseman for many years; and he served as finance officer for the Los Altos Hills County Fire District. After Mary's death in 1997, much of Bob's time was devoted to maintaining their house and grounds in Los Altos. He also continued to travel with friends and his children into his 90s, including High Sierra horsepacking trips.

He will be missed by all.



The famous Ghoul of Ardenwood played by Bob Stutz - Photo by JBurgess (2016)

SPECIAL workday to take-down and move the Haunted Railroad props and supplies into our NEW event container

It's exciting... we now have a container to hold all of the supplies and props for the Haunted Railroad and Rail Fair! Please help us move everything in on **SATURDAY, DECEMBER 1 at 10 am. WE NEED A MINIMUM OF 4 PEOPLE TO TAKE DOWN THE VILLAGE, however the more people we have, the better.** The park will be open to the public that day, so enter at the Siward gate (if you need directions, call 510-508-8826). If you don't see us at the Car Barn, look for us either in the woods or at the Park's corp yard (the Fort) near Deer Park. The SPCRR Xmas Party will begin at 6 pm on that same day. **We also need volunteers to help setup the Granary for the holiday dinner at 5:30 pm (chairs & tables, light the stove, etc.).**

SPCRR Membership News

John Goldie, Membership Manager

WELCOME to our new members

Dr John Crowley - Dayton NV
Robert Lanini - Fernley NV
Richard Patchin - Martinez CA

CONTRIBUTING Members that upgraded to a LIFE MEMBERSHIP

Stuart Guedon - Fremont CA
Jay Shellen - Fremont CA



SPCRR currently has 52 LIFE members and 33 Contributing (Annual) members—a total of 75 members in addition to many volunteers.

It's Time to Renew Your SPCRR Membership for 2019!

Reminder postcards (a new picture this year!) will be sent out in January. Last year's renewal campaign was delayed until the summer as I had other constraints... I hope to be back on track (*pun*) this year.

Click [here](#) to join or renew for just \$20 as a Contributing member; or click [here](#) to become a LIFE member for \$250 and never worry about paying dues again! These links will take you to PayPal (you can also go to our website www.spcrr.org, click on "SPCRR", then click on "Become a Member"); or send a check made out to "SPCRR" and mail it to: SPCRR, PO Box 783, Newark, CA 94560. Membership Dues and all Donations are tax deductible. SPCRR is a registered 501(c)(3) nonprofit corporation. **THANK YOU for your continued support!**



Brakeman Mike McDonald giving an interpretive talk to school group. Photo by Barry Lependorf

2018 HARVEST FESTIVAL

By Barry Lependorf

Photos by author

The Ardenwood Harvest Festival this year was October 13 and 14. The train crew—consisting of Bob Pratt, Barry Lependorf and Mike McDonald on Saturday; and Bob Pratt, Barry Lependorf and Stuart Guedon on Sunday—were prepared for a couple of big days. Volunteers Brook Rother also helped out as a brakeman on Sunday morning; and Jack Burgess was station agent on Saturday, and Jq Burgess on Sunday.

Each morning the train was put together, fueled, and the brakes tested. We began our days at 9 am and were ready for our first trip at 10:20 am.

The harvesting of the popcorn and Indian corn fields went well and everyone stayed clear of our tracks. Katie ran fine with one minor hiccup with the throttle (which Brook repaired).

There were over 3,000 guests each day. We made 26 trips per day, for a total of 4,610 passengers over both days! All in all, it was a great weekend!



IMPORTANT NOTICE PLEASE REPORT YOUR VOLUNTEER HOURS!

Please total up your 2018 volunteer hours **by December 20**. Please do NOT include hours spent at special events or regular Thursday workdays as these were already logged by our volunteer coordinator. However we do need the hours spent working at the park on your own, and the hours you spent doing research and other tasks off-site. It is not necessary to itemize the projects you worked on... we just need the total number of hours you volunteered.

Your hours make a big difference when we apply for grants—companies always look to see how many volunteers are involved in a nonprofit organization. This makes a difference for our museum and also for the East Bay Regional Park District. If you volunteer 25 hours or more within one year you can attend the Park District's volunteer recognition BBQ.

Please email your hours to: info@sperr.org, or call 510-508-8826.

Thank you to everyone who donated this year!

2018 Donations Received to Date

Run-around Track Fund Raiser	\$ 10,978
Maintenance-of-way	\$ 1,400
General Fund	\$ 963
New ADA Lift	\$ 2,500
New Event Container	\$ 500
Other (<i>Katie Air Brakes, Deer Park Passing Track</i>)	\$ 1,200
TOTAL DONATIONS	\$ 17,541

Projects Completed/Underway

We have expended the funds for the Deer Park passing track (work is still in progress), and we have installed the air brakes on Katie. We recently purchased the event container and we are going to move the Haunted Railroad and Rail Fair displays and supplies inside on December 1st (see workday notice on page 11). We recently purchased the ADA lift which will get its first use next April when we open for the season. As soon as holes in our old store container (located in the volunteer parking lot) have been fixed and the new air vents and turbines installed, this container will be used to store the old growth redwood (funded in 2017). We are waiting for the fire danger to diminish before doing the welding necessary. The wood will be purchased as soon as the container work has been completed.



John Stutz, Jack Burgess, and John Goldie (left to right) prepare the base for the new event container. Photo by Don Marenzi



Gene Arrillaga checks the final placement of the new event container. Photo by Jack Burgess

Project Priorities for the off-season

Finish Deer Park siding; get the track maintenance issues addressed for the track between Deer Park and the Car Barn and then get it state-certified; plus build the run-around track at the Car Barn.

End of the tax year reminder

It is almost the end of the tax year. All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization and we will provide each donor with a letter that has all of the information you need for the IRS. It's a WIN/WIN for you and SPCRR! **Go to our website at www.spcrr.org.** Click on "**DONATE**" at the top of the page. You can use any major credit card (you do not need a PayPal account); You can print a receipt for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes. You can also mail a check 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.

If you would like to donate in someone's honor or memory, please include that information with your donation.



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:

RESTORATION

Caboose 6101:

10/4 Volunteers: G. Arrillaga, G. Bobik, A. Cary (2 hrs). The restoration crew leveled 6101 preparatory to restarting restoration. See Misc. for remainder of the day's tasks.

10/23 Volunteer: G. Arrillaga (3 hrs). Machined bushing for bottom of brake staff.

10/24 Volunteer: G. Arrillaga (1 hr). Finished bushing.

11/1 Volunteers: G. Arrillaga, G. Bobik, A. Cary, T. Peters, Ken Lippman. (6 hrs). Continued working on A end platform. Also did band saw repair and tractor repair.

11/8 Volunteers: G. Arrillaga, G. Bobik, K. Lippman (7 hrs). Continued with A end hardware. Installed control rods for air brakes on car numbers 5, 318, & 1725.

11/14 – see Misc. for details—worked on problem with caboose 6101's brake ratchet wheel.

TRACK WORK/RIGHT-OF-WAY

9/30 Volunteers: J. Goldie, D. Waterman (4 hrs). Temporary bumper constructed and installed on Deer Park set out track; excess ballast moved from east end of the siding to the west end; preparation of CLEAR post installation on east end; off-loaded ties from flat 64 and placed by mainline extension.

10/6 Volunteer: J. Goldie (5 hrs). Deer Park Clear Post installed; Deer Park bumper-correct bottom brackets installed (temp. bumper is now complete). Ballast work: moved more excess ballast from south side/east end to north side where needed; moved/leveled excess piles at west end; filled a major hole in the mainline west of siding bumper location. Removed the gas engine from 222 (preparing to remove from park); assisted loading and off-loading trailer with Haunted RR tables/benches with the tractor.



New portion of Deer Park siding finished and ballasted.
Photo by John Goldie

MISCELLANEOUS/HAUNTED RAILROAD

10/1 Volunteers: G. Arrillaga, B. Pratt (3 hrs). Re-installed new fuel pump on Katie.

10/3 Volunteer: A. Cary (3 hrs). Picked up and delivered the new SPCRR ADA lift to Ardenwood.



ADA lift at Deer Park. It is being operated by Conductor Bob Pratt. Photo by Barry Lependorf

10/4 Volunteers: G. Arrillaga, G. Bobik, A. Cary (4 hrs); B. Sorel (2 hrs). Andy unpacked the SPCRR ADA lift. Bruce and the restoration crew tracked down the tractor fault to a disconnected wire on a 40 amp circuit breaker in the engine space. Battery fittings were cleaned. Katie's new fuel pump developed a hose leak—hose was replaced by the two Genes. Andy assembled new shed for future lawn mower storage, and new storage for generators. Gene A. forged passenger waiting line stanchions.

10/6 Volunteers: A. Cary (10 hrs); S. Ekstrom, J. Stutz (4 hrs); J. Goldie (2 hrs). Moved tables and benches to woods in prep for Haunted RR displays. Cleared branches and debris piles along fire road. Repaired broken key for tractor. Reorganized cars on Car Barn siding 5 to free WSLCo 222 for Haunted RR preparation and clean up.

10/8 Volunteers: A. Cary, S. Ekstrom (6 hrs); S. Guedon (5 hrs); J. Stutz (3 hrs). Haunted Railroad Setup: moved tables and benches to the woods.

10/11 Volunteers: G. Arrillaga, G. Bobik, A. Cary, T. Peters (7 hrs). Haunted Railroad setup.

continued next page



Generator on front to run the lights and sound system on the Haunted Railroad. Photo by Barry Lependorf

10/15 Volunteers: G. Arrillaga (5 hrs), A. Cary (10 hrs), S. Ekstrom (8 hrs), S. Guedon (9 hrs), L. Locey (3 hrs), T. Peters (8 hrs), J. Stutz (9 hrs), C. Taylor (5 hrs). Haunted RR: erected most of the Ghost Town; delivered, repaired and tarped the coffins; and delivered and erected the gingerbread house.

10/16 Volunteers: J. Burgess (5 hrs), Jq. Burgess (5 hrs), A. Cary (7 hrs), S. Ekstrom (6 hrs), S. Guedon (6 hrs), T. Peters (4 hrs), B. Pratt (3 hrs), R. Quicili (6 hrs). Setting up the Haunted Railroad: finished setting up the Ghost Town, placed pirate boats, setup the Gingerbread house, moved the Ghost Bride's stairs, placed generator sheds and the storage shed in the woods. Burgesses worked on wiring the train for the sound system.

10/16 Volunteers: G. Arrillaga (10 hrs). Built AV box to hold Haunted Railroad AV system.

10/17 Volunteers: G. Arrillaga (8 hrs), J. Burgess (5 hrs), Jq Burgess (3.5 hrs), A. Cary (4.5 hrs), S. Ekstrom (6 hrs), S. Guedon (4.5 hrs), R. Quicili (7 hrs), K. Underhill (2 hrs). Worked on the Haunted Railroad: Gene, Ron, Jack, and J. worked on the train's sound system and lights; while everyone else worked on the displays in the woods.

10/18 Volunteers: A. Cary (6 hrs), S. Guedon (3 hrs), T. Peters (2 hrs)

10/30 Volunteers: A. Cary, S. Guedon, G. Arrillaga (7 hrs). Take-down Haunted Railroad displays.

11/3 Volunteer: D. Watreman (8 hrs). Cleaned up parts and debris and cleared and leveled location for the new event container.

11/10 Volunteers: G. Arrillaga, J. Burgess, Jq. Burgess, J. Stutz (9 hrs); J. Goldie (6 hrs); B. Rother (11 hrs); K. Underhill (4 hrs). Cleaned up the fort (corp yard), prepared for delivery of container; began to set container in place. John G. went through piles of debris to gather buckets of spikes, and cleaned up the debris.

11/11 Volunteers: G. Arrillaga (1 hr), J. Burgess (2 hrs), B. Rother (3 hrs). Finished moving container into place.

11/14 Volunteers: G. Arrillaga, G. Bobik, A. Cary, K. Lippman (6 hrs). Moved our new ADA lift to Deer Park storage; returned loaner ADA lift to PLA; returned both halloween generators to Car Barn; worked on problem with caboose 6101's brake ratchet wheel.

WORK PLANNED FOR NEXT MONTH

Join our **SPCRR-Members** group for the latest information! Details how to join are shown in the box on the last page of the *Hotbox*. For directions to workdays see last page of the *Hotbox*, email info@spcrr.org, or call 510-508-8826.

- **Thursdays and some Saturdays ~ Miscellaneous Projects.** For more information, contact Ken Underhill at 925-373-6884 (home) or email kcunderhill@yahoo.com.
- **Thursdays and some Saturdays, Historic Car Restoration - 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 - John Goldie.** Schedule a day to join John at the Park to work on various projects. For more information email John at rolajohn@aol.com or call 408-784-1611 (cell).
- **Usually the 2nd Saturday of Every Month, Monthly Restoration Saturday - 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).

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 information on volunteering, please send an email to info@spcrr.org or call 510-508-8826.

SPCRR wishes everyone Happy Holidays and a wonderful New Year



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). **Any changes in dates or times are posted on the SPCRR-Members group.** If you have any questions email info@spcrr.org or call 510-508-8826 (c).

Restoration Workdays are held on Thursdays (and some Saturdays). Contact project manager Gene Arrillaga to verify dates and times: email arrillaga@sbcglobal.net or call 510-657-8733 (h).

Nov 18 Historic Season ends. Operations resume in April 2019.

Sat., Dec 1 - 10 AM - Workday to take down the town buildings from the Haunted Railroad. **WE NEED AT LEAST 4 PEOPLE TO SAFELY TAKE THESE DOWN & the more the better.** Please come out to help if you can. We will also put everything inside the new container. Meet at the Car Barn at 10 am, or look for us in the woods or corp yard (fort). Any questions or if you need to find us at the workday, call 510-508-8826 (cell).
- 6 PM - Annual Holiday Dinner/Election of Officers for 2019/Special Presentation. Free for all SPCRR members and volunteers. **IMPORTANT** - RSVP no later than 10 am on Monday, November 26. For more information email info@spcrr.org or call 510-508-8826 (c) if you need directions.

We have many projects to accomplish over the off-season before we begin operating again in April 2019. If you can help please email info@spcrr.org. Join the "NEW" SPCRR-Members group for up-to-date information on workdays (see instructions below).

How to sign up for the "NEW" SPCRR_Members group to receive announcements on workdays, updates, and more!

We post up-to-date announcements and workday updates on the SPCRR-Members group on www.groups.io. It is free to join! Just send an email to webmaster@spcrr.org and include your name and email address. If you have a 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. If you cannot reach a project manager, call 510-508-8826.

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. You need to call the project manager for that workday to meet you at the gate. 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. You need to call the project manager for that workday to meet you at the gate. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.