



# The Hotbox

January/February 2019  
A newsletter from SPCRR and  
The Railroad Museum at Ardenwood

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](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 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. To make a donation, become a member, or find out more information, go to our website at [www.spcrr.org](http://www.spcrr.org). Newsletters are distributed six times a year.

## Bruce & Kathy MacGregor decide to slow down after 40 years with SPCRR

**T**here would not be a SPCRR without Bruce MacGregor. It all began in 1967 when Dick Datin and Bruce found SPC caboose 47 in the desert in Keeler on the east side of the Sierras. In 1978 caboose 47 was returned to Newark, California where it had originally been built by Carter Bros. 90 years earlier. Bruce worked with (then) Newark Councilmember Shirley Sisk to ask the City of Fremont for permission to store caboose 47 in the Patterson's big barn at, what was to later become, Ardenwood Historic Farm. When plans for Ardenwood to become a regional park were underway, Bruce and Shirley founded the nonprofit Society for the Preservation of Carter Railroad Resources (SPCRR) to lay track and operate a horse-drawn train at the park.

Since then, Bruce has been involved with almost every aspect of SPCRR... working on the park's Ardenwood station to match the historic SPC Agnew station in style and colors, recovering a Carter flat car hanging over a canyon edge on a dangerous burned trestle, planning the original track route at Ardenwood, pulling up used track at a cattle yard (picture in your mind the muck and smell) and laying that track at Ardenwood,



Bruce MacGregor in hat, Brook Rother on left (person in center unknown). Taken in the early 1980s on the trip to recover Carter flat car 1725 that was hanging out over a large ravine on a burned-out trestle.  
Photo: Don Marenzi

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Kathy & daughter Ann at the General Store. Photo: Don Marenzi



Bruce & Kathy assembles kids' activities-Rail Fair 2016. Photo: JBurgess

restoring historic cars, planning the Car Barn, obtaining grants, cataloging our collection of artifacts and creating a database, official photographer, and so many other aspects there isn't room here to list them all. Even after moving to Oregon, Bruce stayed involved by getting patterns made, parts cast, editing the newsletter, creating a draft interpretive master plan, planning and participating in SPCRR's special event fund raisers, and being on the curatorial staff.

Kathy MacGregor has always been a SPCRR supporter, but she went all in when the park opened in 1985. SPCRR received permission to operate a general store inside the Ardenwood station, and Kathy became the Store Manager. She spent an enormous amount of time finding toys and gifts that were similar to what was available at the turn of the 20th century. This was before the internet, so it was a daunting task and all had to be done by mail. Kathy also supervised the store's employees and volunteers until their move to Oregon.

In 2016 Bruce and Kathy suggested the formation of a Promotion and Publicity Committee to increase attendance at our special events. Kathy planned the activities for the new Katie Train Activities Day, also included many of these activities at Rail Fair. Kathy and Bruce also took on the job of contacting volunteers whenever there was a need for help on event days or train crews. Kathy's organizational skills made these events a big success, and attendance and revenues increased. Kathy also created the annual fund raising campaign in 2017, which has been a tremendous help to restoration and track construction. Bruce and Kathy also drove down from Oregon 2-3 times each year to help with the Katie Train Activities Day and Rail Fair special events.

Due to family commitments, Bruce and Kathy decided to step back from their SPCRR commitments at the end of 2018. Bruce will continue to help with the collections work that he and Jay Shellen have been co-managing, and Bruce will still help locate historic records and photos that directly help restoration projects.

Bruce and Kathy want everyone to know that they remain lifetime fans and supporters of SPCRR, and they wish everyone the very best going forward.

**Bruce and Kathy... we want you to know that words cannot express how much we value your commitment and all of the work you have done for SPCRR over the past 40+ years. You will be greatly missed by everyone!** 📷



# Postcards from the Edge

*Andrew Cary, Vice President*

**R**ecently I was sorting through old family correspondence and came across some postcards sent between family members in 1914. To my surprise, two of the postcards were of the original SPCRR.

Postcards were a common method of sending notes to friends and acquaintances prior to the invention of email and instant messaging. They were cheap and fast to write, although you couldn't say anything private because your writing was exposed for all to see.

During this era, almost all of the postcards were based on photographs and were colored using one of several methods—color film was still a generation or two away. What and how they were colored was up to the publisher.



Postcard "6979, BIG TREE STATION, NEAR SANTA CRUZ, CAL" - Copyright 1903 Detroit Photographic Co.



Original Photo - Bruce MacGregor collection.

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*Postcards from the Edge - continued from page 3*

The postcard on the prior page is postmarked 1907 from Alameda. The postcard was based on a photograph taken at the Big Trees Station looking south in the 1880s by famed early photographer William Henry Jackson. The postcard was produced by the Detroit Photographic Company of Detroit, Michigan using the "Photochrom" color photolithography process.

Readers with sharp eyes will note the postcard appears to be cropped, the trees have been stretched in height, and there are slight differences in foliage compared to the original photograph. A closer look at the postcard shows the left side has been cropped, while on the right side they added a full sized angled tree as well as a cut bank. Also note the switch stand for the siding in the foreground with its familiar white-bordered red diamond and thistle-shaped sign.


The postcard below shows SPC 21 leaving Big Trees Station looking north. The postcard shows some imagination by the publisher when coloring the photo. The orange foliage in the foreground was added and is probably supposed to be flowers, but the only plant of that color in a redwood forest is poison oak!



Postcard "361 Big Trees Station, South Pacific Co R, Santa Cruz Mountains, California" - Published by Edward H Mitchell San Francisco CAL.



Original Photo - Bruce MacGregor collection

This postcard was published by E.H. Mitchell at his plant off of Army Street in San Francisco. The photograph was taken in the late days of the narrow gauge (note the standard gauge ties). In this case, the photograph used for the postcard was enlarged then cropped narrower than the original photograph. Also note the single, circular target on the siding switch. The publisher added more smoke for dramatic effect and colorful—but non-realistic—foliage and flowers. 

# A Look Back at 2018

Jack Burgess

**T**he new year is always a good time to look back and review what was accomplished over the past 12 months. The following are just a few of the highlights.

## OUR VOLUNTEERS

All together, SPCRR volunteers put in a total of 8,600 hours in 2018--an impressive achievement! The East Bay Regional Park District presented John Stutz with a certificate for reaching the amazing goal of volunteering 35 years at Ardenwood; and David Waterman received a certificate for reaching a total of 2,500 recorded hours since he began volunteering at Ardenwood. Congratulations John and David!

## OUR LOCOMOTIVE "KATIE"

We installed a diesel engine in Katie to eliminate problems we were having with the 60-year-old gasoline engine. As with any new equipment, the diesel engine had a few issues to be worked out, but most have been addressed or will be resolved during the off-season.

## CLASSIFIED AS A PERMANENT AMUSEMENT RIDE

2018 started off with a realization that our narrow-gauge railroad was considered a "Permanent Amusement Ride" by the State of California, just like a rollercoaster. The result was that we had to get a certified by the State before starting operations. Given all of the hoops we had to go through to get certified, we couldn't begin operations until May 24, losing two months of revenue and disappointing many school groups and visitors. The State required us to retain a private licensed engineer to inspect our track and equipment, and we also had to pay the State to inspect the same equipment and track.

In addition to the private engineer and State inspection fees, we were required to install air brakes on our locomotive "Katie" and retain a certified air brake inspector to replace gaskets and certify the air brakes on our cars (which hadn't been used for decades). The total cost to our group for the inspections, air brake installations, etc. was \$12,600! EBRPD has reimbursed us for these costs.



Jack holds the state-required sign that is required to be posted on the fence. Photo: JBurgess

## RESTORATION

Just prior to our originally-planned April start of operations, dry rot was discovered in one of the end sills of flat car 1725. Since this car is the only car being used to load visitors with mobility issues, restoration work on caboose 6101 was suspended until flat car 1725 could be returned to service. The restoration crew worked double-time to get 1725 completed, inspected by the State, and back into service in early September.

## WHEELCHAIR LIFT

Two other issues arose in early 2018 regarding wheelchair access to our train. First, the platform at the Deer Park platform was removed. At the time this happened we were using the two excursion cars which have ground-loading "side steps," to load and unload regular visitors. However, with flat car 1725 out of service to fix the dry rot issue we had no way to get wheelchair passengers on or off the train. Once 1725 was back in service, it was again possible to load wheelchair passengers at the Ardenwood station, but we still had no way to load or unload passengers at Deer Park due to the loss of the platform. The least costly way to solve the problem was to purchase an \$8,000 portable wheelchair lift. A big thank you to Niles Canyon Railway for lending us one of their wheelchair lifts until our lift arrived in September.

An extra note...due to the wonderful relationship we have with the Park staff, we are allowed to store our wheelchair lift in a small shed under the big oak tree at Deer Park. This will prevent children from climbing on the lift and protect it from the weather.



Using wheelchair lift the first time at Deer Park 2018. Photo: Barry Lependorf

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## **HULBERT LUMBER IN NEWARK**

The delivery of the wheelchair lift was just the latest instance of where we needed to take delivery of large/heavy items. The first time was in 2017 when the newly restored Buda hand car was delivered. The trucking firm required that the delivery location have either a loading dock or a forklift (we have neither). Hulbert Lumber in Newark came to our rescue and they unloaded the handcar for us. In 2018 Hulbert came to our rescue twice more... first unloading a pallet of coal for the steam engine, and most recently unloading the new wheelchair lift. Once unloaded from the truck, Hulbert's forklift operators then loaded each shipment onto SPCRR's trailer so we could transport each shipment to Ardenwood. Without Hulbert's help we would have had to pay a \$200-\$300 per shipment surcharge to have a truck with a lift gate deliver the items to the park.

## **DONATIONS**

The 2018 fund raiser was to fund the construction of a run-around (or passing) track at the Car Barn. This track will allow us to operate passenger trains to the Car Barn on special event days, then have the locomotive "run around" the train and then push the car(s) into the Car Barn. Passengers will stay on board the train to see and hear about our collection inside. (We cannot let passengers get off the train due to all the tripping hazards and other issues.) Of course the run-around track will also give us the flexibility to move equipment and locomotives around. We met the fund raising goal in only six months after we announced it! Once the layout of the run-around track is approved by EBRPD, construction can begin.

## **EVENTS CONTAINER**

In 2016 the Board approved a two-phased project to provide weatherproof, secure storage by placing two refurbished cargo containers in the park's corporation yard (or "Fort" as the park staff calls it). The first phase now houses our collection of historic artifacts and patterns. In 2018 phase two was completed by the addition of a second container to house all of our special event displays and supplies which had been stored on top of a flat car and along the wall inside the Car Barn.

## **REDWOOD STORAGE**

In early 2018, we cleaned out one of our cargo containers in the volunteer parking lot. Our plan is to re-purpose it to store the old growth redwood that we raised funds for in 2017. A number of water leaks were discovered, so we have hired a contractor to weld the leaks plus install new vents and turbines to provide air circulation for the redwood. This work will be completed very soon, then we can order the old-growth redwood for cars 47, 253, and 444.

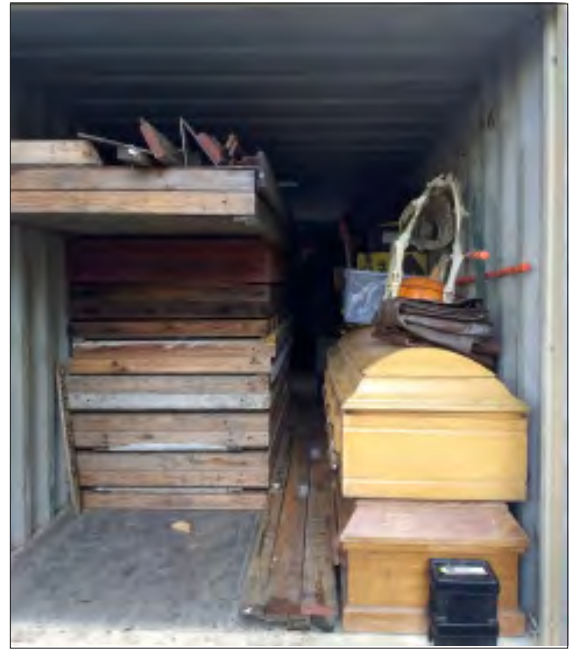
## **DEER PARK SIDING**

John Goldie, David Waterman, and other volunteers have finished replacing the ties and re-laid the rail for the Deer Park siding. As part of this effort, the west turnout is being changed from a stub switch to a spring point switch to eliminate the need to throw switches manually when moving the locomotive from one end of the train to the other on every roundtrip.

## **SPECIAL EVENTS**

### **Katie Train Activities Day**

The Katie Train Activities Day special event has grown each of the four times that it has been held. There is a new generation of rail fans in love with our locomotive "Katie" as a result! Kathy MacGregor designed the activities for children 3-7 years old. Unfortunately we cannot find a replacement event coordinator to take over this event so 2018 was the last year we will hold Katie Day.



New events container. All of our event props and supplies now fit into one place. This photo shows the haunted village building components, coffins, etc. for the Haunted Railroad. Everything for Rail Fair is located at the other end with another door for access.

Photo: AJLCary



Katie Train Activities Day.

Photo: JBurgess

### Rail Fair

Rail Fair 2018 was the first time since the beginning of the event 19 years ago without a steam locomotive hauling passengers. This was due to the State requirement that all locomotives must have air brakes, even on historic steam engines. Gary Smith still brought the 0-4-0 “Ann Marie” and steamed up and down the yard tracks for visitors. Gary also brought his beautiful hand-built coach to pull behind the Ann Marie. Average attendance in 2018 was 2,000 visitors each day, which was much better than in 2017 when temperatures soared up to 110 degrees; but not as high as in 2016.



Rail Fair 2018 - Locomotive “Ann Marie” pulling the new coach built by Gary Smith.

Photo: Barry Lependorf

### Haunted Railroad

In 2017 we sold 80% of the Haunted Railroad tickets online and the rest were sold at the ticket window. We sold out all of the online tickets within 3 days after Google picked up our event and sent out email notices to gmail users in the Bay Area. Given the popularity of the event, we decided to put all of the tickets for sale online in 2018 (instead of hoping that people would show up at the ticket window). Once again we were inundated with requests for tickets... all but the last trains of the night were sold out by early October, and by opening night we only had an odd single ticket left for sale at the ticket window.



Haunted Railroad 2018 - Passengers take photos with our volunteers after the ride. Pirate photo (left to right): Patrick Murphy, James Gouthier, and Scott Ekstrom. Witch of Ardenwood photo: Beth Cary.



# NEW FUND RAISER FOR 2019

## Trucks for South Pacific Coast Caboose 47

We are ready to begin restoration on the car that started our group... **CABOOSE 47!** This year's fund raising target of \$15,000 will cover Phase 1: two complete sets of trucks for the 47 including needed patterns, castings, hardware, and assembly. (Phase 2 will consist of caboose 47's body restoration.)

**NOTE:** Restoration on the exterior of NWP caboose 6101 will continue concurrent with the trucks for SPC caboose 47.



3D model of 47's trucks. Created by Rich Neelson & Brook Rother



Caboose 47-1906. Bruce MacGregor Collection



Caboose 47 today. Photo: Bruce MacGregor

### 2019 Fund Raiser

## Trucks for SPC Caboose 47

	\$15,000
	\$12,000
	\$10,000
	\$8,000
	\$6,000
	\$4,000
	\$2,000
	\$1,000

Thank you to Jack and Jacque Burgess for the first donation.

### HOW TO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization **Go to our website at [www.spcrr.org](http://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. If you have any questions, email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826.



## New Book by Kevin Bunker

Kevin Bunker (SPCRR's former curator) has co-authored a new book on the Sacramento Central & Southern Pacific Shops buildings, entitled "A Legacy in Brick & Iron" by Mary A. Helmich with Kevin Bunker by FYA Publications. Of note is a generous side bar on Carter Brothers (pg 55). The book features 500 photographs, maps, drawings and 2 fold-out covers that capture the evolution of the complex, and the array of industries it encompassed. It is a beautifully crafted book and is available at the Sacramento Historical Society gift shop, or by mail at the California State Railroad Museum's website: <https://www.californiarailroad.museum/store/product/a-legacy-in-brick-iron>

The following review was published by the Sacramento Historical Society

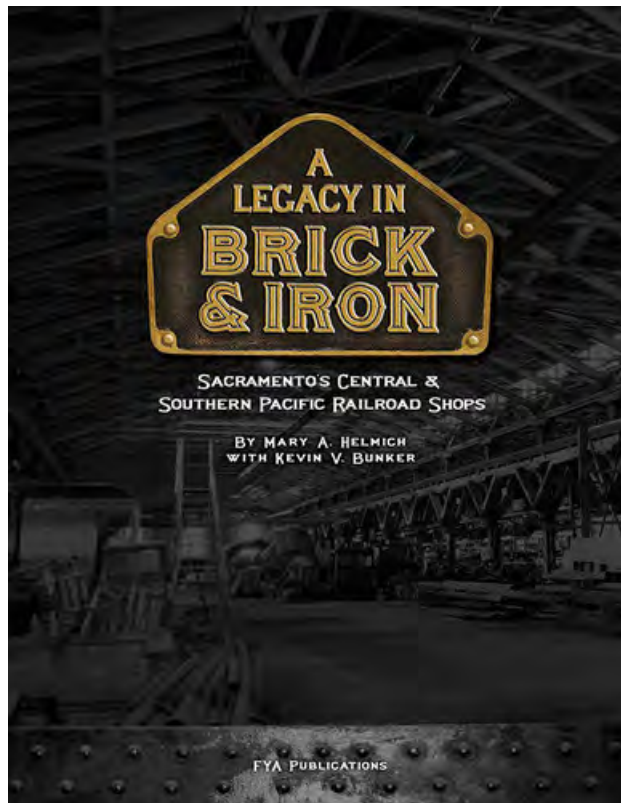
### **Southern Pacific Railroad Shops Brought To Life** by Kevin Knauss

*A Legacy In Brick & Iron* by authors Helmich and Bunker is a comprehensive review of the development of the historic Sacramento railroad shops initially constructed by the Central Pacific Railroad and then fully developed by the Southern Pacific Railroad. The amount of technical research, photographs, diagrams, maps, and profiles of men who played a significant role in the railroad shops development is both a joy to read and solid point of reference for future historical research.

The Sacramento railroad shops, now virtually dismantled for urban development, was a hub of economic activity and innovation on the west coast. From the late 1860s into the 1980s the railroad shops were the focal point for the repair and construction of almost all aspects of railroading. The work and innovations at the railroad shops spread throughout the Sacramento region and across the country.

The book begins with a short but detailed discussion of the genesis of the Central Pacific Railroad as part of the larger Transcontinental Railroad project. The bulk of the book is focused on the challenges of developing the large complex of railroad shops that were hemmed in by the Sacramento River on the west, the American River on the North, and Sutter Lake (also known as China Slough) to the south.

*"A Legacy In Brick and Iron tells the remarkable story of Sacramento's railroad shops, one of the most important industrial facilities in the west. Built to support the operations of the Central Pacific Railroad in the 1860s, the Sacramento Shops were an important industrial force in Sacramento for more than a century. Beautifully illustrated with rarely seen photos, this book tells the important story of transportation in the American west during the nation's formative era. Railfans and history lovers will find a trove of fascinating information in this compelling book."* ~ Bill George, Filmmaker & Railroad Historian



Through historic photographs and maps, *A Legacy In Brick & Iron* illustrates the expansion of the shops as Sutter Lake was slowly filled with earth to create dry land. Along the way the book details the various operations of repair and manufacturing of railroad equipment to support the fleet of engines and cars for the railroad.

The wonderfully formatted book is a visual delight that does not detract from the historical information presented. One detail that historians will appreciate are the graphic inserts that highlight significant dates in the development of the particular shop function being discussed.


Another element that is woven into the book are profiles of men who played significant roles in the construction or operation of the railroad shops. Men such as Cornwall, England, born Stephen Uren who was hired as a blacksmith in 1866 and went on to become a foreman in 1876. Between 1870 and 1900 Uren obtained eight U.S. patents related to improvements for a variety of elements related to braking and linking railroad cars.

The book is written in a fashion that allows for quick bite-size reading or an in-depth study of the material presented. There is a nice chronological presentation of when the various shops were built, the shop evolution, and whether it is still standing in 2018. There are detailed appendices that include a timeline of the construction of the shops, original employees, position, and birth place, plus, an appendix on U.S. Patents granted to shop employees.

What is also notable is that lead author, Mary Helmich, lives in Sacramento and has been steeped in the local history for decades.

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She has a unique perspective on the importance the Railroad Shops played in Sacramento and on its contribution to railroading across the country. The book will be entertaining to both the casual history reader and hardcore railroad aficionado. The level of detail about the Southern Pacific railroad shops also makes this an excellent reference book and insures its place on the list of important books on railroad history in Sacramento.

**Note:** The original Sacramento Historical Society review also includes some photographs from the book: <https://www.sachistoricalssociety.org/blog/sacramento-historic-southern-pacific-railroad-shops-brought-to-life> 

“The birthplace of the Gilded Age was the Central Pacific Railroad Shops. This is the story of the facility and people that spread enlightenment, science, and education throughout the west.” ~ *Gregg Lukenbill*

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## \* ANNOUNCEMENTS \*

### How to find out about upcoming workdays, updates, and other volunteer opportunities...

One of the most difficult things for our managers is finding the time to contact individual volunteers before workdays. To make it easier for everyone to communicate, SPCRR has created a **NEW** user group: **SPCRR-Members** at [www.groups.io](http://www.groups.io). (We are no longer using the problematic Yahoo group site.) We promise that you will only receive workday and volunteer announcements (an average of 1-2 emails per week). You will never get any unwanted email or spam.

**So how easy it is to sign up?** All you have to do is send an email to [webmaster@spcrr.org](mailto:webmaster@spcrr.org) and include your name and email address.

### Contributing Members - it's now time to renew your SPCRR Annual Dues for 2019

Click [here](#) to join or renew for just \$20. Or you can become a LIFE member for \$250 by clicking [here](#) and never worry about paying dues again! These links will take you to PayPal - you do not need a PalPal account to use a credit card.

You can also go to our website [www.spcrr.org](http://www.spcrr.org), click on “SPCRR” then click on “Become a Member” (use this method for renewals also); or send a check made out to “SPCRR” and mail 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!**

### SPCRR's 2019 Board of Directors

President	John Stutz
Vice President	Andrew Cary
Secretary	Ken Underhill
Treasurer	Jack Burgess
Directors at Large (2)	Gene Arrillaga Brook Rother

*An appointed General Manager becomes the 7th member*

#### New Board Appointments:

Curator	Brook Rother
Operations Manager	Bob Pratt
Track Manager	John Goldie

## Other News...



A surprise 80th birthday party was held in the Granary for SPCRR Life member Bill Wulf (center) seen here with friends Mike Kotowski (left) and Stephen Brown (right). Photo:BillWissel



The park's ewe had twins a few days before Christmas. They were both very small at birth... the female was so tiny she had to be lifted up to reach her mommy. Photo:JBurgess 1/20/19



Surprise, Surprise! The deer have returned to Ardenwood! Spotted 4 deer in mid-January in the grove by our track. Photo:JBurgess

# 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

**12/6/18** (Thurs) –Volunteers: G.Arrillaga (6 hrs); K. Lippman and T. Peters (5 hrs); K. Underhill (2 hrs). Worked on Caboose 6101's recalcitrant brake wheel, and on the B end bolster. Also worked on salvaging some donated, but very rusty, pipe clamps.

**12/13/18** (Thurs) -Volunteers: G.Arrillaga, G. Bobik, A. Cary (7 hrs); K. Lippman, T. Peters (6 hrs), Reconditioned donated pipe clamps, designing and building storage for same.

**12/18/18** (Tues) -Volunteer: John Stutz (7 hrs). Organized and restacked the lumber stored on the piles of wood on the south side of the car barn.

**12/20/18** (Thurs) –Volunteer: G.Arrillaga (4 hrs). Forged keys/wedges to lock round shaft of brake into square hole of brake ratchet wheel.

**12/20/18** (Thurs) -Volunteers: G.Arrillaga and Andy Cary (7 hrs). Made minor repairs to NWP 6101's new B end bolster (after making some heat lamps to accelerate gluing). We also tidied the car barn tool and fastener storage areas.

**12/22/18** (Sat) –Volunteer: G.Arrillaga (3 hrs). Modified old king pin to fit new hole in A end body bolster of 6101

**12/27/18** (Thurs) -Volunteers: G.Arrillaga, A. Cary, J. Stutz (7 hrs), Continued with 6101 and cleanup.

**2019** - Our work for the new year has so far been spent on a wide varieties of activities, mostly related to caboose 6101. We worked on the body bolster for 6101 until we determined that the douglas fir we were using was not going to work as a satisfactory replacement for the original oak bolsters. Brook Rother is currently working on obtaining oak for the new replacement bolsters. John Stutz continued to sort/clean/straighten our several scrap lumber piles with the goal of making the useful material more readily available. We have spent more time on studying the amount and cause of the sag in the side sills of 6101 and looking for new possible solutions. We have determined it will be impossible to really control the sag until the new body bolsters are in place along with the outside truss rods sitting on the queen posts mounted on the needle beams. We are starting to remove the rounded corner posts on the outside corners of the car as well as the posts at the man doors and the baggage doors. We reinstalled temporary work lights inside the car as well as a general interior clean up to make the work area safer. David Waterman and Jay Martinez spent time removing the horse car from the old rubber tire trailer frame and placed it on a 3' gauge, flange wheeled push car so it can be safely moved around.

**1/03/19** (Thurs) –Volunteers: G.Arrillaga, G. Bobik, A. Cary, T. Peters, J. Stutz (7 hrs); K. Underhill (3 hrs).

**1/05/19** (Sat) -Volunteer: G.Arrillaga (5 hrs).

**1/10/19** (Thurs) –Volunteers: G.Arrillaga, A. Cary, K. Lippman, T. Peters, J. Stutz (7 hrs); D. Waterman (5 hrs); G. Bobik (6 hrs).

**1/14/19** (Mon) -Volunteers: J. Martinez, D. Waterman (4 hrs).

**1/17/19** (Thurs) –Volunteers: G.Arrillaga, G. Bobik, A. Cary, K. Lippman, T. Peters (7 hrs); J. Stutz (5 hrs); J. Martinez (2 hrs); D. Waterman (8 hrs).

#### TRACK WORK/RIGHT-OF-WAY

**12/2/18** (Sun) - Volunteer: J. Goldie (3 hrs). A few minor projects completed today: obtained excellent condition 5 Gal buckets to collect all the recovered spikes in the corp yard. Buckets were filled and placed on a pallet. Rounded up misc track hardware to move to the back. Inspected and reviewed the supplies for the west Deer Park switch re-installation project. David has also been able to relocate a stack of 20 ties, rails, frog and other needed hardware to the turnout work site.

**12/9/18** (Sun) –Volunteers: J. Goldie, S. Rusconi, D. Waterman (8 hrs). Unspiked 50' of rail which will become the Deer Park siding lead; cleaned and bolted in the frog; made rail cuts and hole drilling then bolted together the first 9' point; cut to fit 5' section; put in a bend at a prescribed spot in advance to the point with the rail bender.

**12/15/18** (Sat) –Volunteers: D. Waterman (8 hrs); J. Goldie, B. Goldie, J. Stutz (5 hrs). Eight ties un-spiked and pulled out then staged for the

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John Goldie watches as David takes "Katie" through the reconstructed west Deer Park switch for the first time 1/21/19.

Photo: JBurgess

siding extension; longer tie stock sorted and brought up to the work site; four 9' ties inserted, four 10' ties inserted. John S helped with tie sorting and did Car Barn area work.

**12/20/18** (Thurs) - Volunteers: J. Goldie, B. Goldie, Jm. Goldie, D. Waterman (8 hrs). Four more 8' ties pulled out and four 11' ties inserted under the frog area.

**12/23/18** (Sun) - Volunteers: B. Goldie, Nick (new volunteer), J. Goldie, S. Rusconi (new volunteer), J. Stutz, D. Waterman (8 hrs). We got a lot accomplished on this full workday: mainline spiked from the heal to the frog (both sides); frog spiked down; spikes removed from point to heal (to allow for jacking and plate insertion); point clamp applied to mainline point to lock it into place; worked on the bent point to straighten it out—applied two clamps and worked on removing bend (more work to do); graded from end of spur to frog with tractor; applied layer of ballast to set ties on; laid out 28 ties to fill the gap from frog to siding; removed short rail from siding to have offset joints (vs a square joint); removed Deer Park bumper; spaced the 28 ties; worked on placement from the frog to clear post.

**12/30/18** (Sun) - Volunteers: J. Goldie and D. Waterman (8 hrs). Took measurements to ensure correct tie placement and center lines; sorted out 6 rails and positioned them for bolting/cutting/drilling/spiking; removed the spare ties and moved them to the back storage pile; made a pattern for the new switch plates.

**1/2/19 & 1/3/19** (Weds & Thurs) – Volunteers: B. Goldie (8 hrs); S. Kennedy, D. Waterman (16 hrs). Over two days, 80 feet of rail installed: cut as needed, holes drilled, bolted, and spiked over two days..The rail from the frog to the Deer Park siding stub (north rail) is now installed.

**1/3/19** (Thurs) – Volunteer: A. Cary (7 hrs). Worked on lettering on the 'railroad crossing' cross-buck signs.

**1/6/19** (Sun) - Volunteers: J. Goldie (5 hrs), B. Rother (4 hrs), D. Waterman (8 hrs). Due to bad weather, did tool clean up and sorted track material.

**1/7/19** (Mon) - Volunteers: S. Kennedy, D. Waterman (8 hrs). Worked on installing the rail from the frog to the Deer Park siding.

**1/8/19** (Tues) - Volunteers: B. Goldie, S. Kennedy, D. Waterman (8 hrs). Continued work on the rail installation from the frog to the Deer Park siding. The stub (north rail) is now installed.

**1/13/19** (Sun) – Volunteers: J. Goldie, D. Waterman (8 hrs). John picked up fabricated switch plates (14) and a 5' gauge plate (donated); installed 6 needed switch places with rail braces; spiked remaining ties from heel block towards frog on mainline rails; removed 8' tie; installed a 14' head block tie; installed gauge plate, tamped and leveled the head block tie; cleaned up work site; moved the curved point back to car barn for straightening; prepped the 6 rail segment for unbolting. David removed the large tie pile by the corp yard to the back pile; removed various small tie piles along the ROW; removed the buried ties along the track by the former proposed switch and recovered a lost rail segment. We were able to check gauge and roll the push car through the switch on the mainline.

**1/21/19** (Mon) - Volunteers: J. Goldie, D. Waterman (8 hrs).

Transported two rails to Deer Park; stacked remaining rails into respective rail piles; made two rail cuts to size and drilled required hole; sorted and found good joint bars that fit and installed three sets; set six sets of gauge spikes. Katie traveled the mainline over the new west-end switch for the first time with no problems. The push car also traveled through the east-end switch onto the siding with no problems.

**1/23/19** (Weds) – Volunteer: D. Waterman (8 hrs). The last track joint had holes drilled and bolts installed. Completed spiking track from the end of the siding to the frog.

**1/26/19** (Sat) – Volunteer: D. Waterman (8 hrs). Straightened the second point for the Deer Park west turnout.

**1/27/19** (Sun) – Volunteers: J. Goldie (5 hrs); S. Rusconi, D. Waterman (8 hrs); B. Tallman (4 hrs) (new volunteer). The 2nd switch point was cut to length & holes were drilled for the joint bars/heel block in the point; threaded rod was installed for the heel block; determined that the first tie after the head block with switch plates was deemed not solid enough and removed then a relay tie was laid; tamping was done around the head block and it was lifted on the north side to level out; a tractor load of ballast was spread out on the new track segment.

**1/29/19** (Tues) - Volunteer: D. Waterman (8 hrs). Straightened out the ears on the six rail braces used on the stock rails.



John Goldie and David Waterman (in coveralls) drill holes in joint bars to connect one of the last segments of track to the west Deer Park switch . Photo: JBurgess

*continued next page*

## MISCELLANEOUS

**12/1/18 (Sat)** –Volunteers: G. Arrillaga (4 hrs), A. Cary (6 hrs), P. Diehn (3 hrs); J. Stutz, (5 hrs), K. Underhill (5 hrs), D. Waterman (6 hrs). John got the insect screens on the new event container ventilators. The Haunted Railroad supplies were all loaded into the new event container.

Using the tractor, David recovered the coffins, pirate boats, and backfilled the grave. Gene and David recovered the empty generator sheds and put them on the east side of the car barn. Andy, Ken and John removed the sides from village and stored them in the container. Gene, Ken and David dismantled the gingerbread house and stored it.

**12/6/18 (Thurs)** –Volunteers: A. Cary, D. Waterman (7 hrs). Moved the remaining Haunted train materials out of the Car Barn and into the events container. They also moved much of the Rail Fair and children's activity bins into the events container. Also labeled container ends.

**12/8/18 (Sat)** –Volunteers: G. Arrillaga, A. Cary, D. Waterman (7 hrs); S. Ekstrom, K. Underhill (3 hrs). Took down the haunted village and stored in the events container.

**12/27/18 (Thurs)** - Volunteers: P. Diehn, D. Waterman (8 hrs); J. Martinez (3 hrs). Replaced the fan belt and alternator on the tractor. Used tractor to fill some very wet spots with ballast in front of the Car Barn.

**1/5/19 (Sat)** -Volunteers: A. Cary (9 hrs); J. Stutz (6 hrs); J. Goldie (5 hrs), G. Arrillaga (5 hrs); J. Martinez (2 hrs); D. Waterman (8 hrs); B. Rother (4 hrs). Andy, John S. & Jay tarped Excursion Car 5. Gene worked tidying the Car Barn. David picked up and disposed of wood debris near the fire road crossing. Brook and David recovered the bandsaw in the volunteer parking lot and moved it to the side of the car barn using the tractor, & everyone helped tarp it. Brook, Gene & Andrew discussed the further restoration plans on NWP 6101.

**1/6/19 (Sun)** - Volunteer: D. Waterman (6 hrs). Car Barn cleanup.

**1/7,8,9/19 (Mon-Wed)** - Volunteer: D. Waterman (14 hrs). Tie pile cleanup. Tractor repair.

**1/10/19 (Thurs)** - Volunteers: D. Waterman, G. Bobik (1 hr). Locomotive Training.

**1/11/19 (Fri)** - Volunteer: A. Cary (3 hrs). Website maintenance.

**1/11,12/19 (Fri/Sat)** - Volunteer: D. Waterman (12 hrs). Mechanical work on excursion cars.

**1/15/19 (Tues)** - Volunteer: D. Waterman (6 hrs). Misc. shop tasks.

**1/16/19 (Wed)** - Volunteer: D. Waterman (5 hrs). Truck swap & inspection.



Car Barn exterior cleanup. Everything is now sorted. Photo: JBurgess

## 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:kcunderhill@yahoo.com)

**Phone:** 925-373-6884

### Please Note:

- Everyone over the age of 18 is welcome.
- Thursdays focus on restoration work.
- The 2nd Saturday of the month focuses on locomotives, restoration & misc work.
- Please contact me so we know how many to expect (prefer email). That way we can have jobs ready for you when you.
- 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](mailto:info@spcrr.org) or call 510-508-8826.

# CALENDAR 2019

**CALENDAR OVERVIEW:** Any changes in dates or times are posted on the SPCRR-Members group (see instructions on how to join below). If you would like to volunteer or have any questions, please email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826. **NOTE: Volunteers needed are shown in RED type.**

**Restoration Workdays are not shown on this calendar -- the restoration crew gets together on Thursdays (and some Saturdays).** Contact project manager Gene Arrillaga to verify dates and times (call 510-657-8733 or email [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net)).

**NOTE:** If you are a new volunteer, please call or email your project manager **BEFORE** the workday for instructions.

- April 4 First day of train operation (Thursday)  
April 6 Park Event - Tartan Day (Saturday) - **Need station agent volunteers**  
May 12 Park Event - Mother's Day (Sunday)  
May 27 Park Event - Memorial Day (Monday) - **Need station agent volunteers**  
**June 15 SPCRR Railroad Adventure Day** (Saturday) (do not need station agents)  
June 9,16,23 Park Event - Historic Hay Harvest (Sundays)  
July 4 Park Event - Old Fashioned Independence Day (Thursday) - **Need station agent volunteers**  
July 21, 28 Park Event - Historic Wheat Harvest (Sundays)  
**Aug 31, Sept 1&2- RAIL FAIR!** Need help with cleanup prior to event, train crew volunteers, station agents, and volunteers for other areas - please sign up early (see contact info above)  
**Oct 5 SPCRR Railroad Adventure Day - Need station agent volunteers**  
Oct 12,13 Park Event - Harvest Festival - **Need station agent volunteers**  
**Oct 18,19,20 & Oct 25,26,27 HAUNTED RAILROAD!** Need Brakemen volunteers, station agents, cowboys, pirates, glow stick sales people, and more - please sign up early (see contact info above)  
Nov 17 End of train operation

**We have many projects to accomplish over the off-season before we begin the new season on April 4. 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, volunteer opps and more!**

We post up-to-date announcements and workday updates on the SPCRR-Members group on [www.groups.io](http://www.groups.io). It is free to join! Just send an email to [webmaster@spcrr.org](mailto:webmaster@spcrr.org) and include your name and email address. If you have any problem, you can contact Ken Underhill at 925-373-6884 or email [kcunderhill@yahoo.com](mailto: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 Seward Dr. at Ridgewood Dr. (near the Car Barn).

**IMPORTANT: the gate is kept locked, so you must contact the project manager BEFORE the workday so he can arrange to let you in. See the contact information shown in each workday notice.** 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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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.