



The Hotbox

March/April 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, or call 510-797-9557. The museum is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR).

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. Newsletters are distributed six times a year.

Update on our 2017 & 2018 Fund Raiser Projects

John Stutz, President

Our museum has been actively working on both projects that were funded by donors in 2017 and 2018. The following is an update on the each project. Unfortunately, both projects were delayed by unforeseen events, but the end is now in sight.

Redwood for Restoration - funded in 2017

SPCRR supporters funded the purchase of old growth redwood to use as siding for three of our oldest Carter Bros. cars: Monterey & Salinas box car 253 built in 1874, South Pacific Coast box car 444 built in 1880, and South Pacific Coast caboose 47 built in 1881. We plan to store the old growth redwood in an old shipping container that we had been using to store our former general store inventory, but when we cleaned out that container in late 2017, we discovered the roof had rusted through in four areas causing water to enter. We contacted the container company where we purchased our artifact and events containers, and they agreed to fix it for us. The holes were going to be fairly easy to patch and weld, but 2018 was a dry year with extreme fire danger and there was a ban using any powered equipment that might cause sparks. This was especially a concern since this container sits in a field of grass plus it is close to some eucalyptus trees. So we waited, and waited, and waited some more for rain.

Finally the rain started in December... but once the rain began, storm after storm hit the Bay Area. We had a recent break in the weather and finally we were able to schedule the repair work. On March 29, a repairman cleaned the metal around the holes and welded them shut; and on Tuesday, April 2, he will install 4 large air vents on the sides and 2 wind turbines on the roof for air circulation so the redwood dries evenly.

We are finally ready to have the redwood delivered. Thank you again to everyone who donated to this project!




John Stutz surveys routes for the run-around track.

Photo: Don Marenzi

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Run-around Track - funded in 2018

SPCRR supporters funded the run-around track near the Car Barn, which will allow us to run a locomotive around the train just like we do at Ardenwood station (currently we operate in push/pull mode). This will allow us to once again bring the public to the Car Barn to view our collection.

The layout of the track has taken some time to work out. What changed is that now the Park would like us to extend our track to the “E-I-O” picnic area in the farmyard. This has caused us to have to take a new look at where the run-around track should be located. John Stutz and others have been out surveying possible routes to avoid trees and obstacles, yet maintaining a reasonable curve radius. 

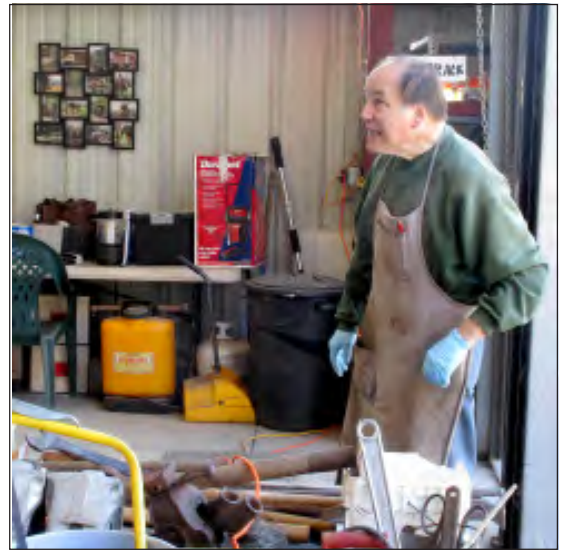
What to do when the wood is snowed in

Gene Arrillaga, Restoration Manager

What do we do when the wood we need for two very important parts for caboose 6101 is snowed in? That’s an interesting question and we are working on the answer.


Since we changed the Thursday restoration day to Mondays, we have gained three new volunteers—which is great—and we got to taste Dino’s Monday split pea soup, another good thing if you like split pea soup. However, because the oak we need to replicate the body bolsters for NWP caboose 6101 is still snowed in, we’ve had to broaden our scope of activities.

- ◆ One of the first things we did was recondition two nice, relatively lighter track jacks... but there is no such thing as a light track jack.
- ◆ We have spent hours sorting and organizing screws, bolts, nuts, nails and other things that look useful but we can’t always identify.
- ◆ We continue to make good progress in improving the storage of the myriad of tools—both small and not so small—that are required to restore, maintain and keep an operation such as ours moving along as smoothly as it does.



Ken Lippman cleaning up tools.
Photo: Don Marenzi

There is a lot to do! On Mondays we’ll be working on box car 472, horse car 8, or another new idea for some improvement we can make.

NEWS FLASH! When finalizing The Hotbox, we found out that the snow had melted enough to reach the lumber. Brook Rother will deliver the beams very soon so we can finish the body bolsters for caboose 6101. 

SPCRR Events for 2019

Railroad Adventure Day (<i>Saturday train rides</i>)	June 15
Rail Fair - 20th Anniversary (<i>Labor Day Weekend</i>)	August 31-Sept 2
Railroad Adventure Day (<i>Saturday train rides</i>)	October 5
Haunted Railroad (<i>the 2 weekends before Halloween</i>)	October 18, 19, 20 October 25, 26, 27

Go to our website to view the flyer at www.spcrr.org

Why'd They Do That?

Andrew Cary, Vice President

Photos by Author

I was looking at our collections of arch bar trucks sitting on Siding 4 the other day and noticed a field repair on one of the trucks. A short piece of rail had been torch-cut at the rib, drilled, and used to replace a part of the truck. This is obviously a field repair and it shows the ingenuity (or desperation!) of some unknown railroad worker in getting these trucks back into service using materials on hand. In this case section of scrapped rail.

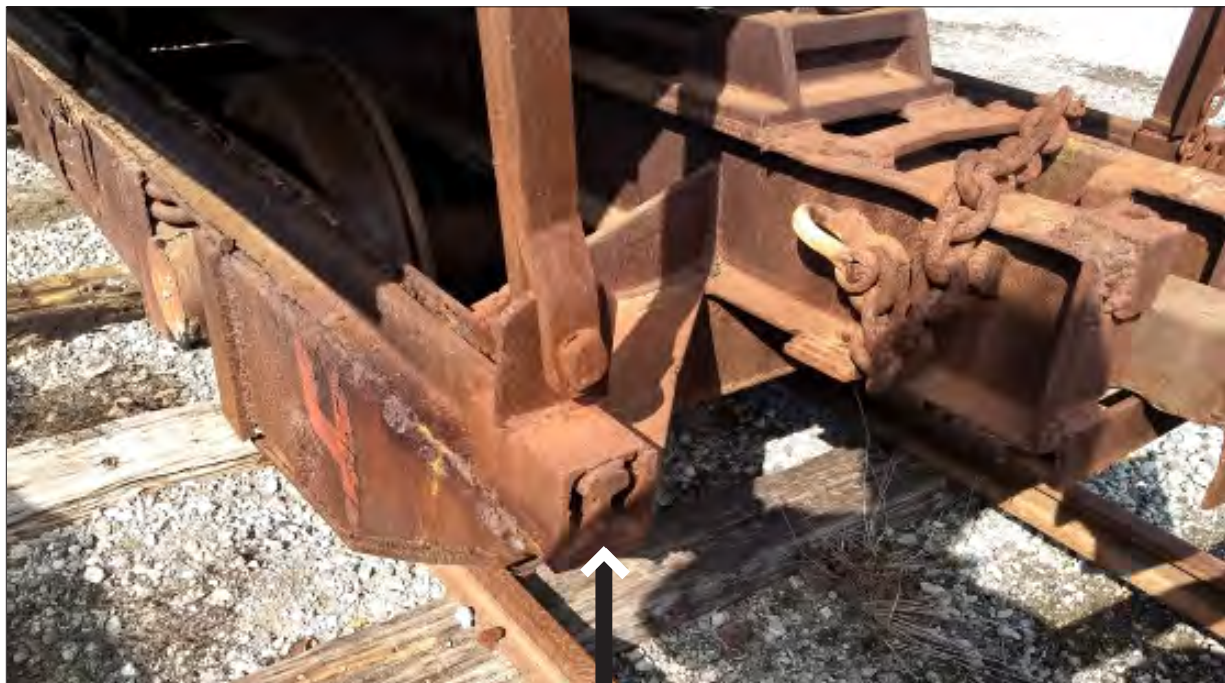
We frequently see this kind of repair on our equipment. In the truck collection alone, the same truck might have four different journal box covers or none. Our steel side dump car, has been reinforced with rail lengths welded into the frame.

So why'd they do that? Railroads are in business to make money. A broken car is not going to make any revenue. Management says get it fixed yesterday. Workers often didn't have the luxury of replacement parts so they improvised. They cannibalized parts off of wrecked cars and fabricated components when they could. Whatever it took to get the car back in service. This means that many of our cars came to us as a sort of 'Frankencar' of mixed original, repurposed, and 'home-brewed' part—all cobbled together to make the car functional.

It is the source of many of our 'Why'd they do that?' moments. It seems one man's ingenuity is another man's source of confusion. 🛠️



Truck with cut down rail repair.



Rail used to repair steel side dump car.

Meet Our New Volunteers...



Paul Diehn (on right) with David Waterman (left) works on the new engine mounts for "Katie." Photo: Don Marenzi

Paul Diehn

Paul Diehn joined our museum after attending one of Ardenwood's volunteer fairs. Paul moved to the Bay Area from Kansas City after going to college for two years and graduating from an automotive trade school. He moved to California and landed a job at Peterson Tractor (dealership for Caterpillar and other heavy equipment) in San Leandro. He worked there from 1966 to 1997. Paul worked on all kinds of different equipment during his career—including engines and transmissions, plus hydraulic and electrical systems. He drove a fully-equipped mechanics truck that had all the equipment needed to fix any large piece of equipment. In addition, he spent about 10 years as Shop Foreman in the main repair shop.

Paul has volunteered at PLA, the Golden Gate Railroad Museum, and for the past 10 years he has spent one day a week working on the steam engines on the SS Jeremiah O'Brien liberty ship. He is also an amateur machinist and welder. Paul likes to work on any type of mechanical equipment, but most of all he loves a challenge. Paul said, "if you find me a challenge, I'm all in!"

Josiah Larson

Josiah was born and raised in the Bay Area and remembers coming to Ardenwood as a kid. Now he enjoys bringing his his four-year-old daughter and one-year-old son to the farm to see the animals and ride the train with them. On one of those trips the train continued on to the Car Barn where he learned about our museum, our mission, and volunteer opportunities so he joined as a member. Josiah has maintained a childhood fascination with trains and looks forward to continuing working with the restoration crew on Mondays. Josiah lives in Union City with his family and is a Software Engineer.

Tom Sturm

Tom contacted Ken Underhill through SPCRR's website. Tom is retired from the U.S. Geological Survey where he first worked as a cartographer, then later as a project manager and program coordinator. His interests include most things mechanical, and he works on old motorcycles for fun. Tom is also a long-term volunteer for Habitat for Humanity. Tom's family has been going to Ardenwood for many years, and it is through those visits that he became interested in our museum and the history of railroads in the local area. Tom's first project with SPCRR is to install a temporary roof on box car 472.




Josiah Larson (on left) with Tom Sturm working on the temporary roof of box car 472. Photo: Don Marenzi

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Steve Rusconi

Steve found out about the railroad at Ardenwood when he was helping David Waterman and John Goldie cut rails up at Bayshore for the Mt. Tamalpais project. Steve said he offered to come help at Ardenwood "if they would take me." When asked why he liked to work on track, Steve said "Stub switches." So why did he want to find out more about stub switches? In 2014 Steve was asked to help the Laws Railroad Museum plan and rebuild the SP Narrow Gauge line, which he says "is a project that I think will outlast my lifetime." Their depot plan calls for a 3-way stub switch, so Steve said that "Ardenwood was the best place to study them up close and personal."

Steve certainly has a lot of varied experience: he worked on PLA's track expansions from 2000 to 2012; spent four years preparing plans and track material acquisition for Golden Gate RR Museum's unsuccessful attempt to move to Santa Cruz; worked on Matt Monson's Dieselmotive locomotive repair shop in Stockton; and on Chris Hart's (San Francisco Trains, Inc.) work on the Bayshore Roundhouse. Steve also helps with a backyard live steamer railroad in San Jose; at the SP Railroad History Center in Rocklin; and at the Oroville Train Depot.

Before volunteering at PLA, Steve worked on various projects including a request for a feasible Caltrain rail route to the Ferry Building in San Francisco, some minor track work efforts in Rio Vista, and in the late 1960s-1970s he helped build Scenic Railway's Tahoe, Trout Creek & Pacific Railroad in South Lake Tahoe, and he went on to help when Scenic Railway was awarded the contract to operate the Cumbres & Toltec Scenic Railroad. 



Steve Rusconi (on left) with Track Manager John Goldie working on the new switch at Deer Park. Photo: Don Marenzi

Have you ever thought about volunteering?

You can help out as much, or as little as you want-the choice is up to you. We need help restoring our historic wooden cars, repairing and building track, and helping at our special events. No prior experience is necessary. Send an email to Let's setup a time for you to come out and tour our historic railroad car collection (not open to the public). These cars are all 100-150-years-old and we are sure that you will enjoy the tour. Send an email to info@spcrr.org or call 510-508-8826 (c). Don't wait... visit soon and see how much fun you can have. It sure beats sitting around the house!

Interested in car restoration? Spend a Monday with our Restoration Crew and see what goes on. Experience with woodworking is appreciated, but not necessary. We'll teach you what you need to know. Send an email to Gene Arrillaga, Restoration Manager, at arrillaga@sbcglobal.net, or call Gene at 510-657-8733 (h).

Interested in track construction/repair? Join us on a workday... we will teach you as we work on a project. We are currently doing track maintenance, so it's a great time to learn. In the near future we will be laying new track for our run-around track near the Car Barn. To find out the next track workday, send an email to John Goldie, Track Manager, at rolajohn@aol.com, or call John at 408-784-1611 (c).

Interested in helping the Train Crew? We need volunteers to be brakemen and conductors on the train, as well as station agents (assist people with boarding the train) on big attendance days at the park. We also need people to give lunch breaks for the train crew. Send an email to Bob Pratt, Operations Manager, at prattrobertd@sbcglobal.net, or call Bob at 510-421-7483 (c).

Plus we always need more hands on special event days!

Board of Directors Meeting Summaries



November 2018 Board Meeting

- The Board reviewed several plans for the passing track at the Car Barn as well as another idea raised at the meeting. The new suggestion will be drawn up for further discussion at the January meeting.
- The Board agreed that we pursue obtaining a donation of the 40 lb. rail from Cargill Salt with hopefully the ability to field-inspect the condition of the rail and related parts as a first step. A letter to Cargill will be prepared for the President's signature to start the process.
- The Operations Manager presented an extensive list of operational-related projects he would like to see completed prior to the start of next season. Some additional items were added such as car-mounted grab rails to increase safety of ascending/descending passengers using the car steps. Some of the projects are already in progress.
- The Board approved the fabrication and installation of passenger hand rails to cars 5 and 318.
- The need for replacement wheel sets was discussed. This and other items on a list of projects will be prioritized.

December 2018 General Meeting and Election

- East Bay Regional Park District certificates commending two SPCRR volunteers were presented: David Waterman for reaching 2,500 volunteer hours, and John Stutz for reaching 35 years of volunteer service.
- Election of Officers for 2019. The Nominating Committee presented the slate of officers, and requested nominations from the floor (there weren't any). A motion from the floor was made to allow John Stutz to continue serving as president past the 2-term limit—the motion was seconded and passed unanimously by the voting members present. A second motion from the floor was made, seconded and passed unanimously by the voting members present to accept the slate of officers as presented: President - John Stutz, Vice President - Andrew Cary, Secretary - Ken Underhill, Treasurer - Jack Burgess. Directors-At-Large (2): Gene Arrillaga and Brook Rother. . (The 7th Board member is the General Manager who is appointed by the Board—that position is currently vacant.) The meeting was adjourned and members then enjoyed Jack Burgess' program on the Yosemite Valley Railroad.

January 2019 Board Meeting

- Car Barn Passing Track: The board discussed proposed designs for the passing/run-around track in the Car Barn area. Various track plans are being laid out and will be discussed at the next meeting.
- Special events this year will include two 'Railroad Adventure Days—June 15 and October 5; Rail Fair on August 31/September 1 & 2; and the Haunted Railroad on October 18, 19, 20, 25, 26, 27. We might also hold a special open house for the 2019 National Narrow Gauge Convention in Sacramento after Rail Fair.

February 2019 Board Meeting

- The Board discussed possible changes to Operations by increasing the number of runs per day to handle more school groups; increasing the number of crew from 3 to 4 people to accommodate a 3-car train (one engineer, one conductor, and two brakeman); and operate the train on more of the Park's special event days. A letter with the new proposed cost increase will be sent to the Park District for review.
- The Board increased our employee hourly wage rates to keep them in line with State of California requirements.
- The Board authorized getting quotes for a fence to enclose the outdoor storage area next to the Car Barn.
- A long discussion was held on the track plan for the run-around track at the Car Barn area. Volunteers will survey the area discussed and create a new track plan for Board approval using some of the existing yard trackage and keeping the construction within current project limits.
- The Board approved funds to install new engine mounts and new throttle linkage on locomotive "Katie."
- The Board approved funds to make necessary improvements to the Whitcomb (automatic air and closing in the rear of the cab), so it can be put into service. The previously considered Rogers locomotive was found to be too light for our requirements.
- A letter to Cargill Salt requesting a donation of their 40 lb. rail and track parts was approved and sent.
- The Board approved \$15,000 for track material (primarily ties and ballast) for track repairs from Deer Park to the Car Barn, and to begin the construction of the Car Barn passing track once approved by the Board and Park District.
- A proposal was made to begin restoration of the Oakland Railroad horse car, with the goal of putting it on display at Rail Fair.

Restoration Update

Gene Arrillaga, Restoration Manager

Restoration work cannot go forward on NWP caboose 6101 until the snow melts (see article on page 2), so we switched gears and got to work on two of our other cars so they can be displayed at Rail Fair's 20th anniversary this year (August 31-September 2), plus we might have an open house for the National Narrow Gauge Convention on Tuesday, September 3. The following cars were chosen because they are in relatively good condition.

Box Car 472

We decided to put a temporary roof on box car 472 so we can again use the car as a museum display, but use of the car by the public is dependent upon finding a way to provide ADA access—if we cannot, another option is to use 472 as a static display. No matter which option we choose, the current roof is far from watertight and that problem must be resolved.

This is a standard Carter 28-foot 10-ton box car. It was built in 1880 by Carter Bros. for the Oregonian Railroad. The Oregonian RR was then acquired by the Southern Pacific, and then the car was transferred to the South Pacific Coast in 1899 where it was renumbered 472. It was transferred again in 1907 to the Nevada and California Railway (still another SP property.) Here it became 443 (this number is visible inside the car). The box car was scrapped in 1928 and eventually ended up as a shed in Sparks, Nevada. Our museum acquired the box car in 1983.

Before the public is allowed inside the car, we had to resolve the tripping hazard caused by the uneven floorboards. All of the protruding nail heads have been driven flush with the top of the floorboards. The floor had knots in the wood which are higher than the surrounding floor (due to so much use), so the idea of grinding the protruding knots flush with the top of the floorboards was successful. However, the idea of setting the nail heads below the top surface of the floorboards quickly proved itself to be a pipe dream—the nails were never designed to be inset and the boards were too dry to accept that kind treatment.



Rich Neelson works on restoring box car 472. Photo: Bruce MacGregor



John Erdkamp lettering box car 472.

Photo: Bruce MacGregor

The floor has been swept several times, but there is still over 100 years of dust and sand in the cracks between the boards. I am reluctant to suggest power washing the floor, but if we wish to apply some sort of finish to the floor to help contain splinters, something more aggressive than sweeping and vacuuming may be needed.

If the decision is made to make the car into a museum display, the remaining work to be done includes the addition interior lighting and making the car ADA accessible.

There has been steady progress on the roof thanks to our two new restoration volunteers, Josiah Larson and Tom Strum. All of the loose roof boards have been nailed down, and gaps from missing parts of the boards have mostly been covered with aluminum flashing. Next we need to apply a galvanized iron drip edge, paint it to match the car body, and lay down the roll roofing.

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As mentioned before, this is a temporary fix—we will restore the roof to its original design as soon as time allows. The project sounds simple, but it is more complicated. We know that some of the underlying wooden roof supports are compromised and need to be replaced before the final roof is applied. The experience we have gained from restoring several railroad cars over the past 30+ years tells us that once we start removing old roof boards, we will discover more material that will need to be replaced and the project will grow larger.

Oakland Horse Car 8

This car is by far the most complex car we have ever restored. In many respects it is more like a boat than a railroad car. While there are some right angles and parallel surfaces, there are lots of simple- and compound-curves, as well as tricky little joints. The first phase of the restoration deals with the car above the floor. The good news is that each of the individual parts is small and/or light enough that it can easily be carried by one person. While it is true that there are parts missing and some wood-working to be done, in general the car is in good condition.

This single truck horse car was built by J. Hammond's California Car Works of San Francisco in 1887 for the Oakland Railroad, a South Pacific Coast subsidiary. Later the car was used on a Berkeley horse car line and re-numbered. The horse car was used as a playhouse for many years until saved by Bay Area rail historian Louis Stein, who later donated the car to our museum. The horse car's running gear was lost when the car was scrapped.

Andrew Cary has spent weeks measuring and making detailed drawings of the horse car's roof. The roof has two parts: the clerestory and the lower roof. At times Andy had the car wrapped with so many reference strings, it looked like a giant spider was at work. When Andy is finished, we will be able to restore the roof to its original condition. The roof has some rotten wood that needs to be replaced along with the canvas, but we have the necessary skills to do the job. Once the roof is watertight, we plan to display the horse car at Rail Fair.

The horse car's undercarriage will not be a quick project. Although we have most of the necessary patterns for the undercarriage castings including the wheels, many parts remain to be designed and fabricated before the horse car is ready for prime time. The car may end up with a different name and number depending upon what year we restore the car to—it's had several since it first rolled out of the Hammond factory. There are also questions about the color scheme, lettering style, missing bells, and louvered shade screens. I'm sure there will be a myriad other things we have yet to discover as we get into the restoration.



Oakland Railroad horse car 8, current day.
Photo: Don Marenzi



Oakland Railroad horse car 8, circa 1888, on route Telegraph, Broadway & 14th St.

Donated by Louis Stein

FUND RAISER GOAL

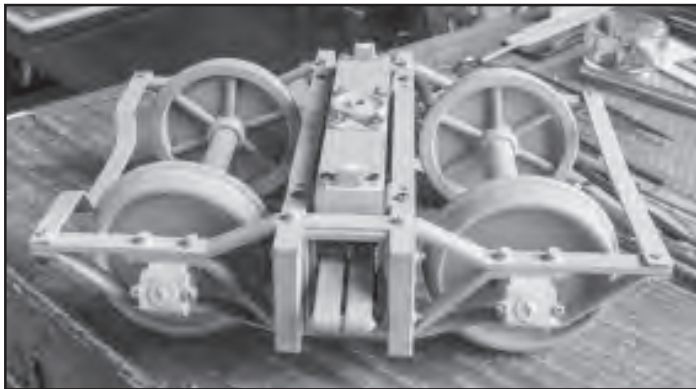
Two Complete Sets of Trucks for SPC Caboose 47

We are ready to begin restoration on the car that started our group...
South Pacific Coast Caboose 47!

This year's fund raising goal of \$15,000 will cover Phase I: two complete sets of trucks for the 47, including patterns, castings, hardware and assembly.

Note: The restoration on NWP caboose 6101 will continue concurrent with caboose 47

Donations Received in February & March:
Under \$500
Richard Farmer



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



Caboose 47-1906. Bruce MacGregor Collection



Caboose 47 today. Photo: Bruce MacGregor

Help Us Reach Our Goal!

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

HOW TO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. **Go to our website www.spcrr.org** and 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 as 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.

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 or call 510-508-8826.

Restoration Workdays changed to Mondays

Gene Arrillaga, Restoration Manager

Many of us have been considering changing the restoration workdays from Thursday to Monday. A couple of advantages are that all of our equipment would be available for repair if needed since we don't operate trains on Mondays; and we can operate our motor vehicles within the park since the park is closed to the public on Mondays (this is the only day of the week that this is allowed).

Hopefully, another advantage will be that volunteers who could not attend on Thursdays will be able to participate on Mondays, thus expanding our pool of workers. We have a backlog of projects and we could really use the help!

We hope that you will be able to take advantage of this new opportunity. Come on out at 10 am on a Monday and join the fun. Be sure to sign up on our group site (*info below*). I send a notice out each week to let volunteers know if a workday will be held. 🗄️



Andrew Cary making drawings of the roof for Oakland RR horse car 8.

Photo: Don Marenzi

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 user group: **“SPCRR-Members”** at www.groups.io. We promise that you will only receive workday and volunteer announcements (an average of 1 or 2 emails per week). You will never get any unwanted email or spam. **How easy it is to sign up?** All you have to do is send an email to webmaster@spcrr.org and include your name and email address.

Other News...

Local events being held to celebrate the 150th Anniversary of the Transcontinental Railroad

This year marks the 150th Anniversary of the completion of the Transcontinental Railroad. Niles Canyon Railway and the California State Railroad Museum will be holding special events to celebrate the sesquicentennial anniversary.

Niles Canyon Railway

The Pacific Locomotive Association will be celebrating the 150th Anniversary all summer, beginning with a commemoration of the May 10, 1869 “Golden Spike” connection at Promontory between the Union Pacific and the Central Pacific. Every weekend will have a celebration theme, with at least one major weekend event each month, culminating with the celebration of the true final completion on September 6, 1869 when the last link of the Transcontinental Railroad was opened from Sacramento to Oakland.

Niles Canyon Railway is the only railroad that runs on the original and best preserved alignment of the Transcontinental Railroad. Whether it is the original stone retaining walls built in 1865, the original square Western Union telegraph poles installed circa 1861 to the later ‘semaphore’ signaling improvements installed in the early 1900s and revamped to modern ‘searchlight’ signals in the 1950s, as well as the connections with Industry and Agriculture that grew up along the right-of-way, the entire history of the corridor will be celebrated.

From a historical perspective, NCR focus on the importance of Chinese Immigrants to the railroad’s construction, and the impact the Chinese had on their new communities. The Sunol Depot will present an exhibition of panels from the historic collection at Stanford University. Chinese artifacts will also be displayed. The Depot will be open on weekends and will also be opened to the school groups who ride our popular education trains in spring and summer.



The recently restored locomotive Deep River Logging Co. #7 (better known as ‘Skookum’) will be arriving from Oregon in April 2019. The Skookum is a 2-4-4-2 Mallet-style compound locomotive, originally built in 1909. This will be its first real service after a 15 year restoration effort. The Skookum will be the primary motive power on the steam-powered operating days throughout the summer. On select operating days the Skookum will be double-headed with our recently overhauled Clover Valley #4, another 2-6-6-2T Mallet-style compound locomotive. These double-header weekends in May and September will be the only place in the world where two standard gauge Mallet locomotives can be operated together.

Weekends will be geared towards the hardcore railfans on Saturday mornings, with excursions including 3 photo run-bys in the canyon, and a photo stop with the train at our 1884 depot in Sunol. The Saturday afternoon trips will be for those who want to learn more about railfanning and will be perfect for families. They will include 1 photo run-by and the photo stop in Sunol. Volunteers will be available to instruct passengers in the dos and don’ts of railfan safety, and railfan etiquette. Saturday trips will travel all the way to our Verona station near Pleasanton before returning to Niles. Sundays will have 3 round trips from Niles to Sunol—some days will be powered by steam, others by our classic diesels.

Details including times and ticket prices will be announced as the events are finalized. Advanced electronic ticketing will guarantee a seat on the train. For more information:

<https://www.ncry.org/transcontinental-railroad-150th-anniversary/>

California Railroad Museum

CSRM will be commemorating the sesquicentennial of one of the most pivotal events and achievements in the history of the United States—the completion of the Transcontinental Railroad—with events, activities, exhibits, and more throughout April, May & June 2019. To commemorate this historic occasion, CSRM has developed and updated the following new exhibits that will be on display from April 15-May 31:

- The original 66-foot-long Judah Map from the State Archives will be displayed seen in its entirety for the first time.
- Gold Spike Exhibit Redesign: CSRM has one of the original Gold Spikes in its collection which will be on display with a fresh new look for the Gold Spike section. The museum will also debut a new acquisition – an engraved gold oval locket made from the excess gold sprue left over after the casting of the gold spikes in 1870. The gold

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MEMBERSHIP REPORT

John Goldie, Membership Manager

New Contributing member:
Steve Rusconi (Redwood City)

Thank you to the 11 members who have already renewed their Contributing membership for 2019. To those who haven't renewed yet, a reminder letter/postcard will be sent out soon. Remember... you can easily renew your membership online by clicking [here](#). Or never worry about paying dues again by becoming a LIFE member for \$250 by clicking [here](#). These links will take you to PayPal, but you do not need a PayPal account to use a credit card. or send a check made out to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560.

Become NEW member for just \$20/year, 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 to: SPCRR, PO Box 783, Newark, CA 94560.

Membership Dues are tax deductible. SPCRR is a registered 501(c)(3) nonprofit corporation.

Transcontinental Railroad Celebrations - continued from page 11

loket includes historic engravings, imagery and elements significant to the Transcontinental Railroad.


- The Chinese Workers' Experience: This exhibit will fully immerse visitors in the experiences of the Chinese Railroad Workers. To help personalize and bring their experiences to life, CSRM obtained personal histories and stories from descendants of Chinese railroad workers.

CSRM also listed the following events on their website:

- The Sacramento History Museum, in partnership with CSRM and the Crocker Museum, has a fascinating lecture series on the Transcontinental Railroad. The series runs from April-September.
- The Heritage Rail Conference in Sacramento is a gathering of railroad historians and supporters from throughout North America to be held April 25-27. This will help kick off the anniversary. Information on events open to the public will be announced later on CSRM's website.

Other organizations in the Sacramento area will also be holding events to commemorate the sesquicentennial. Here are just a few examples:

- Center for Sacramento History: The Sacramento Shops is a new exhibit that showcases the work done at the railyards, including engineering plans drawn by hand and images capturing the assembly of massive "iron horses." Open now through October 2019.
- The Crocker Art Museum will have an exhibition called "The Race to Promontory: The Transcontinental Railroad and the American West"—a show of 40 photographs and stereographs documenting the railroad's arduous construction and moments of completion. This will be on view from June 23–September 29.
- The Roseville Historical Society will host a new display called "The Rail of Two Cities" by the Model Railroad Club. The display depicts the Transcontinental Railroad as it went through Rocklin and Roseville in 1869. The display will be revealed Saturday, May 4, 10 a.m.-3 p.m. at the Carnegie Museum in Old Town Roseville.

To find out more information and a list of other events: www.railroad150.org 

Weekly Workdays

Track, Restoration & General Maintenance

Ken Underhill

Date(s): Car restoration on **MONDAYS**; Track work on some weekends and weekdays

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.

PROGRESS SINCE LAST NEWSLETTER:

RESTORATION

January 24-March 29, 2019 - Volunteers: G. Arrillaga (73 hrs), G. Bobik (71 hrs), A. Cary (48 hrs), P. Diehn (18 hrs), J. Larson (12 hrs), K. Lippman (55 hrs), J. Martinez (6 hrs), T. Peters (62 hrs), T. Sturm (27 hrs), K. Underhill (27 hrs), D. Waterman (23 hrs).

Caboose 6101

Because the wood we need for the caboose's body bolsters is buried under many feet of snow, it was decided to work on box car 472, horse car 8 and other projects in addition to the 6101. Tony has spent many hours on the quarter round, corners and door frame pieces of the caboose trying to repair rot damage, no small feat given the profile of those pieces. With Ken L's and Gene B's help, they have figured out how to use the miter box to obtain a square cut on most of the mating surfaces. That work still continues.



Gene Arrillaga fixing a hammer.

Photo: Don Marenzi.

Late breaking good news! Brook called early this week after he heard from the oak supplier (the material needed for 6101's body bolsters, and Brook will be able to deliver the wood in early April.

Box Car 472

Don and Tom have cleaned out the inside of the box car. Tom has been working on installing a temporary roof with help from Josiah, Tony and many others. As of the end of March, the temporary roofing project is almost finished—just a little touch up painting and it should be water tight and ready to use until we have everything ready to install the final roof. Don is working on the museum display. Don is researching lighting options for the inside of the box car.

Horse Car 8

David and Jay removed the rubber tire trailer from under the horse car and placed the car on a flanged wheeled work car. Now the horse car can be easily moved around on rails. Eventually we will use our patterns to have new wheels and undercarriage

parts cast. In the meantime, Andy is working on drawings of the roof. The roof will be repaired so it's watertight and, with luck, the car can be safely displayed sometime this season. Ken U has worked on cleaning up the car.

Excursion Cars 5 & 318

On March 18, Andy and Gene B repainted the floor of the two excursion cars for use in regular operations. The following week the benches were installed and Tony screwed them down to the floor. The cars are ready for service.

Other Projects

Whenever any of us were not working on the above projects, we worked on improving our facilities for storing nuts, bolts and other parts—as well as racks and other tool storage methods—with the goal of making it easier for volunteers to find what they need and get to work.

continued next page

LOCOMOTIVES

1/18,19/19 (Fri/Sat) – Volunteers: J. Martinez, D. Waterman (16 hrs). Worked on Whitcomb locomotive diesel replacement project.

1/24/19 (Thurs) – Volunteer: B. Lependorf (5 hrs). Katie's wiring has been put away in wire boxes; wires hanging from headlights changed and hidden; four windshield wipers wired and now working

1/31/19 (Thurs) – Volunteer: B. Lependorf (2 hrs). On Katie, replaced three of four plastic switches with metal switches; and labeled all gauges and switches per State report.

3/11/19 (Mon) – Volunteers: P. Diehn (5 hrs); D. Waterman (8 hrs). David worked on moving motor mounts on locomotive "Katie." Paul welded the motor mounts in the new location to reduce vibration.

TRACK

2/3/19 (Sun) – Volunteers: J. Goldie, D. Waterman (8 hrs). Due to the rain, we focused most of the work on machining the points.

2/16/19 (Sat) - Volunteers: J. Goldie (5 hrs); J. Martinez, D. Waterman (8 hrs). Recent heavy rains have slowed the outdoor work Ran loads of ballast and spread from the turnout to the siding connection; rough ballast profile completed with shovels; inspected points and needed pads to lift the points; recovered bridal bars and a long bar; removed frozen bolts from the bars.

2/24/19 (Sun) - Volunteers: J. Goldie, S. Rusconi, D. Waterman (8 hrs). Great progress, including: installed both guard rails/drilled 4 holes/bolted, corrected gap of 1-7/8; heel block finished, spacer cut and installed/bolted to rail; cut filler rail to size/drilled 4 holes/joiner bars bolted on one end; worked on rail alignment in point area and adjusted gauge; set point clamp and ran a successful test pass over the mainline; filled ballast car for final load in work area; set spikes to hold the last rail in place. All rails are now in place.

3/1/19 (Fri) – Volunteer: D. Waterman (8 hrs). Drilled holes and installed last rail joint; reworked another joint bar with the proper joint bar size for better rail alignment; spiked the curved closure rail gauged and spiked the curved main rail.

2/25-3/1/19 (Mon-Thurs) - D. Waterman (32 hrs). Constructed the ground loading platform.

3/2/19 (Sat) - Volunteer: D. Waterman (8 hrs). Completed 80% of the walkway to the loading platform.

3/3/19 (Sun) – Volunteers: J. Goldie (4 hrs). Profiled 100' of ballast on the Deer Park siding; spent time on the points, bars, & switch stand making measurements.

3/4-3/8/19 (Mon-Fri) – Volunteers: P. Diehn (5 hrs), D. Waterman (40 hrs). David completed the Deer Park siding leveling/tamping completed; bridal Bars were cut and welded to required length by David and Paul; then installed bridal bars installed/points connected by David.



Gene Bobek cleaning bolt threads.

Photo: Don Marenzi.



Steve Rusconi watches push car go through new switch at Deer Park.

Photo: John Goldie



David Waterman (left) gives signal to Bobby Goldie (in tractor) as they cleanup track work debris. Photo: John Goldie



Registered Mechanical Engineer, David Mori, inspects final switch installation. Photo: Jack Burgess

3/9/19 (Sat) – Volunteers: J. Goldie D. Waterman (8 hrs); J. Martinez, S. Rusconi (4 hrs). Today focused on some optimizations and the switch stand connection. Tasks included moving the head block so that the point tips are more centered on the gauge plate; aligned the main line point to get the bridal bars square; unbolted two sets of joint bars & loosened the spikes to move the rail up; cut to size a new filler rail since gap was now 1.5" longer, drilled holes & cut; reinstalled the filler rail/bolted; worked on the spring connection (+/-2.5" travel); drilled hole in new mask bar; fabricated a connection bar/add a twist segment; mocked up switch set up; unspiked the DP siding guard rail area to adjust tight gauge. To complete the turnout we have: set correct gauge at frog; respiked the filler rail; completed throw linkage, modified mast staff to work with closure guard (a weld might be required here); spiked down the switch stand; welded in the riser plates; added ballast & tamped.

3/12-14/19 (Tues-Thurs) – Volunteer: D. Waterman (24 hrs). Completed ADA platform/ramp. Both loading areas now have nice solid walkways.

3/16/19 (Sat) – Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (4 hrs). Adjusted gauge at frog so wheels track well across the frog; spiked the last segment of rail that we swapped out last week; topped off 60 feet of ballast and profiled the rock; added ballast to low ballast areas on the Deer Park mainline; fabricated a rigid throw bar, drilled 6 holes and bolted; adjusted the Harp mask bar as needed; spiked down the switch stand; made adjustments, inspections, roll-over check, throw checks; cleaned up work area; raked up loose ballast; made multiple passes with ballast car/engine/push car to check operation. SPCRR's first point switch is now complete!

3/24/19 (Sun) – Volunteers: B. Goldie, J. Goldie D. Waterman (5 hrs). Today we ran a cleanup train to remove all excess rail and hardware from the work area.



Before and after views in the eucalyptus grove. Photos: Barry Lependorf

3/25/19 (Mon) – Volunteer: D. Waterman (6 hrs), P. Diehn (4 hrs). David corrected the two minor issues our inspector reported on Monday 3/25. The cracked lock washers were replaced on an existing joint, and one joint bar with a crack was replaced. Paul made modifications on the spring bar to fabricate a new connection point that will remove the 2nd pivot point. This should make the unit compatible with our harp switch stands.

3/28,29/19 (Thur/Fri) - Volunteers: J. Goldie (8 hrs); D. Waterman (14 hrs). Clear post was installed at Deer Park west; worked on the 6 cross bucks; reversed the sign boards into the correct orientation; painted exposed parts; trimmed bolts; inspected farmers crossing to the new track at Deer Park; plugged and re-spiked a number of high spikes; dug out flangeways at framers crossing; removed dirt built up along rail/joints.

3/31/19 (Sun) - Volunteer: B. Lependorf (4 hrs). Cleaned up debris on and around track at Deer Park and in grove.

MISCELLANEOUS

1/10,17,24,31/19 – Volunteer: J. Stutz (18 hrs). Various cleanup.

1/11/19 (Fri) – Volunteer: J. Burgess (2 hrs). Prepare and turn-in Rail Adventure Day publicity for June to EBRPD publication.

1/15-31/19 (Sat-Thurs) – Volunteer: J. Burgess (40 hrs). Newsletter preparation.

2/3/19 (Sun) – Volunteer: A. Cary (2 hrs). Website maintenance.

2/7,9,14/19 – Volunteer: J. Stutz (13 hrs). Debris and wood pile cleanup.

2/21,25/19 – Volunteer: J. Stutz (11 hrs). Crossover track surveying.

3/4,15,18,25/19 - Volunteer: J. Stutz (13.5 hrs). Crossover track surveying.

3/11/19 (Mon) – Volunteer: J. Burgess (1.5 hrs). Special events meeting with Park staff.

3/13,15/19 - Volunteer: J. Stutz (8 hrs). Railroad car maintenance.

3/14/19 (Thurs) – Volunteer: J. Burgess (2 hrs). Rail Fair publicity for August EBRPD publication.

3/16/19 (Sat) – Volunteer: J. Burgess (1 hr). Discuss upcoming railroad events with Café manager.

3/17-31/19 – Volunteer: J. Burgess (38 hrs). Newsletter preparation.

1/30; 2/2,7/19 - Volunteer: D. Marenzi (9 hrs). Museum display inside 472 for Rail Fair.

3/28,29/19 - Volunteer: D. Marenzi (6 hrs). Archive search for SP 10.

3/25/19 (Tues) - Volunteer: J. Stutz (1.5 hrs). Museum display inside 472 for Rail Fair.

3/26/19 (Wed) - Volunteer: B. Lependorf. (2 hrs). Worked on signs.

3/29/19 (Fri) - Volunteers: B. Lependorf , D. Waterman (2 hrs). did a train check and loacted a temporary passenger loading/unloading spot at Deer Park.

Jan-Mar/19 – Volunteer: J. Burgess (22 hrs). Rail Fair 2019 planning.



Here is an overall photo showing a train at the Deer Park station. David Waterman built two new loading platforms. The top left photo shows the walkway and lift platform for visitors with mobility issues. The top right photo shows the regular passenger loading area.

Photo top left: David Watreman
Photo top right and bottom: Barry Lependorf

WORK PLANNED FOR NEXT MONTH

Join our **SPCRR-Members** group for the latest information! Details how to join are shown 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.

- **Mondays, Historic Car Restoration - Gene Arrillaga.** Our weekly restoration day. Lots of projects for all skill levels. Contact Gene by email at arrillaga@sbcglobal.net, or call Gene at 510-657-8733 (h).
- **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 John at 408-784-1611 (c).
- **2nd Saturday of each month, Monthly Locomotive or Restoration day - Curator 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 (c).
- **Miscellaneous Projects.** For more information, email Ken Underhill at kcunderhill@yahoo.com (preferred), or call Ken at 925-373-6884 (h).

Contact: Ken Underhill
Email: kcunderhill@yahoo.com
Phone: 925-373-6884
Please Note:

- Everyone over the age of 18 is welcome.
- Mondays 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.
- Please include your name, cell number, and email so we can contact you if the date changes or has to be cancelled.
- For information on volunteering, please send an email to 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 or call 510-508-8826. **NOTE: Volunteers needed are shown in RED type.** Restoration Workdays are not shown on this calendar. **NEW! the restoration crew now gets together on MONDAYS** (and some Saturdays). Contact project manager Gene Arrillaga to verify dates and times (call 510-657-8733 (h) or email 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) (have 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) (employees)
June 9,16,23	Park Event - Historic Hay Harvest (Sundays) (employees)
July 4	Park Event - Old Fashioned Independence Day (Thursday) - Need station agent volunteers
July 21, 28	Park Event - Historic Wheat Harvest (Sundays) (employees)
Aug 31, Sep1&2	RAIL FAIR! Need help with setup on Friday before event, Train Crew, Station Agents & general volunteers each day - please sign up early
Oct 5	SPCRR Railroad Adventure Day - Need Station Agent volunteers
Oct 12,13	Park Event - Harvest Festival (Saturday/Sunday) - 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
Nov 17	End of train operation for 2019

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. It is free to join! Just send an email to webmaster@spcrr.org and include your name and email address. If you have any problem, you can contact Ken Underhill by email at kcunderhill@yahoo.com or call Ken at 925-373-6884.

Directions For 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.